A meeting of the **OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH)** will be held in **CIVIC SUITE, PATHFINDER HOUSE, ST MARY'S STREET, HUNTINGDON PE29 3TN** on **WEDNESDAY, 2 SEPTEMBER 2026** at **7:00 PM** and you are requested to attend for the transaction of the following business:-

AGENDA

APOLOGIES

1. **MINUTES** (Pages 5 - 28)

   To approve as a correct record the Minutes of the Overview and Scrutiny Panel (Performance and Growth) meeting held on 1st July 2026 and the 29th July 2026.

   Contact Officer: L Adams
   01480 388234

2. **MEMBERS' INTERESTS**

   To receive from Members declarations as to disclosable pecuniary and other interests in relation to any Agenda item.

   Contact Officer: L Adams
   01480 388234

3. **OVERVIEW AND SCRUTINY WORK PROGRAMME** (Pages 29 - 48)

   a) The Panel are to receive the Overview and Scrutiny Work Programme and Notice of Key Decisions for the period 1st September 2026 to 31st December 2026. Members to discuss future planning of items for the Work Programme

   b) Members to discuss future planning of items for the Work Programme

   Contact Officer: L Adams
   01480 388234

4. OUTSTANDING RESPONSES FROM PREVIOUS MEETINGS (Pages 49 - 50)

To note the responses outstanding from previous meetings.

Contact Officer: L Adams
01480 388234

5. PRE-SUBMISSION LOCAL PLAN TO 2046 (Pages 51 - 1992)

The Overview and Scrutiny (Performance and Growth) Panel is invited to comment on the report for Cabinet and Council.

Executive Councillor- Tom Sanderson

Contact Officer:

6. CAR PARKING STRATEGY (Pages 1993 - 2312)

The Overview and Scrutiny (Performance and Growth) Panel is invited to comment on the report for Cabinet.

Executive Councillors- Julie Kerr and Brett Mickelburgh

Contact Officer: Head of Economy, Regeneration and Housing Delivery
Operations Manager, Parking and Markets Services

7. CORPORATE PERFORMANCE REPORT (QUARTER 1) (Pages 2313 - 2418)

The Overview & Scrutiny (Performance and Growth) Panel is invited to consider and comment on progress and performance during Quarter 1, as summarised in the Corporate Performance Report attached and detailed in Appendices A, B, and C.

Executive Councillor- Nathan Hunt

Contact Officer: G Moore
Gregory.Moore@huntingdonshire.gov.uk

24 day of August 2026

Michelle Sacks

Chief Executive and Head of Paid Service

Disclosable Pecuniary Interests and other Registerable and Non-Registerable Interests.

Further information on Disclosable Pecuniary Interests and other Registerable and Non-Registerable Interests is available in the Council's Constitution

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Please contact Miss Lauren Adams, Democratic Services Officer, Tel No. 01480 388234/e-mail Lauren.Adams@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/Panel.

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.

Emergency Procedure

In the event of the fire alarm being sounded and on the instruction of the Meeting Administrator, all attendees are requested to vacate the building via the closest emergency exit.

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HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH) held in Civic Suite, Pathfinder House, St Mary's Street, Huntingdon PE29 3TN on Wednesday, 1 July 2026.

PRESENT: Councillor A Wood – Chair.

Councillors L Ascroft, A Blackwell, S Cawley, S Ferguson, I D Gardener, R Ioannides, R Martin, S Smith, W Smith, H Tobias and T Tomlinson.

9. MINUTES

The Work Programme of minute 26/04 was amended to read:

The Member requested that a short, written progress briefing on the Parking Strategy Refresh be provided between meetings, setting out what work has been completed, what evidence has been gathered, what remains outstanding, and when the draft strategy is expected to come to the Panel for pre-decision scrutiny.

Members also raised wider questions in relation to the Parking Strategy Refresh, including costs associated with the strategy and the wider impact on town centre vitality.

After which the minutes of the meeting held 3rd June 2026 were approved as a correct record and signed by the Chair.

10. MEMBERS' INTERESTS

No interests were declared.

11. OVERVIEW AND SCRUTINY WORK PROGRAMME

With the aid of a report by the Democratic Services Officer (Scrutiny) (a copy of which is appended in the Minute Book) the Overview and Scrutiny Work Programme was presented to the Panel.

Democratic Services reiterated the importance of the scoping process to the Panel and confirmed that the scoping documents had been circulated to the relevant Members. It was noted that the documents would be recirculated to the full Panel following the meeting.

Councillors Ascroft, Ferguson, Ioannides and Martin volunteered to serve on the working group established to review Key Performance

Indicators (KPIs).

The Panel requested that an update on Civil Parking Enforcement be included on the work programme rather than being provided solely as an All-Member briefing. Members were advised that the matter had not been overlooked, but that it would first be considered through an All-Member Briefing. It was further noted that, should the Panel consider additional scrutiny necessary thereafter, a scoping document would be prepared.

Councillor Tomlinson proposed that Civil Parking Enforcement be added to the Panel's work programme.

Councillor Martin seconded the proposal and suggested that the matter be brought before the Panel once the first year of operation had been completed. In support of the proposal, it was noted that procurement concerned the Council's compliance with its own rules and procedures, and that the Panel should maintain oversight of this area.

Councillor Ioannides proposed an amendment to the proffered motion. He proposed the addition of prioritising Places for People, Commercial Investment Portfolio and the Civil Parking Enforcement / parking strategy onto the Work Programme.

The Panel hears the new Recommendation proposed by Councillor Tomlinson and a vote is called. 6 Members are For, 0 Against and 5 Abstainers.

Following the discussion, it was agreed:

That this Panel confirms its previous agreement that the Annual review of Civil Parking Enforcement performance be brought as a formal agenda item to this Panel and requests the DSO to confirm a date for that item- noting that any All-Member briefings in advance are welcome but does not substitute for a formal Panel meeting on the subject.

Councillor Ioannides moved again for prioritising Places for People, Commercial Investment Portfolio and the Civil Parking Enforcement / parking strategy onto the Work Programme.

The Panel were reminded of the scrutiny training previously undertaken and, in particular, the importance of completing a scoping document for all topics proposed for scrutiny. It was advised that scoping documents help to clearly define the purpose, scope and desired outcomes of a review, ensuring that scrutiny resources are focused on matters within the Panel’s remit and that any subsequent work is evidence-based, proportionate and achievable.

The Panel were advised of the importance of engaging with Places for People as a key partner of the Council. Officers confirmed that discussions were underway to bring the matter to a future meeting agenda, with consideration being given to ensuring the focus and scope of the discussion were appropriate and constructive.

Councillor Tobias seconded the motion and a vote was called.

The Panel hears the new Recommendation and a vote is called. 6 Members are For, 0 Against and 5 Abstainers.

Following the discussion, it was agreed:

That Places for People, Commercial Investment Portfolio and the Civil Parking Enforcement / parking strategy be prioritised and added onto the Work Programme.

The Chair reminded Members to complete the scoping documents

The Panel requested that, although One Leisure falls within the remit of the other Overview and Scrutiny Panel, regular updates be provided from the Shadow Board on the use of funding and related expenditure to enable oversight of matters of wider Council interest.

12. TREASURY MANAGEMENT OUTTURN REPORT 2025/26

The Council's approach of utilising internal borrowing rather than external borrowing was welcomed by the Panel. They sought clarification on whether there was a threshold, such as a particular level of interest rates or other financial considerations, at which the Council would review its position and consider switching from internal to external borrowing.

The Panel heard that if such a decision was made, it would not likely come from interest rates, rather by the use of the Council's internal borrowings.

Attention was drawn to IFI S9, noting that its duration had been extended to March 2029. Clarification was sought on whether funds were currently being withdrawn from the associated shared investment pools and, if so, what impact this might have on the Council's financial position.

Officers confirmed that this matter had not yet been explored in detail. However, it was noted that there was an expectation that the March 2029 deadline would be extended further. Members were advised that, should it appear unlikely that a further extension would be granted, the Council would undertake a review of the position and consider the available options at that time.

Clarification was sought on the specific mitigation measures in place to manage the financial risks associated with the Council's debt levels, particularly given that the outstanding debt exceeds the value of the Council's property assets. An update was requested on the timescale and strategy for reducing vacancies within the Council's property portfolio, noting the impact that vacant units were having on interest coverage ratios. In addition, it was queried asked how confident the relevant Executive Councillor was that the budgeted income target of £3.75 million for 2026/27 could be achieved.

The Panel was advised that it had previously been recognised that, from a financial and resource perspective, the Commercial Investment Strategy was the only area that could not readily be progressed further. The Portfolio Holder highlighted that the decision

not to dispose of assets at this time had been a prudent one. While it was acknowledged that certain aspects of the Strategy's risk management and governance framework had not been as robust as intended, Members were informed that the Strategy nevertheless represented a valuable exercise in long-term financial planning.

The impact of the Covid-19 pandemic on commercial property values was also noted. The Panel heard that a number of properties within the Council's portfolio had performed strongly and generated significant income, while extensive work was continuing to address vacant units. Members were advised that, if assets were to be sold at the present time, the resulting capital receipts could only be used for capital purposes. It was reiterated that, although such receipts could be used to reduce borrowing, all but a small number of the Council's loans were currently costing less in interest than was being generated through investments. The Portfolio Holder emphasised that the Commercial Investment Strategy should be viewed as a long-term strategy.

In response to a question from Councillor Ioannides regarding the stress testing of the Council's property portfolio, the Panel was advised that commercial property values and performance do not typically fluctuate significantly unless affected by exceptional circumstances, such as the Covid-19 pandemic. It was further noted that undertaking stress testing in excessive detail could be counterproductive and may not provide meaningful additional insight into the portfolio's long-term performance.

A Member wondered whether the £2.5 million figure referenced within the Commercial Investment Strategy included both loan interest costs and the business loan, and requested further detail on how this figure had been calculated.

The Panel expressed disappointment regarding the manner in which the Commercial Investment Strategy had originally been developed, particularly in relation to the acquisition of properties and the financial arrangements put in place at the time. Members were advised by the Portfolio Holder that it had not been possible to retrospectively restructure these arrangements. It was confirmed that aspects of the work had previously been undertaken by agency staff; however, responsibility had since been brought in-house, resulting in a reduction in associated costs.

Following the discussion, it was

RESOLVED

that the comments of the Overview and Scrutiny Panel be passed to Cabinet for their consideration when making a decision upon the recommendations within the report.

13. FINANCIAL PERFORMANCE REPORT 2025-26 (QUARTER 4)

Queries were raised about the variances in the reported figures, referencing table 4.2 in the report.

The Chair confirmed that this was showing correct in the report on

page 82 and Officers advised they would provide clarification outside of the meeting.

In response to a question regarding the accuracy of financial forecasts, the Panel was advised that officers sought to produce forecasts as accurately as possible based on the information available. However, Members were informed that a significant proportion of the Council's income had been received later in the financial year, and that unexpected additional grant funding had been received in the last quarter of the financial year.. As a result, forecasting can be challenging and projections may need to be updated as further information becomes available.

Concerns were raised regarding the reported £1.9 million capital overspend associated with One Leisure and sought clarification on the factors that had contributed to the overspend. It was further noted that the report indicated a reduction in income across certain areas and queried the reasons why a capital budget overspend had occurred in the context of declining income levels.

In response, the Panel were advised that further information about this could be circulated after the meeting.

The Panel heard that the £1.9 million was revenue that would be capitalised under financial reporting regulations in the next financial year.

It was further commented that the £1.9 million capital overspend represented a significant sum of public money and expressed the view that his constituents would share those concerns. He also drew attention to the increasing level of the Council's debtors and sought clarification on the proportion of outstanding debt that was considered recoverable, together with the level of confidence officers had in recovering those amounts.

The Panel was advised that some of the outstanding debts had arisen over the previous four years, including cases involving individuals who had defrauded the Council. Members were informed that any debts deemed irrecoverable had been subject to appropriate due diligence and recovery efforts before being written off. Officers noted that the Council continues to maintain a high rate of debt collection overall.

The Panel heard that challenges in debt recovery can arise from a range of factors, including errors by the Department for Work and Pensions (DWP), businesses entering administration, and individuals entering Individual Voluntary Arrangements (IVAs). Members were also advised that a review of commercial debt was currently underway and that the findings could be shared with the Panel outside of the meeting.

The Panel asked if Cambridge City Council had repaid the debt owed to the Council. The Panel were advised this would be investigated and a response sought outside of the meeting.

It was noted that collection rates had declined and observed that the current target had been based on the previous year's recovery

performance. He sought clarification on whether this indicated that the reduction in collection rates was expected to be a long-term trend or whether recovery levels were anticipated to improve in future years.

Following on from a Member's earlier request, further confirmation was sought that the breakdown to be provided would identify which outstanding debts were considered recoverable. He further queried whether the information would also include details of the Council's provision for bad and doubtful debts.

A query was raised regarding the Capital Programme, specifically in relation to the Chipper replacement project. She noted that the accompanying commentary referred to an underspend, while elsewhere referencing an overspend, and sought clarification on the apparent inconsistency in the reported financial position.

After a further question relating to the future high streets fund budget and a request for a project breakdown, the Panel were advised this would be taken away and an answer sought.

The Panel also heard that there had been issues with the monitoring of the Capital Programme and this has been raised already with new processes being introduced to improve accuracy.

In response to a question from a Member regarding debtor analysis, the Panel was advised that the relevant officers were currently focusing their efforts on securing tenants for vacant properties within the Council's portfolio. Members were informed that a significant amount of work had also been undertaken in relation to rent reviews. Officers further reiterated that, while debt recovery activity may be undertaken through external agencies where appropriate, the Council does not sell outstanding debts to third parties.

The Chair referred to the minimum revenue provision and wondered why this had been reduced.

The Panel were advised that this was reduced because the Capital expenditure within the financial year had been lower that forecast and therefore the provision for repayment had been adjusted to reflect the actual spend.

Following the discussion, it was

RESOLVED

that the comments of the Overview and Scrutiny Panel be passed to Cabinet for their consideration when making a decision upon the recommendations within the report.

14. CORPORATE PLAN REFRESH 2026/27

Attention was drawn to page 125 of the report and anticipation was expressed of working with Members regarding Parish Council issues.

Clarification was sought as to whether the 80% Business as usual (BAU) was for statutory services or non-statutory services. It was confirmed this was for the statutory services that the Council must

provide, such as Revenues, Benefits, Waste collections, etc.

It was requested if a breakdown of the Capital costs for every new 2026/2027 Corporate Plan Action was available, It was asked that this be split between statutory and non-statutory and any external funding. On hearing that this would need to be taken away, Councillor Ioannides advised he could not endorse the Plan without knowing the costs.

In response the Panel were advised they were being asked to look at the principles of the Plan, not the budget

A Member advised that, while they was able to support the overall strategic vision, she had reservations regarding the proposed Key Performance Indicators (KPIs), which she considered to contain significant blind spots. She expressed concern that, if the most appropriate metrics were not in place, organisational focus could become concentrated on achieving the measured KPIs rather than on the wider activities and outcomes necessary to deliver the Strategy effectively. She reiterated that the Working Group being set up for KPI's should be convened and concluded before December 2026 to ensure the next Plan includes sophisticated outcome based metrics.

The Panel was advised that such feedback would be welcomed. However, Members were reminded that any revisions or additions would need to be considered in the context of the capacity and resources available within the team. Officers also noted that certain performance measures and reporting requirements are prescribed by Central Government and must therefore be included as part of the Council's monitoring and reporting arrangements.

It was queried whether the introduction of the new food waste collection service was reflected within the proposed Key Performance Indicators (KPIs). It was noted the importance of monitoring the service's performance, particularly in light of concerns and complaints from residents regarding missed collections, and sought assurance that appropriate measures were in place to track and report on this area. The Panel were advised that whilst it is not included in the current target intolerances, it is now part of the commentary until a baseline can be established.

Support was expressed for the previous comments and it was noted that 30 of the 57 actions contained within the report were identified as new and questioned whether the Council's focus should instead be directed towards preparations for and delivery of Local Government Reorganisation (LGR). He sought clarification on the rationale for introducing a significant number of new actions at this stage and how these aligned with the Council's wider priorities. He wondered if it would have been better to wait until after LGR.
The Panel heard that the Plan will be kept under review and that it allows for reflection as the Council goes through and that a lot of work has gone into ensuring the Council is properly sourced going into LGR.

Concerns were raised regarding a number of Key Performance Indicators (KPIs) that had yet to be confirmed, citing homelessness prevention and temporary accommodation as examples. He

suggested that the absence of complete performance information limited the Panel's ability to undertake effective scrutiny. Councillor Ioannides also referred to the ongoing affordability challenges facing the Council, particularly in the context of expenditure on One Leisure. He sought greater clarity regarding the resource implications of the proposed actions, including the anticipated cost of each action, ownership and accountability arrangements, and the distinction between statutory and discretionary activities. In addition, he requested information on which actions could potentially be scaled back or discontinued should Local Government Reorganisation (LGR) alter the Council's future responsibilities and priorities.

In response, the Panel was advised that officers would review the request and consider what information could be provided in relation to opportunity costs. Members were informed that the Executive Councillor wished to confirm the extent of the information that the relevant team would be able to compile and present. The Panel was also reminded that reports relating to the One Leisure affordability challenge were available for Members to review. In addition, officers confirmed that the development of Housing-related KPIs was ongoing and that these could not be finalised until later in the year.

It was queried why a number of the actions contained within the report did not have defined completion dates and sought clarification on when these actions were expected to be delivered. He also requested further information on the measures that would be used to assess progress and success. In addition, Councillor Tomlinson sought clarification on the specific purpose of the item and what the Panel was being asked to consider or recommend at the meeting.

Councillor Ioannides made a motion for additional Recommendations to the Cabinet of additional measurable outcomes.

The Panel was reminded that, whilst the proposed actions and objectives were recognised as worthwhile, expectations regarding delivery would need to be managed realistically. Members were advised that officer capacity remained under significant pressure, with additional demands arising from major programmes of work, including preparations for Local Government Reorganisation (LGR). It was therefore noted that the Council would need to balance its ambitions against the resources available to deliver them.

The motion was seconded by Councillor Tobias.

The Panel hears the new Recommendation and a vote is called.

3 Members are For, 0 Against and 8 Abstainers.

Following the discussion, the Panel were informed that their comments would be added to the Cabinet report in order for Cabinet to make a decision upon the recommendations within the report, and additionally, the Panel request that the Cabinet consider adding the following recommendation to their report;

The recommendation be amended so that the Panel does not simply endorse the refreshed Corporate Plan as presented, but instead recommends endorsement only subject to the following amendments

being made before Cabinet and Council:

1) That every Corporate Plan action must include:
   - a named responsible officer or service;
   - a clear delivery date;
   - a measurable output or outcome;
   - the budget or resource implication;
- and a defined red, amber and green performance threshold.

2) That actions listed as “Influence” or “Enable” must not be reported as delivered unless there is evidence of a measurable outcome, a formal partner commitment, or a clear resident benefit.

3) That the Key Performance Indicators must include baseline data, annual targets, direction of travel, RAG thresholds, and where relevant, cost-per-unit or value-for-money measures, so Members can see not only activity, but whether services are improving for residents.

4) That the Plan must include specific measures on:

- homelessness prevention and repeat presentations;
- the impact of Places for People stock disposals;
  - commercial investment portfolio performance, including voids and rental income loss;
  - Civil Parking Enforcement and car-parking income performance;
  - customer satisfaction and avoidable contact;
  - staff sickness levels and cost;
  - planning enforcement performance;
  - fly-tipping, waste and recycling outcomes;
  - and Local Government Reorganisation risk, including service continuity, reserves and staffing capacity.

5) That any climate, energy or environmental action must include the estimated cost, expected saving, payback period, statutory basis, and impact on residents and businesses before being treated as a Corporate Plan commitment.

6) That the Panel’s comments to Cabinet and Council record that Overview and Scrutiny expects the Corporate Plan to be a measurable delivery document, not a list of aspirations, and that quarterly performance reports must show progress against these amended measures.

The Panel therefore recommends that Cabinet and Council endorse the Corporate Plan only once these amendments have been incorporated.

Councillor Martin moves that he is in favour of Councillor Ioannides request but would like to add the amendment of this work being covered by the KPI Working Group.

The motion was seconded by Councillor Gardener.

The Panel hears the new Recommendation and a vote is called.

11 Members are For.

Following the discussion, the Panel were informed that their comments would be added to the Cabinet report in order for Cabinet to make a decision upon the recommendations within the report, and additionally, the Panel request that the Cabinet consider adding the following recommendation to their report;

1) That the information requested by Councillor Ioannides be covered by the KPI Working Group.

15. COMBINED AUTHORITY MAYORAL CAR PARKING SUBSIDY

Clarification was sought on whether any assessment had been undertaken to determine both the beneficiaries of the proposal and those who would bear its cost. He expressed concern that the Organisation could be perceived as endorsing, or partially funding, a campaign commitment, with the associated costs ultimately being met through council tax contributions, including by residents who may derive no direct benefit from the proposal.

The Panel was reminded that the decision to allocate funding in this manner was a matter for the Mayor, who had chosen to utilise his budget accordingly. It was noted that the budget from which the funding was drawn was funded by contributions from across Cambridgeshire and Peterborough.

Further information was requested regarding the financial implications of the proposal. She sought clarification on whether any additional or indirect costs would be incurred, including costs associated with updating parking payment infrastructure. She also enquired about any costs that might arise upon the conclusion or withdrawal of the Scheme and requested confirmation of the duration for which the funding would be available.

In addition, sight of the supporting business case was requested, including evidence relating to anticipated impacts on town centre footfall. The importance of establishing baseline data and projected outcomes was emphasised, noting that it would otherwise be difficult to assess the economic success of the Scheme or determine the impact of any additional funding provided.

The Panel was advised that, as this was a Mayoral Scheme, responsibility for undertaking the associated research and developing the supporting evidence base rested with the Mayor. It was noted that the Council's role was limited to its inclusion within the Scheme as a provider of car parking facilities and that undertaking such research did not fall within the Council's remit.

Their attention was drawn to section 8:2:5 of the report which included a breakdown of the costs requested by the Member.

The Panel noted that the Mayor's manifesto had indicated that

funding would be made available to support the implementation of a free car parking scheme. He sought clarification on the process by which the various options had been considered and evaluated, and how the proposal had developed from the Mayor's initial approach to the recommended Scheme now before the Panel.

It was advised that no initial budget envelope had been proposed for the Council. Following early discussions, the Organisation considered the comments received and subsequently provided indicative costings to the Combined Authority to support the further development and refinement of the proposal. Officers have highlighted the associated financial implications to ensure that the Combined Authority is fully aware of the potential budgetary impact of the option under consideration.

Confirmation was requested that the Mayor was the one who asked for the 4pm to 6pm scheme as set out in the main report which was confirmed to the Panel that yes this was correct.

Concern was expressed regarding the latest letter from the Mayor, which had been circulated to the Panel as a supplementary document. He commented that the correspondence appeared to follow a decision that had already been made, leading to some uncertainty as to its purpose and timing.

The Panel was advised that the proposal before them represented the original option for consideration. It was noted that the Mayor had subsequently requested that the Council consider the provision of free parking; however, any decision on this matter would be for the Council to determine. The Panel was further informed that the Chief Executive had been asked to consider the inclusion of an additional hour within the proposal.

Officers confirmed that the principal report before the Panel was the proposal currently open for consideration. It was also highlighted that the alternative option would have financial implications, unlike the main proposal, and would therefore require a budget amendment to be approved by Full Council.

It was noted that the scheme would remain cost neutral only if residents' parking behaviours remained unchanged. Further clarification was sought on the measures and performance indicators that would be used to assess the success of the scheme and monitor any changes in parking patterns.

The Panel was advised that the scheme would be monitored through the Council's budget management processes. Members were informed that the recommendations included a safeguard which would delegate authority to reverse the scheme if necessary. It was further noted that a contingency provision had been incorporated within the budget. Officers confirmed that both income levels and any changes in user behaviour would be monitored to assess the ongoing impact of the scheme.

Councillors Ferguson and Ioannides stated that they did not support the proposed additional hours, citing concerns regarding the financial risks and potential budgetary implications associated with the

extension.

Attention was drawn to the criteria previously submitted by the Council to the Mayor for consideration and highlighted the emphasis placed on supporting the evening economy, which aligns with the Council's Economic Strategy. It was noted that this objective is not explicitly referenced within the current Corporate Plan. It was further observed that Council car parks were already free of charge after 6.00 pm and suggested that this existing arrangement more closely supports the evening economy.

The Chair queried whether, if Council car parks were already operating at or near capacity until 6.00 pm, would the Scheme provide be significant benefit.

The Panel heard that the available data indicated that car park utilisation falls after 4.00 pm.

It was queried whether the proposed scheme could be terminated early should it become apparent that residents were using the car parks primarily because of the free parking offer. Confirmation was sought ion on whether any costs or financial penalties would be associated with ending the arrangement before its intended completion date.

Officers advised that any such obligations would be carefully considered and taken into account as part of the Council's decision-making process.

The importance was reiterated of ensuring that the Council was clear regarding the precise nature of the proposal being adopted, including where responsibility and ownership for the scheme would ultimately rest. Attention was drawn to point 2.3 of the report by the Panel.

Officers confirmed that the proposal under consideration formed part of a scheme led by the Mayor. It was further clarified that, should the option to introduce an additional free parking hour be pursued, this would require approval by Full Council due to the associated financial implications. It was noted that this is the Mayor's scheme, not Officers of this Council.

In response to a question from the Panel, it was confirmed that Members had previously indicated that any such scheme should be applied across multiple areas within the district, rather than being limited to St Neots as originally proposed by the Mayor.

Councillor Martin put forward a motion for an additional Recommendation for Cabinet to not go ahead as planned. This motion was seconded by Councillor Tomlinson.

It was commented that evidence had not been seen demonstrating that the scheme would deliver tangible benefits for residents. Clarification on the research undertaken and the evidence base used to support the proposal was requested.

The Panel hears the new Recommendation and a vote is called.

6 Members are For, 0 Against and 5 Abstainers.

Following the discussion, the Panel were informed that their comments would be added to the Cabinet report in order for Cabinet to make a decision upon the recommendations within the report, and additionally, the Panel request that the Cabinet consider adding the following recommendation to their report;

1) That we do not go ahead as currently planned

2) That we write to the Mayor, explaining that we will wait for the Parking Strategy and determine what the best option is from this.

3) Any future recommendation that comes forward to the Panel does not include a delegation to vary or cease the Scheme to Officers. Any variation or cessation of the Scheme should come through the Democratic cycle and be a decision for elected Councillors not Officers.

Councillor Tobias put forward a motion for an additional Recommendation for further details around costing from the Mayor. This motion was seconded by Councillor Ioannides.

The Panel hears the new Recommendation and a vote is called.

3 Members are For, 0 Against and 8 Abstainers.

Following the discussion, the Panel were informed that their comments would be added to the Cabinet report in order for Cabinet to make a decision upon the recommendations within the report, and additionally, the Panel request that the Cabinet consider adding the following recommendation to their report;

1) That further details of full costings and the business case be shared as to who the parking proposal funding will actually benefit and how.

Chair

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HUNTINGDONSHIRE DISTRICT COUNCIL

MINUTES of the meeting of the OVERVIEW AND SCRUTINY PANEL (PERFORMANCE AND GROWTH) held in Civic Suite, Pathfinder House, St Mary's Street, Huntingdon PE29 3TN on Wednesday, 29 July 2026.

PRESENT: Councillor A Wood – Chair.

Councillors L Ascroft, A Blackwell, I D Gardener, M A Hassall, R Ioannides, R Martin, D McIlwain, G Seeff, W Smith, H Tobias and T Tomlinson.

APOLOGY(IES): Apologies for absence from the meeting were submitted on behalf of Councillor S Cawley.

15. MEMBERS INTERESTS

No interests were declared.

15. MEMBERS INTERESTS

No interests were declared.

16. COMBINED AUTHORITY MAYORAL CAR PARKING SUBSIDY CALL-IN

The Chair introduced the item concerning the call-in of the Combined Authority Mayoral Car Parking Subsidy decision and invited the Members who had called in the decision to present their reasons and outline the matters they wished Council to consider.

Councillor Martin, speaking on behalf of the members who called in the decision, outlined three principal concerns:

1. Evidence base: He stated that the Cabinet decision appeared inconsistent with the evidence presented and argued that the decision-making process lacked a robust evidence base, contrary to the Council's Corporate Plan commitment to evidence-based decision making. While a business case had been produced, it was not central to the Cabinet's discussion or decision.

2. Alignment with corporate priorities: He contended that the decision was not in keeping with either the previous or current Corporate Plan.

3. Potential budget implications: He referred to comments made by the Executive Councillor indicating that changes in parking behaviour could result in a financial impact on the Council. This potential cost had not been discussed at the Overview and Scrutiny Panel and he argued that, if it resulted in a variation to the approved budget, the decision may not be fully

compliant with the Budget and Policy Framework.

Councillor Martin therefore requested, under paragraph 7A of the Budget and Policy Framework Procedure Rules, that the Section 151 Officer and Monitoring Officer consider the matter and provide a report, similar to that produced in relation to a previous parking scheme. The Cabinet did not have delegated authority to vary the approved budget.

Councillor Gardner endorsed the points raised by Councillor Martin, particularly regarding whether the proposal would give rise to any additional costs for the Council.

Councillor Kerr responded that the Council's position remained unchanged: long-term parking charges should be considered through the development of the parking strategy and would continue to be addressed through that process. she emphasised that the current proposal was not a decision on future parking tariffs, but a temporary offer funded by the Cambridgeshire and Peterborough Combined Authority (CPCA). The CPCA-funded proposal contained a financial neutrality clause to ensure the scheme remained cost-neutral to the Council and therefore would not affect the budget or MTFS.

Councillor Kerr advised that financial protection had been a key consideration. She referred to a previous proposal for Council-funded free parking, which had not been supported following advice from the Section 151 Officer that the loss of income without replacement funding would be unsustainable. She contrasted this with the current CPCA-funded intervention and stated that Cabinet had declined to contribute Council funding to extend the offer as there was no budget provision to do so. The Council retained the ability to withdraw from the scheme should it result in financial or other adverse impacts. The trial would support, rather than bypass, the development of an evidence-based parking strategy by providing real-world data and insights alongside resident feedback gathered through consultation. It was further explained that Cabinet had considered delaying the decision until September but concluded that doing so risked losing access to the available funding. In concluding, she expressed the view that the financial implications had already been considered through previous scrutiny discussions and reiterated that safeguards within the funding agreement provided mitigation against potential financial consequences.

Councillor Martin stated that his concerns arose from comments made during the Cabinet meeting and were therefore distinct from the issues previously considered by the Overview and Scrutiny Panel. While accepting that measures were available to mitigate excessive costs or withdraw from the scheme, he argued that any such costs would represent a variation to the approved budget and therefore engage the Budget and Policy Framework. Any change to the budget was a matter for Council rather than an executive function.

In response, Councillor Kerr explained that funding for the scheme would be received from the Combined Authority on an ongoing basis and that the Council would be able to monitor any changes in income or expenditure as they arose. Should any adverse financial trend become apparent, the Council would be able to identify and address

the issue at an early stage, enabling decisions to be taken before there was any material impact on the Council's budget. Therefore appropriate safeguards were in place.

Councillor L Ascroft stated that the potential financial implications arising from changes in parking behaviour had been discussed at the previous meeting of the Overview and Scrutiny Panel. This had informed her decision to abstain during the original consideration of the matter so the issue had been taken into account. She further commented that the grounds for the call-in had not been circulated in advance of the meeting. Whilst acknowledging that the process followed was in accordance with the Council's Constitution, she suggested that the earlier sharing of supporting information could have been beneficial in assisting Members to consider the relevant evidence and context ahead of the meeting.

Councillor Ioannides sought clarification on whether the CPCA grant agreement guaranteed full funding for any loss of parking income, behavioural change impacts, implementation costs and reinstatement costs, without exposing the District Council to clawback provisions, early termination liabilities or liabilities arising from local government reorganisation.

In response, Councillor Kerr confirmed that the grant agreement provided assurance on a month-by-month income basis, enabling any emerging trends to be identified and addressed at an early stage. Early termination remained a possibility and this flexibility ensured that the scheme would not adversely affect the Council's budget.

Councillor Ioannides then sought clarification on the objective financial threshold that would trigger suspension of the scheme. He also asked whether Members would be provided with the relevant grant agreement clauses confirming the financial protections and liabilities referred to before the scheme was implemented. He also queried whether the Cabinet had committed to implementing the scheme before having full knowledge of the Council's contractual obligations and potential financial exposure.

The Panel were advised by the Corporate Director of Place, that the grant agreement had not been presented to Members, as the matter before Council concerned a strategic decision rather than the detailed contractual arrangements. He explained that it was standard practice for Members to determine the strategic direction, while responsibility for negotiating and managing the technical and contractual aspects of grant agreements rested with officers. This was consistent with other grant-funded programmes undertaken by the Council. The assurances set out in the report reflected the matters that officers would consider before entering into any agreement. He stated that the Head of Paid Service, Director, Section 151 Officer and Monitoring Officer all had statutory and professional responsibilities to ensure that any contract entered into was consistent with Members' decisions and that relevant risks were appropriately assessed and managed.

Councillor Ioannides expressed the view that Cabinet had made its decision without having full details of the Council's contractual obligations and potential financial exposure.

Councillor Hassall expressed concern that detailed points had been raised during the meeting without supporting papers having been circulated in advance, that this made scrutiny difficult and placed officers and the Executive in a challenging position. He further commented that a degree of risk was inherent in decision-making and that the proposal involved accepting grant funding to support a free parking initiative. He acknowledged concerns that changes in parking behaviour could affect income but considered Cabinet's decision to proceed to be reasonable, as it provided an opportunity to assess the impact of free parking on town centre activity and resident behaviour. Councillor Hassall added that the effectiveness of free parking in supporting local economies had been debated previously and that the scheme offered an opportunity to gather evidence. He also referred to the mitigation measures discussed, including the ability to terminate the scheme at an early stage if necessary, and sought confirmation that the financial thresholds for such action would be determined once the detailed grant information had been received.

The Corporate Director for Place advised that it was not possible to specify a fixed financial threshold at that stage, as any assessment would need to be based on ongoing monitoring of parking income trends and usage patterns against established budget assumptions. He assured Members that the concerns raised had been noted and that appropriate safeguards and flexibilities would be sought within the grant agreement. He further advised that, should satisfactory protections not be secured, the Council would not enter into the agreement.

Councillor Hassall then commented that it was reasonable to expect Officers to monitor the scheme's impact and take appropriate action if adverse financial consequences emerged.

Councillor Martin stated that, if implementation of the scheme resulted in financial consequences exceeding the levels permitted within existing delegations and budget provisions, this would become a matter for full Council rather than Officers or Cabinet alone. He therefore maintained that Council should approve any necessary delegations and determine the extent of financial exposure it was prepared to accept.

The Corporate Director for Place informed Members that virements, defined as the transfer of funding between budget headings within the approved budget framework, could be authorised under existing delegations, with limits applying to budget managers, senior officers and Cabinet, and matters exceeding those limits requiring approval by full Council. While responsibility for setting fees and charges rested with the Executive, overall responsibility for the budget and policy framework rested with Council. The Deputy Monitoring Officer and the Section 151 Officer had confirmed that the proposed decision was consistent with the Council’s budget and policy framework. The matter fell within Cabinet’s decision-making authority and did not require determination by full Council.

Councillor Martin commented that a similar position had been taken in relation to parking charges in December, when advice had initially indicated that the matter was consistent with the budget and policy framework before a different conclusion was subsequently reached

following challenge.

The Chair drew attention to the fact that a review was built into the project prior to the end of the 18-month period.

The Corporate Director for Place clarified that the current proposal differed from the parking fees matter considered in December, where there had been a clearly identified budget shortfall. In contrast, the current report set out that the CPCA grant would cover parking income losses, implementation and reinstatement costs, and included contingency funding to address potential behavioural changes. He advised that these financial assumptions had been reviewed by the relevant officers, including the Section 151 Officer.
Councillor Ioannides sought clarification on the measurable success criteria for the scheme, including any numerical targets relating to increased footfall, parking usage and business activity. He also asked what evidence would be used to demonstrate that any additional town centre spending resulted from new visitor activity, rather than existing visitors benefiting from subsidised parking. In response, Councillor Kerr advised that the purpose of the scheme was to monitor and assess its effects over time. Evaluation of the wider economic value of the free parking initiative was not a determining factor in the Council's decision-making process, as the offer had been made by the Combined Authority. Assessment of the overall success of the initiative would be a matter for the Mayor and the Combined Authority.

Councillor Ioannides asked how, in the absence of baseline measurements or predetermined numerical targets, Members would be able to objectively assess the success of the scheme. Councillor Kerr advised that baseline data on average parking levels was available and would be used to monitor changes in parking patterns over time. Any increase in parking activity, including during the 4.00 pm to 6.00 pm period, would be identifiable through trend analysis. determining the reasons for any changes in parking behaviour was outside the scope of the assessment.

Councillor Ioannides stated that no data would be available to demonstrate whether the initiative had generated additional business within the town. An increase in parking during the relevant period could reflect existing activity being redistributed rather than new business being created, and therefore raised concerns about the potential financial implications of the scheme. In response, it was clarified that parking usage data would enable the Council to identify whether demand was shifting from peak periods to the 4.00 pm to 6.00 pm period through car park occupancy figures.

Councillor Hassall sought clarification on whether, in the event that the scheme resulted in a significant reduction in income, officers would have the flexibility to take appropriate corrective action in a timely manner. It was confirmed that any action would be taken in accordance with the delegations set out in the Constitution. Decisions relating to financial impacts of up to £250,000 could be taken by the Corporate Leadership Team, including the Section 151 Officer, while matters involving up to £500,000 would require Cabinet approval.

Councillor Tomlinson observed that any financial impact would be identified retrospectively through monitoring, creating the possibility

that expenditure could reach the relevant intervention threshold before action could be taken. Councillor Kerr expressed the view that concerns regarding potential losses of several hundred thousand pounds in parking revenue were overstated. There was finite capacity within the Council's car parks and any shift in parking behaviour would primarily involve users redistributing their visits. Only town centre car parks were likely to be materially affected. The scheme would result in only minor changes to parking trends.

The Corporate Director for Place explained that the previous decision concerning parking charges had resulted in a clearly identified budget shortfall, which the Council was required to address. In contrast, the proposal under consideration had been modelled and assessed as cost-neutral, with no anticipated adverse financial impact. The Monitoring Officer further advised that the scheme's financial performance would be monitored through the Council's usual budget monitoring processes and that the Section 151 Officer would have the authority to intervene should any significant financial concerns arise.

Councillor Seeff expressed the view that responsibility for assessing the economic benefits and value for money of the proposal rested initially with the organisation providing the grant, in this case the CPCA, as part of the grant application and justification process. It was not expected to add additional cost to the Council.

Councillor Ioannides emphasised that as the scheme was funded through public resources the Council should have a clear understanding of the financial and contractual risks involved before implementation. He was concerned that Members had not been provided with the full business case or final grant agreement, and that the financial modelling relied on historic income data without fully quantifying potential changes in user behaviour. There was an absence of defined measures of success. The Member clarified that they were not seeking rejection of the proposal, but rather that appropriate grant protections, measurable outcomes and democratic oversight be secured before implementation. On that basis, he supported referring the matter back to Cabinet.

The Chair re-stated that the costs and risks associated with the proposal had been discussed at a previous Overview and Scrutiny meeting and had also been considered in detail by Cabinet. Furthermore Officers had provided assurances on this point.

Councillor Hassall sympathised with a number of the concerns that had been raised, but he considered those issues to be matters for the Cambridgeshire and Peterborough Combined Authority (CPCA), rather than for the Cabinet. Any concerns regarding the design or conditions of the scheme should be directed to the Mayor and the CPCA.

Councillor Martin responded by raising the question of ownership of the proposal. He wondered whether the proposal originated from Officers, Cabinet, or the CPCA. He suggested the Council had been allocated a fixed sum and had developed the proposal within those financial constraints. Councillor Kerr advised that the proposal originated with the Mayor and the Mayor's Office, and Officers then worked with colleagues from the Mayor's Office to provide local data

and model a range of options. The Mayor subsequently developed the proposal.

Councillor Martin sought clarification whether the option had been developed and proposed by the Mayor. The Panel were advised that a number of options had been developed and presented to the Mayor for consideration. The final decision on which option to pursue rested with the Mayor.

Councillor Gardner questioned the financial implications of withdrawing from the scheme before its conclusion. In response, it was pointed out that the costs associated with the early cessation of the scheme had been factored into the financial assessments presented to Members. The Chair confirmed this was the case. The Panel were then advised that it is common for grant proposals to be considered and approved in principle at Heads of Terms stage, with detailed grant conditions negotiated subsequently. Where detailed negotiations identify conditions that expose the Council to undue risk, officers may determine that the agreement should not be entered into and, where appropriate, refer the matter back to Members for consideration. No information has been provided within the Heads of Terms or the Mayor's proposal regarding any formal penalties or contractual requirements.

Councillor McIlwain queried whether details and associated costings for the alternative options were available. In response, it was stated that alternative options had been presented to the Mayor for consideration. The selection of the preferred option was a matter for the Mayor, and the decision regarding which option to pursue rested with him rather than with officers.

Comment was made that the options had been provided to the Mayor by Huntingdonshire District Council and therefore should be documented. It was explained that a range of cost analyses had been undertaken based on different operational hours, with each option carrying a different associated cost. These options were considered as part of the assessment process. Officers provided data on car park usage, operating hours and associated costs, which informed discussions with the Mayor. This information was commercially sensitive. The Director advised that the report before Members contained all relevant information required to make an informed decision on the offer presented, and that no alternative offer was available for consideration. The Chair reminded Members that the associated costs and risks had previously been considered in detail by Cabinet. In that respect, a question was asked whether Cabinet had been provided with sufficient information to make an informed decision. It was confirmed that the report prepared by Officers reflected the proposal put forward by the Mayor.

Clarification was then sought on whether a shorter trial period could have been considered to gather evidence before committing to a longer-term arrangement. The Chair stated that the proposal was for an 18-month trial period with review arrangements built into it.

It was further advised that the proposal was already structured as a trial and that the arrangement would be reviewed throughout its duration. An 18-month trial was more appropriate than a six-month

trial, as parking patterns could vary significantly, particularly around the Christmas period. A longer trial would provide a more robust evidence base for evaluation.

Following a question whether the reason for not awaiting completion of the Parking Strategy was the risk that the Mayor might withdraw the funding offer, the Executive Councillor acknowledged that this was a potential risk but that a Parking Strategy was not required in this instance, as the proposal would not affect the Council's budget.

After a further question whether any steps had been taken to establish whether withdrawal of the offer was a genuine risk, the Executive Councillor confirmed that no such steps had been taken. However, she noted that the offer was time-limited and that any delay could reduce the value of the funding available and, consequently, the level of benefit that could be provided to residents.

Councillor R Tomlinson stated that the Panel had unanimously recommended deferring the proposal until completion of the Parking Strategy and that Cabinet's decision not to follow that recommendation had been based on the risk that the Mayor might withdraw the funding offer. No evidence had been presented to Cabinet to substantiate that risk. Correspondence from the Mayor dated 24 June invited further discussion rather than imposing a deadline. He therefore asked what discussions had taken place with the Mayor to establish whether there was a genuine risk of the offer being withdrawn before that risk was presented to Cabinet. In response, it was stated that the potential withdrawal of the funding offer had been identified as a possible risk after other risks had been considered. The risk was not regarded as high but was raised as a potential consideration when assessing the proposal and its associated risks.

Regarding the previous Overview and Scrutiny meeting, discussion had taken place on the fact that the Mayor had wished the scheme to commence in October and that implementation would require a lead-in period of approximately 12 weeks. These timescales indicated there was some risk that delays could affect the proposal and its delivery.

Councillor Martin expressed the view that Cabinet had not considered all relevant information when making its decision and that correspondence received from the Mayor after the Panel's earlier consideration indicated a willingness to discuss alternative options. He argued that the perceived risk of losing the funding had been given undue weight and was not supported by the available evidence. He, therefore, proposed that the matter be referred back to Cabinet for further consideration and reiterated the Panel's previous recommendation that a decision be deferred until the Parking Strategy had been completed. He also suggested that further discussions take place with the Combined Authority and the Mayor regarding potential alternative options once the Strategy was available. In addition, he proposed that delegated authority to implement the scheme be removed, with any final decision being brought back through the Council's formal decision-making process to allow further scrutiny.

The proposal was duly seconded by Councillor Tomlinson who reserved his right to speak.

Arguments against the proposal included the fact that any associated risks were either minimal or capable of being managed and did not provide sufficient grounds to delay implementation. The funding offer had been made by the Mayor and, while it may not have been their preferred option, there was no reason not to proceed with it. The Cabinet had followed the appropriate decision-making process. Furthermore, the proposal was unlikely to have a significant impact on the development of the Parking Strategy and there would be little benefit in delaying the scheme. Referring the matter back to Cabinet could create unnecessary delay and increase the risk of complications in implementing the proposal. There was no evidence that awaiting the Parking Strategy would materially affect the decision.

In support of the motion, it was suggested that it is HDC's decision to accept the proposal from the Mayor. It was argued that the Mayor's commitment to free parking and subsequent correspondence indicating a willingness to continue discussions suggested that the funding was unlikely to be withdrawn, there was no risk of delay, and the Mayor's scheme could be considered in line with the forthcoming car parking strategy.

A recorded vote was requested and, the threshold having been reached, following the discussion, the Panel voted on the following motion:

That the matter be referred back to Cabinet for reconsideration, with the recommendation that:

1. Cabinet defer implementation of the proposed free parking scheme until the Council's Parking Strategy has been completed and considered by Members.

2. The Council continue discussions with the Mayor and the Combined Authority regarding potential alternative options, informed by the findings of the Parking Strategy.

3. The delegated authority to implement the removal of parking charges be withdrawn, with any final decision on implementation being brought back through the Council's formal decision-making process for Member consideration and scrutiny.

For (6) Councillors I Gardener, R Ioannides, R Martin, D McIlwain, H Tobais and R Tomlinson.

Against (6) L Ascroft, A Blackwell, M Hassall, G Seeff, W Smith and A Wood.

The Chair used his casting vote against the motion. The proposal was therefore declared to be LOST.

Councillor Seeff proposed that no further action should be taken.

Councillor Ascroft seconded the proposed motion.

Councillor Ioannides requested the following amendment:

1. that regular reports on the scheme's finances, performance and compliance with grant conditions be provided to Members, and that any material variation to, or permanent cessation of, the scheme be referred back to elected Members for consideration.

The amendment was seconded by Councillor Tobias.

On being put to the vote the amended proposal was declared to be CARRIED and became a substantive motion.

On being put to the vote the amended proposal was declared to be CARRIED.

It was, therefore

RESOLVED

That no further action be taken and that that regular reports on the scheme's finances, performance and compliance with grant conditions be provided to Members, and that any material variation to, or permanent cessation of, the scheme be referred back to elected Members for consideration.

Chair

Overview and Scrutiny Work Programme 2026-27 - Performance and Growth

Forward Agendas

Meeting Date	Pre-Scrutiny	Scrutiny Review
2nd September	**Corporate Performance Report 2026/27 (Quarter 1)** *Nathan Hunt -Executive Councillor for Resident Services and Corporate Performance* **Car Parking Strategy** *Julie Kerr- Executive Councillor for Parks and Countryside, Waste & Street Scene* *Brett Mickelburgh- Executive Councillor Economy, Regeneration & Housing* **Local Plan** *Tom Sanderson- Executive Councillor for Planning.*	
30th September	**Strategic CIL Funding allocation** *Tom Sanderson- Executive Councillor for Planning.*	**Transformation Update** *Nathan Hunt - Executive Councillor for Resident Services and Corporate Performance*
4th November	**Corporate Performance Report 2026/27 (Quarter 2)** *Nathan Hunt -Executive Councillor for Resident Services and Corporate Performance*	**Commercial Investment Portfolio** *Jo Harvey- Executive Councillor for Finance and Resources.*

2nd December		**Civil Parking Enforcement Update** *Julie Kerr- Executive Councillor for Parks and Countryside, Waste & Street Scene* **Places for People** *Brett Mickelburgh- Executive Councillor Economy, Regeneration & Housing*
21st January	**2027/28 Revenue Budget & Medium-Term Financial Strategy, including the Capital Programme** *Jo Harvey- Executive Councillor for Finance and Resources.*	
3rd March	**Strategic CIL Funding Allocation** *Tom Sanderson- Executive Councillor for Planning.* **Corporate Performance Report 2026/27 (Quarter 3)** *Nathan Hunt -Executive Councillor for Resident Services and Corporate Performance*	
31st March		

Future Topics

Item	Focus	Scoping / Progress	Target Meeting Date
Places for People	Relationship between the Council and PfP including any contractual arrangements (inc exclusivity, renewal date etc) Stock Disposal Programme – scale, impact and HDC influence Request for PfP to attend in future to explore questions to put to them. Focus on strategic elements and not casework (which would be inappropriate for Scrutiny and public session).	Further scoping requested by Officers and relayed to Members via email 13.08.2026 **Status: In Progress**	**Dec 2026**
	Background / previous consideration of topic		
	Item Format	Presentation/ Report	
	Portfolio Holder/ Responsible Officer	B Mickelburgh - Deputy Executive Leader, Executive Councillor for Economy, Regeneration & Housing P Scott - Head of Economy, Regeneration & Housing Delivery	

Item	Focus	Scoping / Progress	Target Meeting Date
Civil Parking Enforcement	Review of performance of CPE and Operational Delivery to date.	Update scheduled onto All Members Briefing for October 2026 in the first instance. Further scoping of the subject can be undertaken after the All Members Briefing. **Status: Agreed topic**	All Members Briefing Oct 2026 **Dec 2026**
	Background / previous consideration of topic	Cabinet 15.04.2025 Civil Parking Enforcement Update Report.pdf	
	Item Format	Presentation/ Report	
	Portfolio Holder/ Responsible Officer	B Mickelburgh - Deputy Executive Leader, Executive Councillor for Economy, Regeneration & Housing P Scott - Head of Economy, Regeneration & Housing Delivery	

Item	Focus	Scoping / Progress	Target Meeting Date
Commercial Investment Portfolio	Scrutiny of the Commercial Investment Portfolio. Potential to improve financial performance. Scrutinise current underperformance, including void units and reduced income. Review actions to attract new tenants, particularly for properties outside the HDC area, and consider advice received from letting agents. Assess whether underperforming assets should be retained, with at least a medium-term strategy in place. Confirm that rent reviews are undertaken promptly. Provide information on the condition and EPC ratings of all properties. Review key financial metrics, noting that loan-to-value and interest cover ratios are currently not being met.	Scoping form received from Member. Discussions with relevant Officers underway. **Status: In Progress**	**Nov 2026**
	Background / previous consideration of topic	Cabinet 16.09.2025 Report Template for Cabinet / Committee Reports	
	Item Format	TBC	

	Portfolio Holder/ Responsible Officer	J Harvey - Executive Councillor for Finance & Resources M Raby- Facilities Manager - Hard Services	

O&S Topics Identified For Further Consideration

Subject	Brief	Status
Corporate Enforcement Policy	Requesting an update on Planning Enforcement – how will this work with the new policies. Requesting an update on Licensing Enforcement	Discussions in place with relevant Officer and consulting with the Chair of Licensing and the Planning Enforcement Team Leader. Have requested further scope from Cllr.

Housing Strategy	• What is the cost to the Taxpayer? • Homes that require adjustments • Complaints in Housing • Noted that HDC has both a Housing Strategy and a Homelessness Strategy in place alongside metrics within the Corporate Plan on this topic. Also noted that HDC does not own Local Authority Housing Stock.	More info and scoping requested from Cllrs to refine the request and no response received. Overview & Scrutiny (P&G) 01.04.2026 Housing Strategy Refresh - Huntingdonshire.gov.uk
Land to Develop	• Request to invite Capital Centric to present to the Panel • Request to discuss the Blue Light Scheme • Whether there is scope for a Working Group	Discussions with Head of Service. Future Capital & Centric report likely to come through Panel in any event based on future decisions – see July 2025 report. Regeneration Opportunities Report- Huntingdonshire.gov.uk
Community Infrastructure Levy	• What is the broad support for Town and Parish Councils? • Concern that applications are digital and that there is a generational technology barrier to access this • Does CIL favour bigger communities? • Smaller Parishes have less resources to submit applications do they loose out to bigger parishes? • What will happen to CIL reserves with the integration following LGR?	Email circulated to Members with links to previous published papers. Paused pending consideration of forthcoming report on topic.

Procurement	• How is this adding good social value? • Would like to understand how the Council are optimising this. • Understanding from Officers that this is about wider social value and the impact on communities. Also noted that Corporate Governance Committee cover procurement compliance.	Topic passed to Corporate Governance Committee (CGC)

KPIs	• Possibly a change in behaviour
	• Maybe don't use just averages
	• Need more performance, satisfactory and customer processes
	• Possibility of scrutinising best practice
	• Would like more detail on what causes failures and how to improve
	• Scope to set up a Working Group to look at the matter.
	• Suggested consideration of:
	  ○ The wider reporting network of metrics across the public sector
	  ○ The Government's plans for the Local Outcomes Framework and HDC's preparedness for this
	  ○ The approved HDC Performance Management Framework
	  ○ Assessment of metrics that could add value – alongside assessing the work needed to create them and time to value with the LGR timescales
		Emails sent to relevant Members to schedule meetings.

Working Groups

Key Performance Indicators (KPI) Working Group
Members: Cllrs L Ascroft, R Ioannides & R Martin **Lead Officer:** K Hlalat, enquiries to L Adams
Progress: **August 2026:** Initial meeting invites sent to Members to establish Terms of Reference for the group. **Next Steps:** Meetings to be scheduled as required to allow involvement in proposed works.

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NOTICE OF EXECUTIVE KEY DECISIONS INCLUDING THOSE TO BE CONSIDERED IN PRIVATE

Prepared by: **Councillor Sarah Conboy, Executive Leader of the Council**
Date of Publication: **17 August 2026**
For Period: **1 September 2026 to 31 December 2026**

Membership of the Cabinet is as follows:-

Councillor Details		**Councillor Contact Details**
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Councillor T Sanderson	Executive Councillor for Planning	c/o Huntingdonshire District Council Pathfinder House St Mary's Street Huntingdon Cambridgeshire PE29 3TN Tel: 01480 436822 E-mail: Tom.Sanderson@huntingdonshire.gov.uk

Notice is hereby given of:

- Key decisions that will be taken by the Cabinet (or other decision maker)
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A notice/agenda together with reports and supporting documents for each meeting will be published at least five working days before the date of the meeting. In order to enquire about the availability of documents and subject to any restrictions on their disclosure, copies may be requested by contacting the Democratic Services Team on 01480 388169 or E-mail Democratic.Services@huntingdonshire.gov.uk.

Agendas may be accessed electronically at the District Council's website.

Formal notice is hereby given under The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 that, where indicated part of the meetings listed in this notice will be held in private because the agenda and reports for the meeting will contain confidential or exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. See the relevant paragraphs below.

Any person who wishes to make representations to the decision maker about a decision which is to be made or wishes to object to an item being considered in private may do so by emailing Democratic.Services@huntingdonshire.gov.uk.or by contacting the Democratic Services Team. If representations are received at least eight working days before the date of the meeting, they will be published with the agenda together with a statement of the District Council's response. Any representations received after this time will be verbally reported and considered at the meeting.

Paragraphs of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) (Reason for the report to be considered in private)

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the Financial and Business Affairs of any particular person (including the Authority holding that information)
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations that are arising between the Authority or a Minister of the Crown and employees of or office holders under the Authority
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
6. Information which reveals that the Authority proposes:-
   (a)To give under any announcement a notice under or by virtue of which requirements are imposed on a person; or
   (b)To make an Order or Direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Huntingdonshire District Council
Pathfinder House
St Mary's Street
Huntingdon PE29 3TN.

Notes:- (i) Additions changes from the previous Forward Plan are annotated ***
(ii) Part II confidential items which will be considered in private are annotated ## and shown in italic.

Matter for Decision Description of Decision	Decision Maker	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Local Plan To present the pre-submission Local Plan to 2046 for approval for publication for statutory consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and subsequent submission to the Secretary of State for examination in public.	Cabinet	9 Sep 2026		Clara Kerr, Head of Planning, Infrastructure & Public Protection, Tel: (01480) 388430 or email Clara.Kerr@huntingdonshire.gov.uk Clare Bond, Planning Policy Team Leader Tel: (01480) 387104 or email Clare.Bond@huntingdonshire.gov.uk		T Sanderson	Performance & Growth

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Matter for Decision Description of Decision	Decision Maker	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Car Parking Strategy To provide details and seek endorsement of a new off street parking strategy following a significant local change with the introduction of Civil Parking Enforcement in 2025. It is envisaged that the new strategy reflects on the current position and use of car parks, whilst informing and providing clear direction for the service and guiding future courses of action.	Cabinet	15 Sep 2026		George McDowell, Parking and Markets Manager Tel: (01480) 388386 or email George.McDowell@huntingdonshire.gov.uk		J Kerr	Performance & Growth
Strategic CIL Funding Allocation*** To decide on round 1 of Strategic CIL funding 2026-27 for applications over £100,000.00.	Cabinet	20 Oct 2026		Row Lyons, Funding Project Manager Tel: (01480) 388782 or email Row.Lyons@huntingdonshire.gov.uk		J Harvey / T Sanderson	Performance & Growth

Matter for Decision Description of Decision	Decision Maker	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Commercial Sustainability Report – Parks & Open Spaces*** To provide an update to Council on Phase 1 which was presented in March 2026 and to propose Phase 2 and the capital funding required to deliver the outcome which work towards removing the cost of the parks and open spaces by 2029/2030.	Cabinet	20 Oct 2026		Gregg Holland, Head of Leisure Service, Health and Environment, Tel: (01480) 388157 or email Gregg.Holland@huntingdonshire.gov.uk Jo Peadon, Active Lifestyles and Health Manager, Tel: (01480) 388048 or email Jo.Peadon@huntingdonshire.gov.uk		D Mickelburgh	Environment, Communities & Partnerships

Matter for Decision Description of Decision	Decision Maker	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
One Leisure Commercial Opportunities*##** To propose a new commercial leisure opportunity that could support the financial sustainability of One Leisure.	Cabinet	20 Oct 2026		Leigh Allaker, OL Business and Operations Manager, Tel: (01480) 388796 or email Leigh.Allaker@huntingdonshire.gov.uk Gregg Holland, Head of Leisure Service, Health and Environment, Tel: (01480) 388157 or email Gregg.Holland@huntingdonshire.gov.uk		D Mickelburgh	Environment, Communities & Partnerships

Matter for Decision Description of Decision	Decision Maker	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
One Leisure Membership Architecture*##** To update, review and propose new membership options for One Leisure to support its commercial journey. It will also propose new operational amendments at leisure centre to support the visitor experience and provide better value for money.	Cabinet	20 Oct 2026		Leigh Allaker, OL Business and Operations Manager, Tel: (01480) 388796 or email Leigh.Allaker@huntingdonshire.gov.uk		D Mickelburgh	Environment, Communities & Partnerships
NDR Rural Settlements List 2027/28*** Annual review of Rural Settlements to facilitate the award of Business Rates Relief.	Executive Councillor and S151 Officer	11 Nov 2026		Katie Kelly, Head of Customer Services, Revenue and Benefits Tel: (01480) 388151 or email Katie.Kelly@huntingdonshire.gov.uk		N Hunt	

Matter for Decision Description of Decision	Decision Maker	Date decision to be taken	Documents Available	How relevant Officer can be contacted	Reasons for the report to be considered in private (paragraph no.)	Relevant Executive Councillor	Relevant Overview & Scrutiny Panel
Council Tax Support 2027/28*** Annual review of the Local Council Tax Support Scheme.	Cabinet	17 Nov 2026		Katie Kelly, Head of Customer Services, Revenue and Benefits Tel: (01480) 388151 or email Katie.Kelly@huntingdonshire.gov.uk		N Hunt	Environment, Communities & Partnerships
Council Tax Base*** To set the Council Tax Base for 2027/28.	Chair of Corporate Governance and S151 Officer	17 Dec 2026		Katie Kelly, Head of Customer Services, Revenue and Benefits Tel: (01480) 388151 or email Katie.Kelly@huntingdonshire.gov.uk		N Hunt	

Overview and Scrutiny (Performance and Growth) Panel – Questions and actions requiring a response.

Minute No.	Item	Councillor	Question	Answer
26/11	Overview and Scrutiny Work Programme	Cllrs Ascroft, Martin, Ioannides & Ferguson	Set up Working Group for KPI's. To include, Rogan, K Hlalat, N Hunt, G Moore & B Clifton-Atfield	Members emailed to set up the initial meeting
26/13	Financial Performance Report	Cllr Cawley	One Leisure, particularly the Capital overspend and sought clarification on the factors that had contributed to the overspend	Please see below a short narrative on Leisure (this does not include Active Lifestyles or Parks & Open Spaces): • The budget surplus target for Leisure Facilities was (£632k), the actual outturn was (£293k), with an adverse variance of £339k versus budget. • Whilst there has been a variance to budget, it is important to note that year-on-year income (actual) has increased by 9% therefore the variance seen in budget to actual which is driven predominantly by income performance is a budgetary issue not a trading performance issue. • Income budget performance was affected by Membership, Swimming and Event and Hospitality income. • To offset and support our budgetary position there was improved performance on utility usage centred around lower tariffs, solar PV installation, and better management at all sites. Further to this there were additional in employee costs, marginally offset by higher maintenance due to ageing assets. Further response circulated to Members via email – 24.08.2026
26/13	Financial Performance Report	Cllr Cawley & /Ioannides	Commercial debt- • Want a breakdown of debts to be provided - identify which outstanding debts were considered recoverable. • Also include details of the	Response circulated to Members via email – 24.08.2026

			Council's provision for bad and doubtful debts.	
26/13	Financial Performance Report	Cllr Gardener	Debt from Cambridge City- Has this been paid?	This has been settled.
26/14	Corporate Plan Refresh	Cllr Ioannides	Capital costs- Asked if a breakdown of the Capital costs for every new 2026/2027 Corporate Plan Action, split between statutory and non-statutory and any external funding.	Insufficient Resources so will not be delivered
26/14	Corporate Plan Refresh	Cllr Ioannides	One Leisure- Sought greater clarity regarding the resource implications of the proposed actions Requested information on which actions could potentially be scaled back or discontinued should Local Government Reorganisation (LGR) alter the Council's future responsibilities and priorities.	Insufficient Resources so will not be delivered
26/15	Combined Authority Mayoral Parking	Cllr Martin	Wanted to know who was making the decision on what goes forward to the Mayor.	Points 3.2 of the report was the information that HDC Officers gave the CPCA following direction given by Cabinet(under the previous JA). The formal decision arrangements are as published in the Officer report and supplement depending on which option members take.

Overview and Scrutiny (Performance and Growth) Panel – 02/09/2026

Cabinet – 09/09/2026

Council – 09/09/2026

Report by: Head of Planning, Infrastructure and Public Protection

Lead Cllr: Tom Sanderson

Executive Councillor for Planning

Wards	Open / Exempt	Key Decision?
All	Open	Yes

Report Title: Pre-Submission Local Plan to 2046, Sustainability Appraisal and supporting documents

Executive Summary: *This report provides the opportunity for the Overview & Scrutiny Panel to consider the proposed Regulation 19 Pre-Submission Local Plan to 2046 prior to its consideration at Cabinet and Council. The accompanying report sets out the context in which the draft Local Plan to 2046 has been prepared and the implications for its preparation of recent changes in national legislation regarding plan-making. It draws attention to the statutory nature of this phase in inviting representations on soundness and legal compliance.*

The report summarises responses received to the consultations on the Preferred Options draft Local Plan, the Sustainability Appraisal and the Additional Sites Allocations and identifies the key proposed changes to the draft Local Plan made in response to these. It identifies the evidence base prepared to inform and support the Local Plan. It also lists the alternative options considered for plan preparation and explains the reasons why they were not recommended.

The report also presents the Sustainability Appraisal that accompanies this stage of Local Plan preparation which considers the environmental, economic and social implications of the proposed Local Plan. In addition, it presents the Habitats Regulations Assessment which considers the impact of the proposed policies and sites on sites of international and national nature conservation value both individually and in combination. The report seeks approval for their publication for consultation.

The role of Overview & Scrutiny is to provide independent challenge and assurance on the production of the proposed Regulation 19 Local Plan before it is published, and representations on the legal compliance and soundness of the plan are invited during a 6-week period. Overview & Scrutiny acts as a 'critical friend' to the Council's executive to ensure decisions are transparent, inclusive and responsive to residents.

Overview & Scrutiny does not determine the content of the plan, nor does it make decisions on behalf of the Cabinet. The Panel provides observations, recommendations and constructive

challenge to inform the Cabinet. Ultimately this is to help satisfy the Council that the evidence, methodology, strategy and proposed policies have been thoroughly considered before recommendations are made to Cabinet.

It is the role of an independent Inspector, appointed by the Secretary of State, to undertake an independent examination in public of the Council's proposed plan, to consider all duly made representations and to test the soundness and legal compliance of the plan before the Council can proceed to formal adoption. The Inspector will set out guidance, ask formal questions and lead public hearings where developers, stakeholders and the public can ask questions and raise concerns as part of the debate on topics.

1. Recommendations

The Overview & Scrutiny Panel (Performance & Growth) is invited to:

1.1. Comment on the report for Cabinet and Council

Overview and Scrutiny (Performance and Growth) Panel – 02/09/2026
Cabinet – 09/09/2026
Council – 09/09/2026

Report by: Head of Planning, Infrastructure and Public Protection

Lead Cllr: Tom Sanderson
Executive Councillor for Planning

Wards	Open / Exempt	Key Decision?
All	Open	Yes

Report Title: Pre-Submission Local Plan to 2046, Sustainability Appraisal and supporting documents

Executive Summary:
This report sets out the context in which the Regulation 19 Pre-Submission Local Plan to 2046 has been prepared and the implications for its preparation of recent changes in national legislation regarding plan-making. It draws attention to the statutory nature of this phase in inviting representations on soundness and legal compliance.

The report summarises responses received to the consultations on the Preferred Options draft Local Plan, the Sustainability Appraisal and the Additional Sites Allocations and identifies the key proposed changes to the draft Local Plan made in response to these. It identifies the evidence base prepared to inform and support the Local Plan. It also lists the alternative options considered for plan preparation and explains the reasons why they were not recommended.

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Recommendations

1.1. That the Council approve the Pre-Submission Local Plan to 2046 (Appendix 1) for representations to be made under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period of six weeks starting on 16th September and closing on 28th October 2026.

1.2. That the Council approve the accompanying Policies Map (Appendix 2) for publication for a period of six weeks starting on 16th September and closing on 28th October 2026.

1.3. That the Council approve the Sustainability Appraisal (Appendix 3) for public consultation for a period of six weeks starting on 16th September and closing on 28th October 2026.

1.4. That the Council approve the Habitats Regulations Assessment (Appendix 5) for public consultation for a period of six weeks starting on 16th September and closing on 28th October 2026.

1.5. That the Council approve for publication on 16th September 2026 the Statement of the Representations Procedure (Appendix 6) explaining how and when representations can be made on the documents listed above.

1.6. That the Council note the above documents will be supported by an extensive suite of evidence that will be made available through the Council's website.

1.7. That the Council delegate any presentational changes and minor amendments such as correcting typographical errors or factual inaccuracies to the Planning Policy Team Leader in consultation with the Executive Councillor for Planning.

	Key Corporate Plan Priorities
1	Improving quality of life for local people.
2	Creating a better Huntingdonshire for future generations.

	Place Strategy Priorities
1	Pride in place
2	Inclusive economy
3	Health embedded
4	Environmental innovation
5	Travel transformed

Report Author(s)

Clare Bond, Planning Policy Team Leader (clare.bond@huntingdonshire.gov.uk)

1. PURPOSE OF THE REPORT

1. The purpose of this report is to enable Council to consider and approve the Pre-Submission Local Plan to 2046 and its statutorily required supporting documents of the Sustainability Appraisal and Habitats Regulations Assessment for the purpose of publication for representations under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is the final statutory stage for representations to be made about the proposed local plan and its supporting documents prior to the submission of the local plan to the Planning Inspectorate for independent examination.

2. The recommended Pre-Submission Local Plan to 2046 is available at Appendix 1.

3. A series of supporting documents are prescribed under Section 20(3) of the Planning and Compulsory Purchase Act (2004) to be published alongside the Local Plan. These are:
   - The Policies Map which can be found at Appendix 2 – this is a spatial interpretation of the development plan policies covering the district
   - The Sustainability Appraisal which can be found at Appendix 3 – this presents an iterative assessment of the significant social, environmental and economic effects of the local plan to ensure that it will contribute towards achieving sustainable development
   - The Statement of Consultation which can be found at Appendix 4 – this provides a summary of the comments received at each stage of preparing the draft local plan identifying key issues raised, providing responses to them reflecting how they have been taken into account in preparing the Pre-Submission Local Plan to 2046

4. In addition, a supporting document required under Regulation 105 of the Conservation of Habitats and Species Regulations (2017) is set out in Appendix 5. This is:
   - Habitats Regulations Assessment of the Huntingdonshire Local Plan Proposed Submission HRA

5. Three further supporting documents are provided:
   - The Statement of Representations Procedure which is set out in Appendix 6
   - The Infrastructure Readiness Report which is set out in Appendix 7
   - The Equalities Impact Assessment which is set out in Appendix 8.

2. BACKGROUND & CONTEXT

1. A local plan sets out planning policies and identifies how land is used determining what will be built where. Adopted local plans provide the framework for development across England and the government has repeatedly emphasised the importance of universal plan coverage. The National Planning Policy Framework (NPPF) (December 2024) states that local plans should be reviewed at least every five years to determine whether they need to be updated and to do so if necessary. Huntingdonshire's Local Plan to 2036 was adopted in May 2019 and following a review the decision was taken at the Cabinet meeting on 24 January 2023 to commence a full update to the local plan.

2. The legislation for plan-making in England is currently in a transition phase. The Pre-Submission Local Plan to 2046 has been prepared under the Planning and Compulsory Purchase Act (2004) and the Town and Country Planning (Local Planning) (England) Regulations 2012. This is now known as the 'legacy' system. The amendments to Part II of the Planning and Compulsory Purchase Act introduced by the Levelling Up and Regeneration Act (2023) and the Town and Country Planning (Local Planning) (England) Regulations 2026 are now superseding these as of 25 March 2026. Local planning authorities currently well advanced in preparing a local plan have been set a national deadline of 31 December 2026 to submit their Regulation 19 local plan for examination in public for it to be considered under the legacy legislation. Failure to do so will necessitate pivoting to the new legislation and starting again from the beginning of the new processes. No consultation undertaken under the legacy system and very limited evidence would be transferrable to the new system.

3. Multiple phases of public engagement have been carried out to meet the requirements of Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 to ensure that the Pre-Submission Local Plan to 2046 has been strongly shaped by inputs from local communities, businesses and organisations. These are set out in the Statement of Consultation in Appendix 4.

4. Engagement on the Preferred Options Draft Local Plan and its supporting Sustainability Appraisal took place between 5th November and 17th December 2025. Over 2,950 representations were received. Engagement on a small Additional Site Allocations element took place between 13th May and 10th June 2026. Over 240 representations were received. Representations can be viewed in full on our engagement portal: draft local plan update representations. All representations have been reviewed and taken into account when preparing the Pre-Submission Local Plan to 2046.

3. WHAT IS REGULATION 19 PUBLICATION?

1. The Regulation 19 draft local plan is more commonly known as the 'Pre-Submission' or 'Publication' version. It is published by the Council on the basis that the Council thinks it is sound and legally compliant and therefore suitable for submission to the Secretary of State for Housing, Communities and Local Government for examination in public via the Planning Inspectorate.

2. It is the final, statutory representations stage for a local plan. In line with the Regulations this will last for a minimum of 6 weeks and is proposed to start on 16th September and complete on 28th October 2026. This will be widely publicised through multiple channels in addition to the publication of the formal Statement of the Representations Procedure (Appendix 6) which explains how and when representations can be made. Following the representations period all representations received will be registered, made public on the Council's engagement portal and assessed to identify whether there is a need to propose any ~~minor~~ modifications to the Pre-Submission Local Plan prior to formal submission for examination in public.

3. Subject to the Regulation 19 representations period progressing as set out above a further report will be brought to Council on 16th December 2026 reporting key outcomes of the engagement on both the Local Plan and the Sustainability

Appraisal. This will seek agreement to formally submit the Regulation 19 Local Plan and all supporting materials for examination in public.

4. The timetable for the examination in public is wholly in control of the Planning Inspectorate. Examination in public will include consideration of representations received at the Regulation 19 stage in both written form and through a series of public hearings. Dates for the examination hearings are anticipated to be in 2027 but will be dependent on Inspector availability due to the expected increase in volume of local plans being submitted under the legacy system for the 31st December 2026 deadline.

5. Once submitted for examination the local plan will be assessed by the Planning Inspector in terms of whether it is legally compliant and meets the following tests of soundness as set out in the NPPF. Plans are considered to be sound if they are:
   a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
   b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
   c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
   d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.

Relationship with National Planning Policy

6. The Pre-Submission Local Plan to 2046 has been prepared in accordance with relevant provisions of the National Planning Policy Framework (NPPF) published in December 2024. The government published a draft replacement NPPF for consultation between 16th December 2025 and 10th March 2026. This contained substantial revision to national planning policy including publication of a draft set of national decision-making policies to be applied to planning applications. A final version of the revised NPPF was published on 17th August 2026. Annex A of the revised NPPF (2026) makes it clear that, as this local plan is being prepared under the legacy plan-making system, its soundness in relation to consistency with national policy will be assessed against the December 2024 NPPF. However, the revised NPPF (2026) has potential to impact on some aspects of policy implementation.

4. SUMMARY OF RESPONSES RECEIVED TO THE PREFERRED OPTIONS DRAFT LOCAL PLAN AND ADDITIONAL SITE ALLOCATIONS AND KEY PROPOSED CHANGES TO THE DRAFT LOCAL PLAN

1. The Cabinet meeting of 21/10/2025 approved the contents of the Preferred Options Local Plan to 2046 and its accompanying Sustainability Appraisal for public consultation. This took place between 5 November and 17 December 2025. Details of responses received and changes that have been made to the draft local plan in response to these are set out in the Statement of Consultation (Appendix 4). A total

of 2,867 responses were received to the Preferred Options Local Plan, and 85 responses were submitted on the Sustainability Appraisal.

2. The Additional Site Allocations consultation took place between 13 May and 10 June 2026. This included one potential reserve site in the North Huntingdon growth corridor, one additional site in a Local Service Village and five additional sites in villages. The responses on these are addressed within their respective categories.

Section A: What is this Local Plan?

3. Responses received on the Local Plan proposals as a whole are included in this section. A strong campaign 'Pause the Plan' led by Houghton and Wyton Parish Council stimulated substantial responses from people focused on delaying preparation of the local plan to resolve three initial areas of concern:
   - pause the plan until the boundaries of the new unitary authorities are precisely defined and understood
   - challenge the inflated housing target
   - conduct comprehensive infrastructure studies that examine the true capacities and limit of current systems; secure necessary funding prior to committing to large scale developments

4. Responses related to concerns about the overall ability of the district to accommodate the level of housing growth prescribed by the government's standard methodology for calculating housing need with some calling on the Council to challenge the methodology at a national level. The section on 'what evidence do we have?' was challenged that the local plan was happening too quickly before key infrastructure delivery commitments are in place. Primary concerns focused on roads and traffic congestion especially around north Huntingdon and in the Hinchingbrooke area; flooding, water supply and waste water management; and provision of education and healthcare services. Strong concerns were expressed regarding the completion of all evidence base material prior to moving forward with the next stage of the local plan.

Outcomes

5. The Local Development Scheme was revised to defer the proposed Regulation 19 consultation to September to maximise the available time to address the issues raised. The local government reorganisation outcome for Cambridgeshire has been delayed from the anticipated July date to October 2026. While the section in the Preferred Options Local Plan was useful in drawing attention to this given the anticipated adoption date of 2028 it has been removed from the Regulation 19 version.

6. The overall housing number has been retained at that based on the standard methodology to ensure Huntingdonshire contributes adequately to national housing growth aspirations. There are no circumstances in the Council's area that justify departing from the standard method to assess the area's local housing need. Further explanation is set out in section 7 on what alternatives were considered.

7. The evidence base process for local plan preparation is iterative reflecting the content of the plan as it evolves. Substantial further evidence has been prepared building on that available at the Preferred Options stage. Further details are

provided in Section 4 of this report. An additional 'Infrastructure Readiness Report' has been prepared in response to the motion raised at Council on 15 July 2026. This is to aid understanding of the key elements of the Infrastructure Delivery Study (IDS) and how the Regulation 19 Local Plan has responded to the IDS. The report is presented in Appendix 7.

8. The section on strategic policies and neighbourhood plans has been updated to reflect changes in national guidance on neighbourhood planning issued in March 2026.

9. Chapter 2 'How to get involved' has been deleted as it set out advice on how to engage with the Preferred Options Local Plan. Given the statutory nature of the Regulation 19 representations procedure the equivalent is inappropriate in what is intended to be the future adopted Local Plan. Relevant material will be provided elsewhere as explained in Section 3 of this report.

Section B: Our Strategy for Huntingdonshire

Chapter 3: Our Vision and Approach to Net Zero (now chapter 2)

10. Many responses supported the overall direction of the vision and objectives including the close alignment to the Corporate Plan and Huntingdonshire Futures. The vision itself was thought to be too long and a clearer structure connecting the vision to objectives to policies was sought, as was explicit reference to a series of detailed points including new communities, housing delivery and strategic economic opportunities. Extension of the vision end date to 2050 and beyond was suggested. Broad concerns were raised regarding more explicit planning and funding of infrastructure to support implementation.

11. The route to net zero chapter received general support with suggestions for both higher standards and easing of ambitions. The key facts about Huntingdonshire infographic only generated 5 responses on minor details.

Outcomes

12. The chapter has been retitled to 'Our Vision and Approach to Climate Resilience' to better reflect its focus on supporting our communities in responding and adapting to change. The Vision and Objectives section has been restructured to provide a succinct Vision statement supported by a series of aims and objectives, still structured around the Huntingdonshire Futures framework. Additional details have been incorporated regarding new communities, housing diversity and delivery, economic opportunities and the defence sector. The infographic has been removed.

Chapter 4: How Huntingdonshire will grow and change

13. This chapter presented the key strategic policies for consideration attracting 732 (25%) of the total number of responses to the Preferred Options Local Plan. The individual policies and summary of responses are set out in the following table.

Policy	Summary of issues raised

General comments	• Objections to further growth proceeding before major road upgrades and flood mitigation measures are secured • Housing figures must reflect national policy while ensuring growth supports affordable housing delivery • Support for growth in principle, emphasising that residents must recognise the district is a developing area that cannot remain static • Should focus on creating an environment attractive to major investors if the district is to achieve long term economic ambition • The plan underestimates future job growth and fails to reflect the Combined Authority's ambitions for the North Huntingdonshire cluster
LP1: How much development do we expect?	• Approach to calculating housing need is overly complex and the start date should be revised to 2025 or 2026 • The housing target should be higher to support economic growth and housing affordability • The housing target should be lower due to the rural nature of the district • Over-dependence on a few strategic sites with complex infrastructure requirements which risks early under-delivery • Need for more sites of 50-200 homes to sustain delivery • The jobs figure is too low to support the housing number • Promotion of further logistics capacity • A housing trajectory should be included
LP2: Our strategy for change	• Broad support for focusing development in sustainable places • Concerns over deliverability and infrastructure capacity • Geographic imbalance suggested with over-reliance on strategic sites and inadequate distribution of growth to other sustainable settlements • Clarification sought on role of the North Huntingdon growth cluster
LP3: How will infrastructure be provided?	• Support for overall intent of ensuring development provides the infrastructure needed, coordinating with service providers and phasing delivery so infrastructure keeps pace with growth • Criticism that key infrastructure evidence was incomplete or published late • Cumulative impacts should be assessed particularly in the Huntingdon/ St Ives growth corridor • Policy should explicitly cover a diverse range of infrastructure types
LP4: Securing infrastructure provision	• Concern over duplication with LP3 • Double counting between CIL and site specific costs must be clearly prevented • Large strategic allocation should not be subject to CIL and policy should reflect their high on-site infrastructure provision

	• Concern over whether the underlying assumptions in the Whole Plan Viability Assessment are unrealistic • Land safeguarding request for Fens Reservoir and Lincolnshire Reservoir transfer infrastructure corridors
Key diagram	• Display of all settlements and better labelling sought
LP5: Settlement hierarchy	• Broad support for structure, a few challenges to specific categories settlement shave been placed in • Contention that Market Towns should take a greater share of growth
How we will decide where a built up area boundary is	• Strong support but some requests for formal mapping and inclusion of mapped boundaries from Neighbourhood Plans • The definition should include commercial buildings as well as homes
LP6: Market towns	• Prioritisation of market towns supported but more allocations at St Neots sought due to its strategic location • Uncertainty over how the policy applies to sites adjacent to market towns
LP7: Service centres	• Questioned over why some service centres have allocations and others do not • Wider use of well related land sought, for more than rural exceptions schemes, particularly for service and employment uses
LP8: Local service villages	• Overall support for the concept of adding this category • Concerns over the 30 homes upper limit for individual rural exceptions sites – both too high and too low • Made Neighbourhood Plan policies should take precedence where they exist • Questioned over why some local service villages have allocations and others do not
LP9: Villages	• Policy is too tight and overly constrains growth • Concerns over the 30 homes upper limit for individual rural exceptions sites – both too high and too low • Should be more allocations/ growth in villages and on adjoining land
LP10: Hamlets and the countryside	• Stronger safeguarding sought of best and most versatile agricultural land and mapping of all grades • Deletion of major logistics sites in the countryside sought as contradictory to the policy • Clearer support sought for provision of essential infrastructure in the countryside
LP11: health and well-being	• Support for positive intentions but greater clarity sought on how they will be secured • Clearer thresholds sought for health impact assessments • Healthy design covered in other policies so delete or refocus this one • Active travel should cover all non-motorised forms

LP12: Green and blue infrastructure	• Firmer safeguards sought for priority landscapes, especially the Great Ouse Valley • Concerns over reliance on future developer contributions appendix/ SPD not published at the time of consultation • Explicit safeguarding or heritage settings sought • Additional green infrastructure assets and corridors suggested • Should emphasise support for a variety of users
LP13: Managing flood risk	• Policy wording goes beyond NPPF/G and lack of clarity about sequential testing • Concerns the individual site assessments inadequately cover cumulative impacts • Need mandatory flood risk assessments in defended areas and strict standards for floodplain compensation and to protect vulnerable users • Impacts on floodplain sensitivity should be considered
LP14: Managing waste water	• Concerns over water recycling centre capacity; emphasis on confirming upgrades before development is approved • Objections to any requirements for developers to demonstrate capacity or pay for upgrades highlighting Anglian Water's legal responsibility for wastewater infrastructure • Stronger guidance sought for drainage connections
LP15: Managing surface water	• Clearer definitions and standards sought • Clarity sought over surface water discharge to foul or combined sewers • Challenge to national SUDS standards based on their non-statutory status • Stronger emphasis on ensuring no increase to downstream or off site flood risk
LP16: Water efficiency	• Support for tighter water efficiency standards given level of water stress in the area • Challenge to water standards being tighter than Building Regulations optional standards with concerns over viability
LP17: Approach to renewable energy schemes	• Policy should avoid reliance on the Renewable Energy Assessment • Should clarify allocated sites are not prioritised for renewable energy provision over others • Clarification sought of community led scheme requirements • Utility providers sought additional support for schemes to provide resilience for other critical infrastructure • Impacts on radar, communications and defence installations should be considered
LP18: Transport, travel and connectivity	• Reference should be added for key infrastructure proposals such as East West Rail

	• Concerns that the A141 and St Ives improvement plans will not meet the needs of growth resulting from the local plan • Policy should be split into 'Transport, travel and connectivity' and 'Strategic transport improvements' • Addition sought of references to inclusive and accessible sustainable active and low impact travel

Outcomes

14. The section has been restructured to give two chapters. Chapter 3 is now 'How Huntingdonshire will growth and change' focusing on the quantity and distribution of growth, blue and green infrastructure priority areas, the settlement hierarchy and the locational based policies. Chapter 4 'How we will enable sustainable growth' has been created to bring together all policies focusing on infrastructure provision, transport and travel, health and well-being, affordable housing provision, heritage, strategic scale climate resilience and water-related policies.

15. The housing target has been updated to account for the latest inputs to the standard methodology. The Local Plan is required to include a housing trajectory which indicates how much housing is expected to be built when across the plan period. It is also necessary to demonstrate 5 years supply of deliverable housing in the first five years after the expected date of adoption (2028). A housing trajectory and 5 year housing land supply statement have been added to Appendix 7 of the Local Plan.

16. Clarification has been added on the housing numbers and a stepped housing delivery trajectory introduced. This is a cautionary approach given global economic challenges currently being experienced. It will also allow for additional time for infrastructure providers to plan and source funding to support development. The housing trajectory does not represent a cap on development and national policy encourages a pro-growth attitude towards housing delivery.

17. An extra consultation was undertaken on 'Additional Site Allocations for the Local Plan' between 13th May and 10th June 2026. This presented six smaller sites in local service village/ village locations for consideration as additional allocations to assist with the supply of smaller, more diverse sites with very limited constraints and potential to be brought forward rapidly. These have all been added to the Regulation 19 Local Plan with the land west of Warren Lane Bythorn being removed and substituted with Home Farm Bythorn where 8 homes already benefit from permission in principle and which offers a heritage asset redevelopment opportunity.

18. Substantial additional evidence on infrastructure and viability has been prepared to support the deliverability of the Regulation 19 Local Plan. The Infrastructure Delivery Study provides details infrastructure required to support the local plan including funding; site delivery trajectories have been phased where necessary to allow for infrastructure provision. The Whole Plan Viability Assessment has also been updated to assess the impacts of proposed policies and sites. Additional evidence has been completed reconciling the number of jobs and homes and further reflecting the Local Growth Plan aspirations for North Huntingdon. A new policy has been introduced 'Supporting and enabling strategic infrastructure' which responds to

concerns around strategic transport improvements, East West Rail, strategic water infrastructure and rural accessibility initiatives.

19. The overall strategy has been broadly retained with three new communities and a mixture of housing, commercial and mixed-use sites incorporated across the district focusing on areas of available land where flood risk is lowest or can be appropriately mitigated within the sites and may offer betterment to the local community. Changes have been made to include refence to economic specialisms and a substantial section added on the Local Growth Plan and the impact of East West Rail on shaping the development strategy.

20. The proposed new communities have been added to the Settlement Hierarchy policy. The Lodge Farm new community has been included within Market Towns reflecting its position as an extension to Huntingdon. Wyton Airfield has been classified as a Service Centre given the scale of anticipated services and facilities and opportunities for these to serve Wyton-on-the Hill. The Lattenburys has been classified as a Local Service Village reflecting its slightly smaller scale. Great Gransden has been reclassified as a village.

21. Land around Market Towns is widely constrained by flooding, limiting opportunities for further allocations. Allocations at St Neots are limited due to the impacts of the safeguarding land requirements for East West Rail.

22. Clarification has been added that the basis for definition of a settlement is 30 homes rather than including commercial buildings to reflect the resident population using services and community facilities. Additional text has been included stating that land allocated for development will form part of the built up area once the scheme is under construction.

23. Amendments have been made throughout the hierarchy level policies to clarify class F uses on land well-related to the built up area. The limitation of rural exceptions housing proposals on land well-related but outside the built up area of Local Service Villages has been clarified to be no more than 1 ha and in Villages to be no more than the equivalent of 5% growth in the number of homes in the parish within which the village is situated.

24. LP11 Health and well-being (now LP17) has been relocated to the new chapter 4 and the threshold for health impact assessments reduced to 50-199 for a rapid health impact assessment and 200 or more homes or 10ha or more of mixed use commercial or employment uses now being required to complete a full health impact assessment.

25. The green and blue infrastructure policy LP12 has been split into 2 separate policies. The new policy LP4 now focuses on ‘Green and Blue Infrastructure Priority Areas’ and a separate policy LP19 created in Chapter 4 on ‘Green and Blue Infrastructure’ focusing on proposals which support provision, accessibility and associated facilities.

26. The suite of flood and water related policies have been updated in line with the latest Integrated Water Management Studies and advice from the Environment Agency and Lead Local Flood Authority and grouped into the new chapter 4. For ‘Managing Flood Risk’ LP13 (now LP21) amendments have included guidance on proposals

for irrigation or flood storage reservoirs, land in defended areas, and critical drainage areas. For LP14 ‘Managing Waste Water’ (now LP22) amendments relate to sewer capacity, agreement with the Council in liaison with Anglian Water regarding waste water capacity and connection availability and inclusion of a new section on non-mains drainage. For LP15 ‘Managing Surface Water’ (now LP23) additions include reference to updated national standards for Sustainable Drainage Systems, separation of surface and foul water flows and critical drainage areas. LP16 ‘Water Efficiency’ (now LP24) has been further tested and the proposed limit for residential development set at no more than 90 litres per person per day.

27. LP17 Approach to renewable energy schemes (now LP16) has been moved into the new chapter 4. It has been amended to include additional advice on the range of impacts that have to be made acceptable to gain support, provide allowance for renewable energy installations specifically to support resilience of critical utilities infrastructure and simplify the policy overall.

28. LP18 Transport, travel and connectivity has also been into the new chapter 4. It has been amended to remove the section on strategic transport improvements which has been combined into a new policy on ‘Supporting and enabling strategic infrastructure’.

Section C: Our Development Management Policies

29. Responses on the Preferred Options development management policies are set out by chapter rather than individually due to the lower overall level of concerns raised that required changes to be made and the frequency with which comments applied across multiple policies. The details of comments on individual policies and the changes made as a result can be seen in full in Appendix 4: Statement of Consultation.

Chapter 5: How we will create well-designed places

30. Overall, there was strong support for the design led approach, use of local design guidance and the emphasis on creating high quality distinctive places. Comments received focused very much on minor details of wording, the desire for greater flexibility, and concerns over thresholds at which particular elements of policies would be applied rather than matters of principle.

Outcomes

31. LP21 Placemaking for larger scale developments has been relocated to chapter 3 How Huntingdonshire will grow and change in reflection of its role in shaping strategic scale growth. LP26 (now LP20) Supporting carbon capture through nature (now LP11) has been relocated to the new chapter 4 ‘How we will enable sustainable growth’ and significantly simplified to focus on protection of primary natural carbon stores. Policies LP23 Minimising embodied carbon in new buildings and LP24 Minimising operational energy consumption in new buildings have been combined into a single policy now LP28 Minimising embodied and operational carbon in new buildings and significantly simplified.

32. A series of minor changes have been made to the wording of policies and their supporting text. Examples include adding reference to neighbourhood plan design

guides/codes to the wording of LP19 Design context and character (now LP25) and inclusion of additional criteria and text on communal parking requirements in policy LP28 Parking provision and vehicle movement (now LP31).

Chapter 6: How we will support a strong local economy

33. The greatest level of concern was expressed around policy LP36 Enabling logistics and distribution (now LP39) with people considering that the policy (and related allocations) would support both insufficient and too much land for these uses. Greater flexibility was sought in LP35 Enabling key clusters and innovation-led growth (now LP38) particularly relating to supporting national defence related projects and concerns over location of such development expressed.

34. LP32 Protecting and enhancing established employment areas (now LP35) was broadly supported with responses focusing on flexibility for their expansion, and inclusion of extensions as allocations. The location of where LP40 Supporting local services and facilities (now LP 43 and LP44) was to be applied was queried, criteria relating to provision of hot food takeaways were both supported and opposed and clarification sought by the Education service and the NHS on changes to provision. Responses on other policies were very limited in number and scope.

Outcomes

35. LP36 Enabling logistics and distribution (now LP39) has been supplemented with more detailed guidance on last mile logistics. LP35 Enabling key clusters and innovation-led growth (now LP38) has been amended to remove reference to exceptional circumstances, criteria and the supporting text clarified to refer to the Local Growth Plan or future Spatial Development Strategy and Alconbury Weald and a sequential brownfield land first requirement added. LP32 Protecting and enhancing established employment areas (now LP35) has been clarified to identify those sites where allocations are included and extensions being allowed on well related land to allow for logical extensions.

36. LP40 Supporting local services and facilities has been split into two policies: LP43 Supporting Local Centres and LP44 Services and facilities outside designated centres to provide more locationally specific guidance. Supporting text amended on location of schools and loss or change of healthcare facilities. Minor wording amendments have been made to other policies to provide clarification

Chapter 7: How we will support homes for all

37. Policies LP41 – LP44 provoked most of the responses received on this chapter. For LP41 Affordable homes (now LP18) the requirement for affordable housing within specialist older persons housing schemes and space standards were opposed on viability grounds. Greater clarity was sought on the clustering approach. Responses on LP42 Promoting a mix of housing (now LP45) highlighted concerns over the rigidity of the housing mix table, sought greater emphasis on homes for older people, and guidance on use of supporting evidence. LP43 Accessible homes (now LP46) generated concerns over clarity, viability, the need for greater flexibility and potential over provision of wheelchair accessible homes. LP44 Facilitating self and custom build homes (now LP47) was challenged for requiring a 5% plot requirement within schemes of over 100 homes, the marketing requirements were considered

excessive and greater flexibility sought regarding design codes. LP45 Supporting specialist housing (now LP48) was broadly supported other than concerns over affordable housing requirements and the wish for a wider range of potential residents to be allowed for. Policies LP46-48 (now LP49-51) only attracted 8 responses between them with few minor amendments suggested.

Outcomes

38. LP41 Affordable homes (now LP18) has been relocated to chapter 4 to sit with other policies on sustainable growth. The requirement for affordable housing within specialist older persons housing schemes has been deleted, space standards clarified and an exception included for military affordable housing. LP42 Promoting a mix of housing (now LP45) has been amended by removal of the table with numerical mix guidance, enhanced site specific flexibility, clarification on specialist housing and locational relevance of specific evidence documents. LP43 Accessible homes (now LP46) has been restructured to provide clearer guidance on differing requirements at different scales of development addressing clarity and viability. LP44 Facilitating self and custom build homes (now LP47) has been substantially amended with the 5% requirement deleted, marketing requirements simplified and more flexibility included into the design requirements. LP45 Supporting specialist housing (now LP48) has been amended to only require affordable housing within a proposal for 50 or more self-contained specialist homes and clarity provided on the range of potential residents. Minor amendments were made to policies LP46-48 (now LP49-51) allowing gypsy and traveller pitches on rural exception sites and clarification added that a rural exceptions site should be proportionate in scale to the size of the existing settlement.

Chapter 8: How we will conserve and enhance the environment

39. Overall responses on this chapter criticised the lack of measures to address environmental impact and the proposed 20% biodiversity net gain proposal. Policy LP49 Protecting our nature conservation sites (now LP52) sought a series of minor detailed amendments and points of clarification. LP50 Enhancing biodiversity and geodiversity (now LP53) promoted the greatest response rate in this chapter with substantial objection to the proposed 20% biodiversity net gain requirement although some respondents supported this as promoting effective nature restoration. LP51 - Protecting our trees, woodlands, hedges and hedgerows (now LP54) received objections relating to its scope and that increased tree planting and green infrastructure may limit development land. LP52 Protecting our open spaces (now LP55) responses focused on the need for clarification and separation of criteria. Concerns on the Heritage Strategy included the suggestion it be integrated into the Vision, elevated to a strategic policy and the lack of reference to heritage at risk. LP53 Heritage Assets and their Settings (now LP56) raised some concerns over duplication of national guidance, excessive requirements for archaeological work and clearer guidance on conservation areas. Most responses on LP54 Water related development (now LP57) raised concerns on issues outside the scope of the local plan. Those of direct relevance sought additions regarding operational development at Grafham Water, Middle Level Commissioners and more flexibility around settlement boundaries and residential moorings.

Outcomes

40. LP49 Protecting our nature conservation sites (now LP52) has amended to separate out the specific mitigation hierarchy for internationally protected sites which differs from nationally and locally designated sites and include text about internationally protected sites in neighbouring authority areas that may be impacted by proposals within Huntingdonshire. LP50 Enhancing biodiversity and geodiversity (now LP53) was retested through the Whole Plan Viability Assessment and the requirement for biodiversity net gain reduced to 10% in line with the Environment Act. LP51 - Protecting our trees, woodlands, hedges and hedgerows (now LP54) has been extended to include orchards but the scope refined to focus on arboricultural, ecological and landscape value. LP52 Protecting our open spaces (now LP55) has been reworded to open spaces, outdoor sport and recreational facilities and overlapping criteria simplified. The Heritage Strategy has been moved to the strategic chapter 4 on 'How we will enable strategic growth' as it works to set the Council's overarching approach to the historic environment and heritage at risk has been added. LP53 Heritage Assets and their Settings (now LP56) has been amended to include a section on heritage at risk to align with the Heritage Strategy and archaeology requirements aligned with national policy. LP54 Water related development (now LP57) has been amended to support operational development at Grafham Water, include reference to the Middle Level Commissioners and to simplify text around residential moorings and allow support for them outside of a built up area where the location has sustainable access to services.

Section D: Our Development Sites

General

41. All site references in this section relate to the Preferred Options Draft Local Plan to 2046.

42. A number of comments were received focusing on the development site proposals as a whole rather than individual sites. These raised concerns that the Local Plan relies heavily on a small number of major allocations, creating delivery and infrastructure risks, and a housing trajectory is needed. Lack of assessment of cumulative impacts of growth on transport, flooding, water quality, biodiversity and landscape and key infrastructure capacity were of concern. Concerns were raised over flood risk, drainage, nutrient neutrality, wastewater treatment and heritage impacts. The over concentration of growth in North Huntingdon was challenged with more growth in other sustainable settlements promoted by many site promoters. Stronger measures were also sought to enhance active travel, green infrastructure, biodiversity and valued landscapes.

Outcomes

43. Substantial further testing of the infrastructure requirements and potential impacts of development at site, settlement and district level has been completed. A stepped housing trajectory has been incorporated into chapter 3. This approach will allow additional time for infrastructure providers to plan for required improvements to meet the needs of the planned growth. Further flood risk, water supply, waste water capacity assessment and sequential testing of sites has been completed. Other sites promoted have been reviewed again and an additional consultation completed on potential additional allocations.

North Huntingdon Growth Cluster Opportunity Zone

44. Most responses received focused on the growth cluster as a whole rather than the individual sites. Concerns focused on severe transport, flooding and infrastructure constraints, with calls for independent modelling and major upgrades before growth proceeds. Respondents highlighted risks to the Great Ouse Valley, village identity, and environmental quality, and uncertainty over proposals at Brampton Cross. National Highways and Anglian Water raised concerns about road and wastewater capacity. Greater infrastructure certainty was sought. Brampton Cross promoters argued it is a nationally significant, well-supported growth and innovation opportunity with major job creation potential.

45. Historic England raised concerns on North Huntingdon 1 regarding nearby heritage assets. Responses on North Huntingdon 2 focused on traffic congestion, wastewater capacity and impact on the local area. North Huntingdon 3 attracted most responses. Concerns were raised over its scale and deliverability, dependence on unfunded A141 upgrades and transport capacity constraints. Stronger green infrastructure, flood and environmental mitigation, heritage assessment, drainage strategies, and integration with Huntingdon were all sought as amendments to the proposal. The site promoter sought greater flexibility on delivery of infrastructure and education requirements reflecting the duration of the site's delivery. For North Huntingdon 4 concerns focused on the number of homes, transport capacity, unfunded A141 upgrades, accessibility and infrastructure phasing. Amendments were sought to address settlement coalescence, landscape and water impacts, delayed housing delivery, and playing field loss. The promoter sought greater flexibility on uses, housing mix, infrastructure requirements, BNG and education provision.

46. The Additional Site Allocations consultation sought responses on possible inclusion of the Sapley Park Garden Village proposal to the west of North Huntingdon 3 as a reserve site with potential to be released in a phased manner depending on the level of need demonstrated for alternative or additional development. While some support was expressed for having a reserve site to give flexibility and resilience responses were strongly focused on the disproportionate concentration of growth in the North Huntingdon area, the lack of infrastructure capacity, loss of countryside, viability, harm to conservation areas of nearby villages and lead in times for delivery.

Outcomes

47. A stepped housing trajectory has been introduced to help address concerns over timing and funding of development in the growth corridor and collaboration with the Cambridgeshire and Peterborough Combined Authority continues on the A141 and St Ives Improvements Scheme. North Huntingdon 1 is now supported by a Heritage Impact Assessment. North Huntingdon 2 has been amended to include the requirement for an assessment of impact on four sites of special scientific interest as the site falls within their Impact Risk Zone and to support the provision of a private on-site waste water treatment facility if needed. Minor amendments have been made to the proposed uses to better align with the planning application to support the allocations' deliverability. North Huntingdon 3 has been retained at 4,900 to provide critical mass for provision of services and infrastructure. Education requirements have been amended to provide flexibility at each stage of reserved matters to assess needs and secure appropriate education provision for each phase

of development. A Heritage Impact Assessment has been completed. The requirement for natural flood management has been added. The masterplanning and place-making strategy requirements for North Huntingdon 4 have been amended to include clarification of the need for separation from Houghton and Wyton village. The supporting text has also been amended to stress the need for a gap between the site and the proposed development at Lodge Farm. The requirement for early engagement and agreement with water resource and wastewater infrastructure providers has been added. The allowance for B8 uses has been amended to include last mile distribution. Additional text has been included to reflect the diverse housing mix which is required.

48. Sapley Park Garden Village has not been included as a reserve site as further evidence testing has demonstrated it has substantial sustainability challenges at the moment. No other reserve sites have been included either. Given the expectations of local government reorganisation and for a new unitary authority to commence a new local plan within a short timeframe it is not considered necessary to include a reserve site as by the time the suggested triggers are reached a replacement plan is likely to be in preparation. The CPCA's forthcoming Spatial Development Strategy is expected to present further opportunities to consider this site.

Market Towns

49. General responses focused on cumulative impacts of growth changing Market Towns' identities or merging parishes into larger conurbations. Huntingdon 1 was largely supported but amendments sought to access arrangements, active travel enhancements and car parking provision. Inclusion of affordable/key worker housing for NHS staff was sought. Responses on St Neots 1 raised concerns over infrastructure provision, transport and connectivity to amenities, particularly the impact of East–West Rail safeguarding land on site deliverability. St Ives 1 generated concerns over increased traffic congestion, harm to landscape, calls for fully funded, strategic drainage upgrades before development and that local health, education, water, and emergency services lack the capacity and funding for further development. Bury 3 generated general concerns about overstretched infrastructure, flood risk and traffic and noise impacts. Ramsey 1 led to concerns about losing mature hedgerows and trees displacing wildlife, and increased flood risk from cumulative developments. Ramsey 3 raised most concerns in the area with objections focusing on the disruption to community events and vital car parking threatening their viability and the impact on Ramsey's green fringe.

50. Only minor amendments were sought for other sites.

Outcomes

51. Huntingdon 1 has a planning application submitted through which negotiations on access, active travel and parking aspects are ongoing. The requirement for strategic green infrastructure has been enhanced. A requirement to provide affordable key worker housing within the site has been added. St Neots 1 has been amended with enhanced references to East West Rail safeguarding and early engagement with Anglian Water on wastewater flows. St Ives 1 has been amended to allow for a more flexible junction solution with the A1123/ Sawtry Way. In Ramsey 1 early engagement with Anglian Water on wastewater flows has been added as a requirement; 65% of the site is proposed for green infrastructure to provide

important landscaping and opportunities to support wildlife and habitats. Ramsey 3 has been removed from the Regulation 19 Local Plan.

52. Minor amendments have also been made to other proposed site allocations.

Service Centres

53. Responses on Service Centres in general included concerns of over-reliance on large strategic sites coupled with promotion of other sites for potential addition. Concerns over the disproportionate distribution of growth across different Service Centres were raised. Many sites received few responses with only very minor amendments being sought.

54. Responses on Godmanchester 2 called for sequential testing, detailed flood risk modelling and remediation before development. Concerns were expressed about local identity and impact on the character of Godmanchester. Strategic green infrastructure and recreational space were sought. Little Paxton 1 generated concerns over proximity to an active quarry, unsafe access, physical separation from the village and need to ensure the proposal does not adversely affect the operation, restoration or aftercare of Little Paxton Quarry. Little Paxton 2 responses focused on existing wider transport and flooding issues for the village. Sawtry 1 faces concerns over cumulative flood risk, safety and connectivity and green space provision. Somersham 1 responses raised issues on highway safety, congestion, flooding, drainage, infrastructure capacity and density of development integrating with the village. Somersham 2 responses highlighted infrastructure capacity, cumulative impact of all draft allocations on the village, transport impacts, landscape harm, biodiversity sensitivities, scale of the proposal and limited wastewater capacity. The limited growth proposed through Yaxley 1 was supported but phased planning with thorough assessments sought.

55. Only minor amendments were sought for other sites.

Outcomes

56. The most significant amendment relating to the proposed Service Centre allocations has been the removal of Somersham 2. The capacity of Little Paxton 2 has been increased following removal of the primary education capacity constraint through the Infrastructure Delivery Study evidence. Detailed amendments have been made to other allocations in response to points raised above.

Local Service Villages

57. Responses on the category overall queries reasons for specific settlements being in the category and distribution of related site allocations and their cumulative impact. Some promoters of sites not proposed as allocations objected and provided additional information explaining why their site should be added.

58. Tightening of requirements in Abbots Ripton 1 was sought to require enforceable mitigation on transport, drainage, runoff rates and cumulative impacts as well as a Heritage Impact Assessment. Alconbury 1 and Alconbury 2 faces calls for amendments regarding surface water runoff risk, Heritage Impact Assessments and safe pedestrian connections. Responses on Bluntisham as a whole objected to the

overall scale of growth, disruption of historic growth patterns in the area and inadequate infrastructure. Strong concerns were raised about the impacts on heritage assets and on Berry Fen SSSI of developing Bluntisham 1. Hemingford Abbots 1 generated concerns over potential traffic impacts on a variety of roads and places, retention of a permanent gap between the proposed site and Godmanchester was sought and early delivery of infrastructure requested. Needingworth 1 responses cited concerns over highway capacity, surface water flooding, landscape sensitivity and being effectively an expansion of St Ives. Needingworth 2 generated concerns over traffic impacts, flood risk, coalescence with neighbouring settlements, landscape impacts and the size of the site. In the Additional Site Allocations consultation Spaldwick 1 received objections to the overall scale with suggestions of development being reduced or phased along with concerns over infrastructure capacity.

Outcomes

59. The most significant amendments relating to the proposed Local Service Village allocations has been the removal of Bluntisham 1 and the reduction in scale of Needingworth 2 from 290 homes to 100 by deletion of the western portion of the site. Detailed amendments have been made to other allocations in response to points raised above. Clarification has been added to Hemingford Abbots 1 regarding its status a separate new community.

60. Following review of further information submitted and additional consultation, Spaldwick 1 has been added to the Pre-Submission Local Plan as an extra allocation to support retention of Spaldwick Primary School which has a significant number of surplus places.

Villages

61. General concerns raised the ability of village services and infrastructure to support additional residents and stressing the importance of maintaining the distinct rural identity of small parishes. Some promoters of sites not proposed as allocations objected and provided additional information explaining why their site should be added.

62. Responses to Alwalton 1 objected on grounds of heritage, transport impacts, scale of the proposal and impacts on the River Nene meadows. Bythorn 1 generated concerns on development intruding into open countryside and destroying heritage assets as well as increased traffic causing safety risks and conflict with agricultural and service vehicles. Great Paxton 1 objections focused on the value of part of the site as parking for the recreation ground and football club.

63. Haddon 1/ Peterborough Services generated the most comments within the villages category. Opposition focused on A605 safety and congestion, unsustainable car-dependent access, landscape and countryside harm, biodiversity and farmland loss, heritage impacts, and fears of wider warehouse sprawl.

64. Waresley 1 responses sought a reduction in the number of homes to help overcome landscaping, access, heritage and infrastructure concerns.

65. In the Additional Site Allocations consultation support was received for Bythorn 1 (Home Farm) to be substituted for Warren Lane on traffic and potential heritage benefits although concerns were also raised on the same grounds. Catworth 1 received comments on the impact on local character but was broadly supported as being preferred through their neighbourhood plan survey. Ellington 2 received some support but was seen as a significant increase. Grafham 2 area and capacity was challenged and concerns raised over neighbourhood plan alignment and impact on rural character. Ramsey Forty Foot 2 was supported subject to the need for water management; the site promoter sought to increase capacity to 42 homes.

Outcomes

66. Amendments have included the removal of Alwalton 1 and Bythorn 1 (Warren Lane) from proposed allocations. The site area of Great Paxton 1 has been reduced to remove the land used for parking and a requirement added for a transport assessment to be completed. Bythorn 1 Warren Lane has been removed and Home Farm added as a proposed allocation. Catworth 1 has been added as a proposed allocation. Grafham 2 has been recalculated to 1.1ha and the capacity reduced to 25 homes. Ramsey Forty Foot 2 has been added as a proposed allocation with a capacity of 30 homes. Haddon 1 has been retained as Peterborough Services 1 and minor amendments made regarding minerals extraction, sequential layout with respect to flood risk and alignment with national policy on the freight industry.

Appendices

67. Overall the appendices received very few comments. Responses on Appendix 1 'Neighbourhood Plan housing requirement figures' queries why not all parishes were listed and reflection of updated completions and commitments. Appendix 2 was broadly supported with a request to widen monitoring of LP49 to include local sites of nature conservation value and to add explanation of actions if indicators are not met. Other appendices were supported.

Outcomes

68. The neighbourhood plan housing requirements have been updated; all areas currently designated are listed. Monitoring of local sites has not been included in Appendix 2 due to the resource implications of doing so. Appendix 5 has been included to provide a list of policies for ease of reference. Appendix 6 has been added to identify which development plans the Local Plan to 2046 would replace on adoption. Appendix 7 has been added to provide a housing trajectory.

5. SUMMARY OF RESPONSES RECEIVED TO THE SUSTAINABILITY APPRAISAL AND KEY CHANGES

1. Overall comments on the Sustainability Appraisal (SA) expressed concern that it did not properly test different growth levels, spatial strategies, or the implications of higher/lower housing numbers, making the process legally non-compliant. Inadequate consideration was observed of water supply, sewerage capacity, flood risk, traffic impacts, pollution, and catchment-wide effects. Concerns were raised about inconsistencies, unclear reasoning, and contradictory scoring. Objections were raised to development on best and most versatile farmland, rural character, biodiversity, and the integrity of landscapes such as the Great Ouse Valley.

2. Comments on the policies regarding *How Huntingdonshire will grow and change* focused on promotion of sites that were not included as proposed allocations. Others highlighted sustainability challenges of growth overall with regard to infrastructure provision, use of greenfield land and over-concentration in the North Huntingdon growth corridor.

3. Responses on the policies regarding *How we will create well-designed place*s were not related specifically to the details of the SA but focused on wider policy responses to integrating biodiversity, greenspace, active and sustainable travel and infrastructure which would have consequential impacts on the SA. Responses on the policies regarding *How we will support a strong economy* and *How we will support homes for all* focused solely on St Neots seeking specific employment targets, a review of the town centre boundary and greater provision of bungalows and specialist homes which again which would have consequential impacts on the SA. Responses on the policies regarding *How we will conserve and enhance the environment* sought incorporation of wildlife movement corridors, adoption of a brownfield first approach for St Neots and pre-commencement delivery plans for infrastructure.

4. Responses to development sites in general sought inclusion of full assessment of reasonable alternatives using latest evidence and iterative changes when additional impacts or mitigations are identified. Historic England expressed concern over potential under-scoring of some heritage impacts.

5. *North Huntingdon growth cluster* sites' responses highlighted concerns over misclassified agricultural land and incorrect statements about previously developed land. Responses on *Market Towns* highlighted concerns about insufficient wastewater capacity, flood-prone land, traffic pressures, lack of safe walking routes, and overstated assumptions about transport accessibility. Responses on *Service Centres* contested classification of Bluntisham and expressed concerns over road access, high-speed roads, lack of footways, poor public transport, and limited local services suggesting the proposed growth is unsustainable. Promoters raised concerns over specific scoring particularly around flood risk, agricultural land classification, and achievability. Responses on Local Service Villages criticised the SA for inconsistent scoring, overstating benefits, failing to demonstrate viability, and not explaining why some villages receive large allocations while others receive none. Concerns on Bluntisham highlighted growth levels being higher due to current planning applications and that the SA fails to assess cumulative effects on infrastructure, landscape, and the Berry Fen SSSI. Responses on Villages criticised detailed elements of the SA for Haddon 1 and the need for cumulative assessment of the impact of the North Huntingdon Growth Cluster on villages such as Ellington.

Outcomes

6. A substantial review of the SA has been undertaken with significant additional material included to assist with interpretation of the testing of growth levels, different spatial strategies and consideration of reasonable alternatives. Additional explanation has been included on how it has evolved through preparation of the local plan, a tracker added to reflect responses and changes at each stage by theme and sustainability benefits more clearly identified.

7. Where policies and site allocations have been amended appraisals have been updated. Minor amendments and factual corrections have been throughout.

8. Taken together with the wider evidence base on infrastructure, delivery, and habitats impacts the SA demonstrates a clear and logical evolution of the Local Plan strategy. The process began with a broad exploration of alternative futures for Huntingdonshire. Through consultation, evidence gathering and Sustainability Appraisal, weaker-performing alternatives were progressively discounted and stronger-performing elements were combined.

9. Across all the technical evidence documents, a strategy focused on sustainable locations served by public transport employment and infrastructure was viewed as being the most favourable. This is because this strategy focuses development in locations that are already sustainable (towns and larger villages) reducing the carbon impact of new development, maximising use of existing infrastructure, facilitating accessibility to transport routes and it can facilitate expansions towards infrastructure and sustainable travel options in a more sustainable way. It places some development in villages but this is not the focus.

10. The technical evidence identified potential benefits to all other strategy options lending to the potential for a hybrid strategy with the core being based on a strategy focused on sustainable locations served by public transport, employment and infrastructure, with elements of the remaining strategies incorporated. For example, placing slightly more emphasis on some dispersed growth to assists in supporting rural areas and sustainable growth of other settlements across the district. Solely focusing on the most sustainable locations could result in some social and economic disparity. Placing development along public transport routes that are located within sustainable settlements reinforces this.

11. The SA clearly demonstrates that the final strategy did not emerge from a single preferred option but rather from the integration of the most successful components of several alternatives. This explains why the Regulation 19 Plan ultimately adopts a hybrid approach: concentrating most growth in sustainable settlements, delivering strategic growth locations and new communities, supporting approximately 32,200 homes and 14,400 jobs, and aligning development with infrastructure investment, climate objectives and long-term economic growth.

6. THE EVIDENCE BASE IN SUPPORT OF THE LOCAL PLAN AND PRESCRIBED DOCUMENTS

1. National planning policy requires a Local Plan to be informed by a proportionate suite of relevant and up-to-date evidence. The Regulation 19 Local Plan to 2046 is supported by an extensive evidence base which is available on the Council's website. Evidence has evolved throughout preparation of the Local Plan with many

elements being prepared in an iterative manner as the Local Plan has moved through each stage of public engagement.

2. At present it includes:

Core documents

- **Sustainability Appraisal Scoping Report** - this sets baseline information for Huntingdonshire to inform the development of sustainability objectives to test the Local Plan against
- **Statement of Consultation** - sets out the key responses to Local Plan consultations to date and how we have responded to these
- **Habitats Regulations Assessment Screening Report** - this provides a screening and assessment of the likely significant effects of the policies and site proposals set out in the Preferred Options draft Local Plan to 2046 on designated nature conservation sites.

Collaboration documents

- **Statement of Common Ground between HDC, Environment Agency and Lead Local Flood Authority**
- **Statement of Common Ground between HDC and UK Power Networks**
- **Statement of Common Ground Between HDC, NHS Central East Integrated Care Board and NHS Property Services**
- **Statement of Common Ground Between HDC and Anglian Water (Updated August 2026)**
- **Greater Cambridge Proposed Submission Plan - Draft Statement of Common Ground**
- **Memorandum of Cooperation with HDC, Environment Agency and Lead Local Flood Authority**
- **Statement of Common Ground between HDC and Peterborough City Council**
- **Statement of Common Ground between HDC and Cambridgeshire County Council (Education)**

Economy and employment

- **Economic and Employment Needs Assessment 2025** - evidence for the economic and employment needs for Huntingdonshire, including a review of Established Employment Areas and Economic Growth Scenario
    - **Appendix B - Site Assessment Approach**
    - **Appendix C - Established Employment Area Assessment Portfolio.**
- **Economic and Employment Needs Assessment Addendum**

Housing and social infrastructure

- **Gypsy and Traveller, Travelling Showperson, Boat Dwellers and Other Caravan Dwellers Accommodation Assessment 2024** - this provides an assessment of provision across Huntingdonshire and the level

of future need anticipated over both the short term and the longer term to 2041/42
- **Huntingdonshire Local Housing Needs Assessment** - This provides information on the local housing market, affordable housing needs and housing needs of specific groups, including older people
- **Huntingdonshire Leisure and Sports Facility Strategies.**

Historic environment

- **Heritage Note on Preferred Options draft Local Plan site allocations** - This note provides a high-level initial identification of known heritage assets to shape the Preferred Options Local Plan and heritage impact based on proposed uses
- **Heritage Impact Assessments** - a proportionate assessment of heritage impact to inform site allocation policy criteria on all preferred sites consulted on in the Preferred Options Local Plan to 2046 between November and December 2025 and additional site allocations consultation in May to June 2026.

Natural environment

- **Habitats Regulations Assessment Scoping Report for assessing growth strategy options** - this report provides outputs of the scoping process and provides a high-level assessment of the four potential growth strategy options for the Local Plan to help inform the plan-making process and avoid or mitigate any adverse effects upon the site integrity of any European sites
- **Ecological Constraints Assessment** - this report assesses the potential ecological constraints of all preferred sites consulted on in the Preferred Options Local Plan to 2046 between November and December 2025 and additional site allocations consultation in May to June 2026 in relation to Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR), providing recommendations to inform the plan-making process.
- **An Interim Nature Recovery Network for Huntingdonshire** - report prepared by the Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire. It will inform implementation of biodiversity policies and delivery of the Local Nature Recovery Strategy. The work will also inform other green infrastructure and natural capital investments, as well as Parish Neighbourhood Plans and organisational nature recovery plans.

Flooding and water

- **Huntingdonshire Integrated Water Management Strategy: Stage 1 Water Cycle Study** - an evidence base for the Local Plan update, looking at an integrated approach to water management, including issues such as water quality, water balance and options for water management
- **Huntingdonshire Integrated Water Management Strategy: Stage 2 Water Cycle Study: Interim Report**
- **Huntingdonshire Integrated Water Management Strategy: Stage 2 Water Cycle Study - Final Report (updated July 2026)**

- **Huntingdonshire Integrated Water Management Strategy: Level 1 and 2 Strategic Flood Risk Assessments** - an evidence base for the Local Plan Update, looking at an integrated approach to flooding.
- **Sequential Test** – demonstrating application of sequential flood risk testing to sites

Infrastructure and viability

- **Infrastructure Delivery Study Baseline Assessment** - The first stage of the Infrastructure Delivery Study, an evidence-based assessment of existing and future infrastructure requirements to support the Huntingdonshire District Council's Preferred Options Draft Local Plan to 2046 (Regulation 18). It includes strategic growth options and some strategic scale sites that were put forward to the council
- **Stage 2 Infrastructure Delivery Study** - provides an assessment of infrastructure to inform the Pre-Submission Local Plan and presents a schedule of infrastructure, at a range of prioritisation scales, to be delivered across the Plan Period to 2046, and beyond (in the case of strategic allocations)
- **Appendix B: Infrastructure Schedules - Strategic Sites**
- **Appendix C: Infrastructure Schedules - Settlements**
- **Appendix D: Infrastructure Schedules - District-wide**
- **Whole Plan Viability Assessment (Stage 1)** - a baseline assessment establishing locally specific development costs and assumptions, assessment of draft local policies, strategic growth options, some strategic scale sites that were put forward to the council and viability in the area to support Huntingdonshire District Council's Preferred Options Draft Local Plan to 2046 (Regulation 18)
- **Whole Plan Viability Assessment (Stage 2)** - A Whole Plan Viability Assessment including an update of locally specific development costs and assumptions from Stage 1, an assessment of local policies, viability in the area and of the proposed strategic allocations ready to support the Regulation 19 consultation.

3. Infrastructure provision to support the Pre-Submission Local Plan has been an area of very significant concern to a wide range of Town and Parish Councils, local interest groups and individuals. Preparation of the Local Plan has not shied away from acknowledging the need for substantial infrastructure improvements, particularly regarding transport, travel, water supply and wastewater management. The evidence identified in the two sections immediately above has explored these challenges in considerable detail. It is recognised that delivery is frequently dependent on collaborative working and on infrastructure projects being delivered by others. Other infrastructure providers frequently use late-stage preparation and adopted local plans to inform their own project planning, delivery programmes and funding bids.

4. In relation to transport and travel key infrastructure proposals are progressing through:
    - CPCA's A141 and St Ives Improvements Programme which is preparing a full business case for substantial infrastructure improvements to facilitate delivery of growth around North Huntingdon and St Ives. While this project has initially focused on supporting allocated growth it will provide additional

capacity for early growth of site allocations proposed within the Pre-Submission Local Plan and may be further supplemented by more enhancements to facilitate delivery of additional growth

- A428/A421 improvements from the A1 Black Cat junction to the A428/A1198 Caxton Gibbet junction are well advanced the improvements will particularly benefit the southern part of the district
- East West Rail proposals include rail connectivity between Cambridge and Oxford with railway stations proposed at Cambourne and Tempsford. Services on the full route are not anticipated to commence until late 2030s. Safeguarded land has been recognised with the Local Plan but no significant reliance placed on the project for supporting additional growth at this stage. A development consent order application is expected to be submitted in 2027.

5. In relation to water supply and wastewater management extensive collaboration has taken place with Anglian Water. A Statement of Common Ground has been prepared which sets out how development is being planned and delivery phased to demonstrates that no deterioration of quality and no adverse impacts can be achieved to the satisfaction of the Environment Agency and Natural England. Seven water recycling centres are identified as not having immediate capacity or having limited capacity for the future residential growth proposed in the Local Plan. Anglian Water have agreed that they will assess infrastructure improvements for Huntingdon (Godmanchester), Brampton, Elton and Somersham for their Asset Management Plan 9 covering the period 2030 – 2035. Subject to securing funding in agreement with water industry regulators this would mean sites within these catchments should be deliverable between 2030-35.

6. The regulatory processes to bring forward additional water supplies through the Fens and Lincolnshire Reservoirs are underway. Although neither are situated with the district supporting infrastructure such as pipework will need to be provided. This has been allowed for through proposed policy LP14 ‘Supporting and enabling strategic infrastructure’.

7. A guidance note circulated in June 2026 to local planning authorities on Anglian Water’s approach to strategic sites (500+ dwellings identified in an emerging or adopted local plan) also outlines how they will support the delivery of strategic development sites including temporary foul drainage connections to facilitate early phases of development.

8. On 15th July 2026 Matthew Pennycook, Minister of State for Housing and Planning, wrote to the Planning Inspectorate concerning consideration of deliverability and viability in local plan examinations. The letter is included in the background documents. The letter sets out the government’s determination to move local plans forward to adoption as quickly as possible to contribute to house building and infrastructure delivery. It emphasises “the importance of taking an appropriately pragmatic and proportionate approach in respect of deliverability and viability when examining local plans”. This highlights to Inspectors that concerns over deliverability and viability should be “approached pragmatically” where a “robust evidence base exists and there is a reasonable basis for concluding that allocations are capable of delivery over the plan period as a whole”.

Strategic transport study

- **Baseline Conditions Technical Note** - this assesses the current transport and travel situation within the district
- **Accessibility Technical Note** - this assesses the current accessibility of the largest site proposals put forward
- **Phase 1 Technical Note** - this test the transport implications of four potential development scenarios to recommend the most sustainable in transport terms
- **Phase 1 Technical Note Appendix** - this is the multi-criteria assessment framework testing potential development scenarios against key transport objectives
- **Mitigation log** - analysis of potential mitigation packages of the potential development scenarios
- **Phase 2 Technical Note** - this tests the transport and travel implications of the preferred option of the development strategy
- **Mitigation log phase 2** - this sets out the mitigation elements needed for the preferred option.
- Phase 3 Technical Note – awaiting finalisation as of 19th August

Climate change

- **Document A - The role of the Local Plan Update in responding to climate change** - This is an introductory document explaining what is meant by net zero carbon and the context in which the Local Plan Update's climate change response will operate
- **Document B - Position statement and analysis of baseline and forecast future emissions** - This sets out the district's current position including an emissions profile to explain the current baseline which the Local Plan Update will operate within and seek to influence
- **Document C - The contribution of sustainable design to achieving Net Zero** - This document provides specific policy advice on achieving net zero carbon development in Huntingdonshire
- **Document D - Assessment of spatial strategy options** - This assesses some initial spatial strategy options and their carbon impact, recommending the most effective spatial strategy from a climate change perspective for the Local Plan Update
- **Document E - Renewable Energy Assessment** - This analyses the contribution of renewable energy in reaching net zero and the technical potential for renewable energy across Huntingdonshire
- **Document F - Offsetting and Sequestering Emissions** - This assesses the role of sequestration and provides policy recommendations to support Huntingdonshire in delivering sequestration of carbon emissions and their offsetting where necessary and appropriate.

Land Availability Assessments and Sustainability of Settlements

- **Sustainability of Settlements** - this sets out how we will assess the sustainability of settlements and will aid in the decision-making on their suitability for future growth in the next Local Plan

- **Land Availability Assessment Methodology** - this sets out how we will consider potential sites that have been put forward for potential allocation in the Local Plan
- **Update Land Availability Assessment (Sustainability Appraisal of Sites) 2026**

7. ALTERNATIVE OPTIONS CONSIDERED & NOT RECOMMENDED

1. The primary alternative to progressing the Pre-Submission Local Plan to 2046 through to Regulation 19 consultation is to stop its preparation and pivot to the new plan-making system. This is not recommended as it runs counter to the Government's aim to see universal plan coverage as soon as possible (recently reiterated in the Housing and Planning Minister's letter to the Chief Executive of the Planning Inspectorate of 15th July 2026) and in addition poses a series of risks:
    - Reputational damage - 3 years' worth of work and public engagement will have to be set aside.
    - Confusion among our communities because the new legislation dictates that the Council would have to start again immediately with similar questions to those asked in 2023 and 2024 also risking consultation fatigue
    - Limited transferability of evidence to the new system would have significant financial costs for replacements/ updates
    - Any replacement local plan would have to be prepared under the new legislation with its set timetable
    - A local plan prepared under the new legislation would not expect to complete until nearly 2 years after vesting day of the new unitary authority
    - The new processes allow less scope for local input and engagement
    - Our communities would not have the protection and developers would not have the certainty of a plan-led approach to planning/decision making for longer
    - This would give the potential to remain in tilted balance for decision-making for an extra 2 years.

2. It is noted that at Basildon Borough Council's Council meeting of 21st July 2026 a motion was agreed for the Leader to write to the Minister of State for Housing and Planning asking for withdrawal of the housing target based on what they considered to be the 'flawed standard method for calculating housing need'. They stated that the resulting target for Basildon is too high and they have significant concerns over the implications of accommodating that level of development and the pressure it would place on local infrastructure and services.

3. On 21st July 2026 the Minister of State for Housing and Planning, issued a formal intervention letter to Basildon Borough Council requiring them to progress their local plan through Regulation 19 consultation, submission by 31st December 2026 and progress the plan up to the end of the examination process. Whilst Basildon's local plan situation differs from Huntingdonshire's, this is highlighted here to illustrate the Minister's intervention powers.

8. COMMENTS OF OVERVIEW & SCRUTINY

(If the report is not going to Overview and Scrutiny please note this as N/A).

(The comments of the relevant Overview and Scrutiny Panel will be included in this section prior to its consideration by the Cabinet.)

1. Text

9. POST-DECISION IMPLEMENTATION

1. Once the decisions are approved the Pre-Submission Local Plan to 2046 and its supporting documents will be published for representations to be made from 16th September to 26th October 2046. A Statement of Representations Procedure is set out in Appendix 6. The content of what this must specify is spelt out in Regulation 17 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

2. All duly made representations will be published on the Council's Planning Policy engagement portal for public viewing. Officers will read and confirm all comments so that they are publicly available to view on the engagement portal. If high volumes of representations are received, generally in the last few days of any engagement period, it may take a while before they are processed. This is necessary to ensure that comments do not offend equalities legislation, are not discriminatory, offensive, racist or threatening in their language.

3. A high-level summary of all duly made representations will be collated into a Statement of Representations which will also include an initial response to them.

4. A report will be brought to Council on 16th December summarising the key issues raised on the Pre-Submission Local Plan and the Sustainability Appraisal. This will seek formal approve from Council to submit all representations received, the Pre-Submission Local Plan, the Sustainability Appraisal and all other supporting documents to the Planning Inspectorate for the formal examination in public process.

10. IMPLICATIONS OF THE DECISION

1. Council Key Priorities and Performance

10.1.1 Chapter 2 of the Local Plan sets out its Vision, Aims and Objectives of the Local Plan for the development of Huntingdonshire up to 2046 and beyond. This is structured around both the Corporate Plan and Huntingdonshire Futures. The Local Plan will contribute substantially to the priorities of improving quality of life for local people and creating a better Huntingdonshire for future generations. It will do this through policies on delivering sustainable development and promoting climate resilience, through identifying and supporting new homes for people that meet their needs and is a major source of promoting affordable homes. It also supports sites for new, expanded and diversified businesses to enhance people's opportunities to gain meaningful work. To balance growth it provides a framework for supporting strategic green and blue infrastructure as well as promoting local scale biodiversity and green spaces.

2. Financial Implications

10.2.1 Representations submitted on the Pre-Submission Local Plan to 2036 under Regulation 19 will all be subject to scrutiny through an examination in public led by an Inspector appointed by the Planning Inspectorate. The costs of hosting the examination, the Inspector, the required Programme Officer and legal support are all borne by the local planning authority. In anticipation of this a reserve fund has been built up since adoption of the currently adopted local plan. This has been drawn on, alongside an agreed baseline budget as per HDC's agreed MTFS, to fund preparation of the necessary evidence base where specialist consultants have been required and the balance remains to meet anticipated examination costs. It is expected that costs will primarily be incurred through 2026/27 and 2027/28.

3. Policy Implications

10.3.1 If successfully adopted the Local Plan to 2046 would replace Huntingdonshire's Local Plan to 2036 which was adopted in May 2019 in its entirety.

4. Legal & Constitutional Implications

10.4.1 The Pre-Submission Local Plan to 2046 has been prepared under the Planning and Compulsory Purchase Act (2004) and the Town and Country Planning (Local Planning) (England) Regulations 2012. It will be examined under the transition arrangements and will use the NPPF (December 2024).

5. Community Impact

10.5.1 The Local Plan has a significant potential community impact through shaping the growth of the district through to 2046 and beyond. It includes policies specifically focused on provision of affordable homes, accessible and adaptable homes to meet the needs of people with mobility constraints and supports the provision of specialist housing. It also supports protection of town centre uses and defines town and local centres to support their retention as foci for community services.

6. Environment & Climate Change Implications

10.6.1 Promoting environmental balance to growth aspirations and enhancing climate resilience are key features of the Local Plan to 2046. Policies are including for protecting and enhancing strategic green and blue infrastructure and promoting sustainable development with a particular focus on reducing water consumption reflecting the serious water stress the district faces. In terms of climate resilience policies targets for building standards are aligned to national standards to enhance viability.

7. Equality & Diversity Implications

10.7.1 The Regulation 19 Local Plan to 2046 is supported by an Equalities Impact Assessment as this is a required document for the examination process. This can be found in Appendix 7.

8. Implications on Resources

10.8.1 Preparation of the Local Plan so far has taken a substantial amount of resources, not just from the Council but across many partner organisations and our local communities. Internal resources for publication of the Regulation 19 materials, processing and analysing of representations received have been identified within the Planning Policy team.

9. Health & Wellbeing Implications

10.9.1 An assessment of the health and well-being implications of the Local Plan policies and sites has been incorporated into the Sustainability Appraisal and can be found in Appendix 3.

10. Local Government Reorganisation (LGR) Implications

10.10.1 MHCLG published information for two-tier authorities about transitioning plan-making to single tier unitary authorities in the form of draft guidance on 6th July 2026. This states that the government has made a commitment to achieving universal plan coverage. And that they have been clear that they intend to drive local plans to adoptions as soon as possible. The draft guidance clearly advises that 'forthcoming local government reorganisation is not a reason to delay plan-making' and that 'This is the case even if you will not be able to progress the plan to adoption before the unitary authority is operational in your area'.

10.10.2 Transitional regulations are due to be published to advise on:

- how an emerging plan can be progressed by a new unitary after reorganisation
- the ability for more than one local plan to have effect in relation to a local planning authority's area at any one time during the transitional period
- complexities arising where an emerging plan will not fit neatly into a single new unitary area

10.10.3 It is expected that adopted plans will remain in force for the part of the new unitary area to which they relate until they are superseded by a new unitary-wide plan.

11. RISK MANAGEMENT

1. The Local Development Scheme sets out a comprehensive risk assessment of preparing the Local Plan to 2046 in chapter 6. The greatest risk to its progress at this stage would arise from the Council either voting not to support its publication to seek representations under Regulation 19 or delaying the decision on whether or not to do so.

2. Voting not to support progressing to Regulation would mean termination of the current draft version of the Local Plan to 2046. Due to requirements of the Levelling-Up and Regeneration Act (2023) it would be necessary to pivot to the new plan-making system and issue a Notice of Intention to commence local plan preparation no later than 31st December 2026. The risk to the Council's reputation is high as

responses to public consultations held during 2023 to 2026 cannot be carried across to the new plan-making system. It would be necessary to restart with consultations on the scope of the local plan and a call for sites. There would also be a significant financial cost due to the limited transferability of the evidence base to the new plan-making system as much is informed by site specific assessments. Mitigation options are very limited other than returning to Council very soon with a require to proceed on value for money grounds.

3. Delaying progression to Regulation 19 would risk the inability to complete the representation period and subsequent preparation of submission materials ready for presentation to Council on 16th December and subsequent submission to the Planning Inspectorate if approved. The government have issued a national deadline of 31st December 2026 for submission of local plans for examination under the transition arrangements.

12. BACKGROUND PAPERS – LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

Document List	Custodian	File Location
Huntingdonshire Local Plan Review and Proposed Update (24/01/2024 - Item 5)	Head of Planning, Infrastructure and Public Protection	Huntingdonshire Local Plan Review and Proposed Update
Statement of Community Involvement (24/01/2023 – item 6)	Head of Planning, Infrastructure and Public Protection	statement of community involvement 2023.pdf
Sustainability Appraisal Scoping Report (24/01/2023 – Item 7)	Head of Planning, Infrastructure and Public Protection	sustainability appraisal scoping report.pdf
Draft Settlement Hierarchy Methodology 2023 (21/03/2023 – Item 4)	Head of Planning, Infrastructure and Public Protection	draft settlement hierarchy methodology 2023.pdf
Call for Sites (21/03/2023 – Item 5)	Head of Planning, Infrastructure and Public Protection	call for sites.pdf
Draft Land Availability Assessment Methodology (21/03/2023 – Item 6)	Head of Planning, Infrastructure and Public Protection	draft land availability assessment methodology.pdf
Local Plan Issues Engagement Papers (18/04/2023 – Item 3)	Head of Planning, Infrastructure and Public Protection	local plan issues engagement papers.pdf
Further Issues and Options 2024 Engagement Paper (10/09/2024 – Item 4)	Head of Planning, Infrastructure and Public Protection	further issues and options 2024 engagement paper for the local plan update.pdf
Land Availability Assessments and Sustainability Appraisal for Additional Sites	Head of Planning, Infrastructure and Public Protection	land availability assessments and sustainability appraisal for additional sites submitted between 1 .pdf
Local Plan Engagement Review (O&S 08/07/2025 – Item 5)	Head of Planning, Infrastructure and Public Protection	local plan engagement review.pdf

Preferred Options Draft Local Plan to 2046 and supporting Sustainability Appraisal (21/10/2025 – Item 2)	Head of Planning, Infrastructure and Public Protection	Preferred Options Draft Local Plan to 2046 and supporting Sustainability Appraisal.pdf
Minister of State for Housing and Planning letter to Basildon Council 21 July 2026	Ministry of Housing, Communities and Local Government	Letter to Basildon Council
Minister of State for Housing and Planning letter to the Planning Inspectorate 15th July 2026	Ministry of Housing, Communities and Local Government	Letter to Planning Inspectorate

APPENDICES

Appendix 1 - Pre-Submission Local Plan to 2046
Appendix 2 - The Policies Map which contains a link to the interactive map.
Appendix 3 - The Sustainability Appraisal
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Appendix 5 – Habitats Regulations Assessment
Appendix 6 – Statement of Representations Procedure
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Pre-Submission Local Plan to 2046

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Section A:

What is this Local Plan?

A.1 Huntingdonshire's Pre-Submission Local Plan sets out the Council's approach to securing sustainable development from up to 2046 that meet our identified needs. This document is structured as follows:

Section A - What is this Local Plan

This section sets out:

- what the Local Plan is;
- how the plan has been prepared
- the evidence we have collected so far;
- the purpose of the local plan; and
- strategic policies and neighbourhood plans

Section B - Our Strategy for Huntingdonshire to 2046

This section sets out:

- the vision and objectives of the preferred options Local Plan;
- our route to climate resilience;
- the housing and jobs targets which the Local Plan aims to meet;
- the geographical distribution of future development in the district, focusing the highest levels of growth in locations with best access to services and facilities;
- our approach to green and blue infrastructure;
- placemaking for larger scale developments
- delivering healthy places;
- managing flood risk and water supplies;
- providing affordable homes
- renewable and low carbon energy;
- sustainable travel, transport and connectivity; and
- the Council's requirements for how development should contribute to infrastructure delivery and enable strategic infrastructure.

Section C - Our Development Management Policies

This section contains policies which set out the Council's detailed requirements for planning applications. It includes policies relating to:

- design and creating sustainable places;
- economy and employment;
- housing types and tenures;
- community;
- natural and historic environment.

Section D - Our Development Sites

This section identifies sites considered to be the most suitable for delivering the Local Plan's strategy for sustainable growth. The site allocation policies highlight the key issues for each site and criteria required to mitigate and overcome any issues.

Important Note

This plan should be read as a whole in conjunction with other relevant national and local planning policies.

Limited cross references between policies are provided and applicants should satisfy themselves that they have identified all the policies which are relevant to the development proposal. This includes where the development proposal is for a site included in here for allocation as policy requirements are not repeated individually through each allocation.

Maps

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Links to Websites

A.3 The Local Plan includes a range of links to websites providing supporting information, data or guidance. Every effort has been made to ensure that these links are up to date. As websites change these links can become invalid. In circumstances where links have become invalid please use a suitable search term for an internet search. Links to the latest supporting evidence and updated research can be found from the Council's Planning pages.

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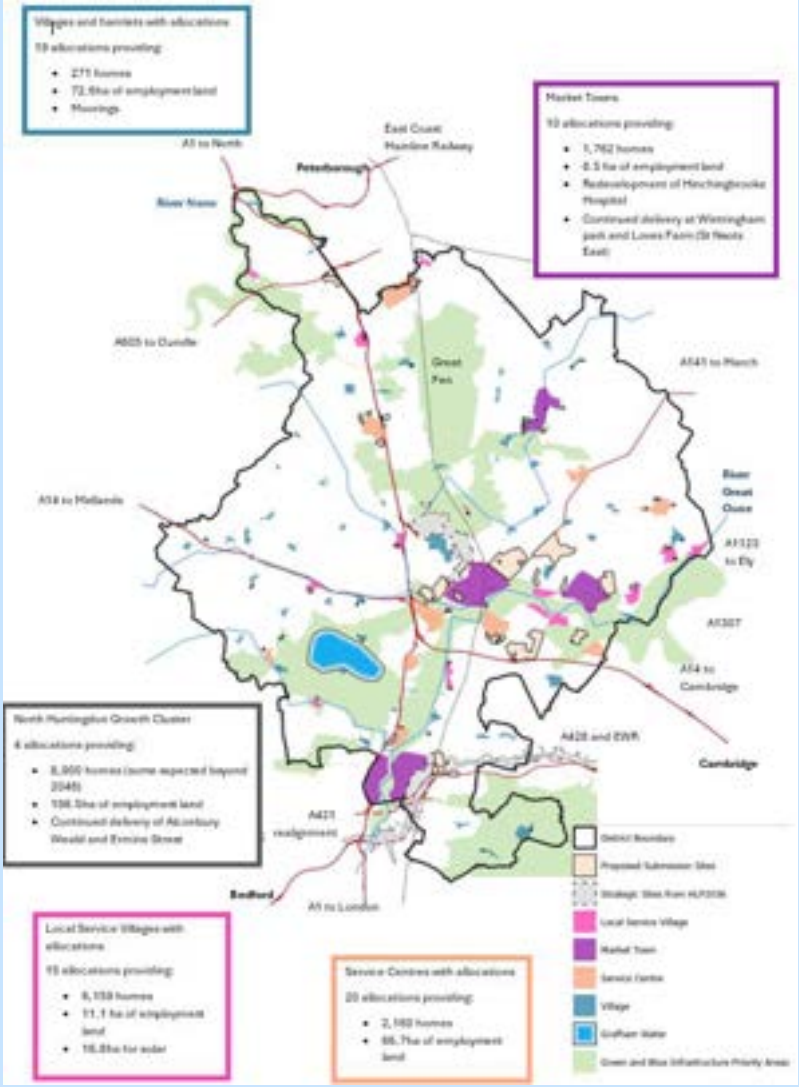
Chapter 1:

What is this Plan about?



What is the local plan?

1.1 The Local Plan is a positive vision shaping the future development of Huntingdonshire in a sustainable way that is guided by local communities. It contains policies which are used for decision-making on the development of land and buildings. It shapes how and where to meet needs for new homes and employment. It helps to ensure the provision of additional infrastructure to support our growing communities. It seeks to support actions to help mitigate and adapt to the impacts of our changing climate and to promote protection of our natural environment and heritage assets. Specific sites are allocated for particular uses to provide clarity and certainty on where planned growth will be.

1.2 Sustainable development forms the basis of the national plan-led system which aspires to balance economic, social and environmental objectives. The Local Plan provides the local expression of what sustainable development means for Huntingdonshire. Economic growth is also a priority to strengthen and diversify the local economy, boost the numbers of higher value local jobs, and maximise benefits from the district's strategic location within the wider Cambridgeshire area. The delivery of new homes continues to be a priority, particularly affordable homes that meet the needs of local people and adaptable and specialist homes to meet the needs of our increasing numbers of older residents. Environmental ambitions need to reflect both responses to global challenges of climate change and the local needs for green infrastructure, open space for leisure and to increase opportunities for biodiversity.

1.3 National legislation and policy set the context for the Local Plan but the policies within this document are intended to reflect the local character and priorities of Huntingdonshire. The Local Plan is supplemented by Neighbourhood Plans which are prepared by communities to provide additional guidance at the local level either a single parish or a small group of adjoining parishes.

1.4 The Local Plan's timeframe is 2021 to 2046 but it is recognised that individual large scale sites, such as major extensions to existing towns or new communities, will in all probability take longer than this to reach completion. Local plans are required by government to be reviewed and if necessary updated every five years so such sites may need to continue to be reflected in later local plans for the area.

How has this plan been prepared?

1.5 The table below summarises the preparation stages of the Local Plan so far. Full details are set out in the Statement of Consultation which includes details of comments received at each stage of public engagement and the actions that we have taken in response to them.

Preparation stage	Dates
Statement of Community Involvement	Public engagement - 1 February 2023 to 15 March 2023
Sustainability Appraisal Scoping Report	Public engagement - 1 February 2023 to 15 March 2023
Local Development Scheme March 2023	21 March 2023
Draft Settlement Hierarchy Methodology Draft Land Availability Assessment Methodology	Public engagement - 29 March 2023 to 10 May 2023
Call for Sites	Public engagement - 29 March 2023 to 7 June 2023
Issues Engagement Paper, Issues Paper Summary, and Easy Read Version	Public engagement - 26 April 2023 to 5 July 2023

Preparation stage	Dates
Further Issues and Options 2024	Public engagement - 18 September to 27 November 2024
Land Availability Assessments (LAA): • Northern Huntingdonshire • North Eastern Huntingdonshire • Northern Central Huntingdonshire • Western Huntingdonshire • Central Huntingdonshire • Eastern Huntingdonshire • Southern Huntingdonshire	Public engagement - 18 September to 27 November 2024
Sustainability Appraisal	Public engagement - 18 September to 27 November 2024
Additional Sites submitted 1 August 2024 to 31 January 2025 Land Availability Assessments Additional Sites submitted 1 August 2024 to 31 January 2025 Sustainability Appraisal	Public engagement - 23 April to 4 June 2025
Preferred Options draft Local Plan to 2046 Sustainability Appraisal of the Preferred Options draft Local Plan to 2046	Public engagement - 5 November to 17 December 2025
Additional sites Allocations for Local Plan to 2046	Public engagement - 13 May to 10 June 2026

What evidence do we have?

1.6 The National Planning Policy Framework (NPPF) (December 2024) provides advice in paragraph 32 on preparing and reviewing plans and states the following:

> 'The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.'

1.7 To support preparation of this Local Plan we have prepared and commissioned evidence on a range of issues to help inform development of the policies and site allocations. Other plans and strategies also influence its preparation with the main documents listed. A full list is set out in the Sustainability Appraisal. The table below summarises the evidence documents that support the Local Plan to 2046.

Evidence	Prepared by	Date
Huntingdonshire Futures Place Strategy	Prior + Partners for Huntingdonshire District Council	2023
Sustainability Appraisal Scoping Report	Huntingdonshire District Council (HDC)	October 2023

Evidence	Prepared by	Date
Sustainability Appraisal - this includes several linked reports: • Sustainability Appraisal of Options to support Further Issues and Options (2024) • Sustainability Appraisal of Sites (2024, 2025, updated 2026) • Preferred Options Sustainability Appraisal (2025) • Pre-Submission Local Plan Sustainability Appraisal (2026)	Huntingdonshire District Council (HDC)	2024, 2025, 2026
Land Availability Assessment Methodology	Huntingdonshire District Council (HDC)	October 2023
Land Availability Assessments	Huntingdonshire District Council (HDC)	Updated 2026
Sustainability of Settlements 2023	Huntingdonshire District Council (HDC)	February 2024
Equalities Impact Assessment for the Pre-Submission Local Plan	Huntingdonshire District Council (HDC)	2026
Integrated Water Management Strategy: • Stage 1 Water Cycle Study • Stage 2 Water Cycle Study	JBA Consulting for HDC	March 2024 February 2026
Integrated Water Management Strategy: Level 1 Strategic Flood Risk Assessment including: • Appendix A: Planning Policy and Flood Risk Management • Appendix B: Strategic Flood Risk Assessment • Appendix C: Development Site Assessment Spreadsheet • Appendix D: Functional Floodplain Delineation • Appendix E: Strategic Recommendations of the Proposed Sites • Appendix F: Huntingdonshire Level 1 SFRA User Guide • Appendix G: Catchment Level Assessment of Cumulative Impacts of Development on Flood Risk Strategic Flood Risk Assessments Level 1 and Level 2	JBA Consulting for HDC	March 2024 November 2025
Climate change evidence including: • Document A: Local Plan Climate Change	LUC with Aether for HDC	December 2024

Evidence	Prepared by	Date
• Document B: Position Statement and Analysis of Baseline and Forecast Future Emissions • Document C: The Contribution of Sustainable Design to achieving Net Zero • Document D: Assessment of Spatial Strategy Options • Document E: Renewable Energy Assessment • Document F: Offsetting and Sequestering Emissions		
Gypsy and Traveller, Travelling Showperson, Boat Dwellers and other Caravan Dwellers Accommodation Assessment	Arc[4] for HDC	December 2024
Local Nature Recovery Strategy for Cambridgeshire and Peterborough	Cambridgeshire and Peterborough Combined Authority	
Economic Growth Strategy	Partnering Regeneration Development (PRD) for HDC	June 2025
Economic and Employment Needs Assessment including: • Appendix B - Site Assessment Approach • Appendix C - Established Employment Area Assessment Portfolio • Economic and Employment Needs Assessment Addendum	Volterra for HDC	June 2025 & 2026
Local Housing Needs Assessment	Iceni Projects for HDC	August 2025
Heritage Note on Preferred Options Draft Local Plan Site Allocations	Huntingdonshire District Council (HDC)	November 2025
Heritage Impact Assessment	Huntingdonshire District Council (HDC)	June 2026
Habitats Regulations Assessment including: • HRA Scoping Report • Ecological Constraints Assessment • Preferred Options draft Local Plan Screening Report	Lepus Consulting for HDC	
Infrastructure Delivery Study Baseline Assessment (Stage 1)	DAC Planning for HDC	October 2025
Stage 2 Infrastructure Delivery Study	DAC Planning for HDC	June 2026
Whole Plan Viability Assessment (Stage 1)	HDH Planning for HDC	September 2025
Whole Plan Viability Assessment (Stage 2)	HDH Planning for HDC	June 2026

Evidence	Prepared by	Date
Strategic Transport Assessment including: • Accessibility Technical Note • Baseline Conditions Technical Note • Phase 1 Technical Note • Phase 1 Technical Note Appendices • Phase 1 Mitigation Log • Phase 2 Technical Note • Phase 2 Mitigation Log	Atkins Realis for HDC	June 2025 (phase 1) September 2025 (phase 2)
Indoor and Built Sports Facilities Strategy 2022	Knight, Kavanagh and Page for HDC	November 2022
Playing Pitch and Outdoor Sports Strategy	Knight, Kavanagh and Page for HDC	November 2022

What's the purpose of the local plan?

1.8 The Local Plan sets out a strategy for Huntingdonshire to meet our development needs up to 2046, to shape how the district will evolve. It includes details on the amount and type of housing that we need to provide, the level and nature of employment opportunities needed to support the local economy and provide jobs for local people; and the type and amount of infrastructure needed to support this growth. We want the Local Plan to reflect the aspirations and choices of our local communities. However, it must also comply with specific requirements set out in national planning legislation and guidance.

1.9 The Local Plan will be used to make decisions on planning applications. When this happens all relevant policies will be used. The Local Plan should be read as a whole so cross-referencing between policies is minimised to avoid repetition.

1.10 The layout for each policy is the same:

- a brief introduction explaining what we are seeking to achieve through the policy and how it will contribute to national policy aspirations
- a box containing the policy
- supporting text on how the preferred policy will be delivered
- a table showing how we will monitor delivery of the policy to check if it is achieving what it is meant to

Strategic policies and neighbourhood plans

1.11 As advised by the National Planning Policy framework this Local Plan distinguishes between strategic and non-strategic policies. Strategic policies are those which shape decisions on major issues or set an overall ambition for the Local Plan. Non-strategic policies typically provide more detailed guidance on specific aspects to help with decision-making. All policies in chapters 2 and 3 and are deemed to be strategic as are all site allocation policies in (D 'Our Development Sites').

Strategic Policies

Strategic policies are those which are essential to the delivery of the Local Plan strategy.

These include:

- All policies in Chapters 3 'How Huntingdonshire will grow and change' and 4 'How we will enable sustainable growth'of this Local Plan.
- All policies that allocate land for development in Section D: D 'Our Development Sites' as they are required to achieve the strategy. It is acknowledged that some of the sites are relatively small but they contribute positively to the strategic aspiration of diversifying housing development opportunities and supporting the provision of sites suitable for small and medium sized builders. This includes all site allocations set out in:
    - 9 'North Huntingdon Growth Cluster Opportunity Zone'
    - 10 'Market towns'
    - 11 'Service centres'
    - 12 'Local Service Villages'
    - 13 'Villages'

Neighbourhood Development Plans

1.12 The Localism Act 2011 empowers local communities to prepare their own neighbourhood development plan (commonly known as Neighbourhood Plans) to promote the types of development that they think are right for their area. Once a neighbourhood plan is completed and has successfully passed its referendum it is 'made' by the Council, which means that it will formally become part of the district's development plan for the area which it covers. In Huntingdonshire, town or parish councils can prepare a neighbourhood plan for land within their boundaries, or jointly prepare one for larger areas.

1.13 In the same way that the Local Plan translates national policy principles into a Huntingdonshire context, neighbourhood plans should aim to be complementary to the Local Plan, providing additional local policy detail. Revised guidance issued in March 2026 removed the requirement for neighbourhood plans to be in 'general conformity' with the strategic policies of the Local Plan. This was replaced by the requirement not to prevent housing development within the wider local plan area and not to result in a lower level of housing delivery than would have occurred in the absence of the plan.

1.14 The following neighbourhood plans have been formally 'made' in Huntingdonshire as at October 2025:

- Buckden Neighbourhood Plan
- Bury Neighbourhood Plan
- Godmanchester Neighbourhood Plan
- Grafham and Ellington Neighbourhood Plan
- Great Gransden Neighbourhood Plan
- Great Staughton Neighbourhood Plan
- Houghton and Wyton Neighbourhood Plan
- Huntingdon Neighbourhood Plan
- Sawtry Neighbourhood Plan
- St Neots Neighbourhood Plan
- The Stukeleys Neighbourhood Plan

1.15 Neighbourhood plans are not the only tool that can help achieve communities' aspirations. There are a range of community planning tools which may be more or less appropriate for different communities and the outcomes they want to achieve. Guidance on the approaches available can be found in the Neighbourhood and Community Planning Guide. Within the Local Plan, the 'Rural Exceptions Housing' policy in particular may be of use for communities who choose not to pursue the formal neighbourhood plan route.

1.16 The Council provides support to town and parish councils in relation to community and neighbourhood planning initiatives. Further information is available on the Council's website.

The East Inshore and East Offshore Marine Plans

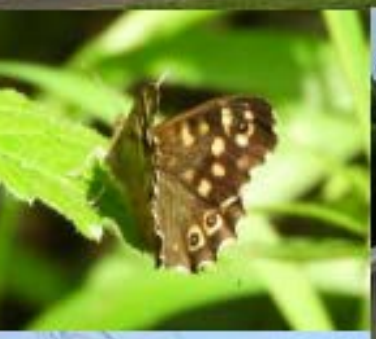
1.17 The Marine and Coastal Access Act 2009 established English Inshore and English Offshore marine planning regions; these regions have the power to create Marine Plans. Marine plans, together with the Marine Policy Statement represent a planning system for England's seas and tidal rivers.

1.18 Marine Plans are not part of Huntingdonshire's Development Plan as this Development Plan concerns strictly land-use based planning. However, the local authority has a legal duty to make planning decisions in accordance with them subject to material considerations.

1.19 The Marine Plans of relevance to Huntingdonshire include the East Inshore and East Offshore Marine Plans. Part of the River Great Ouse is included within these Plans. Further Information on where to find out more is included within the box below.

East Marine Plans

- East Marine Plans - GOV.UK - the East Inshore and East Offshore Marine Plans and supporting documents
- Explore marine plans - interactive Marine Plan map and policies
- East Marine Plans - background information - legislative context, using the plans, monitoring and assessments



Section B:

Our Strategy for Huntingdonshire to 2046

B.1 This section sets out the overarching vision and objectives for the Preferred Options Draft Local Plan to 2046 as well as a series of strategic policies that direct the distribution of future development in Huntingdonshire to meet in full the identified housing and employment needs of district for the period 2021 to 2046:

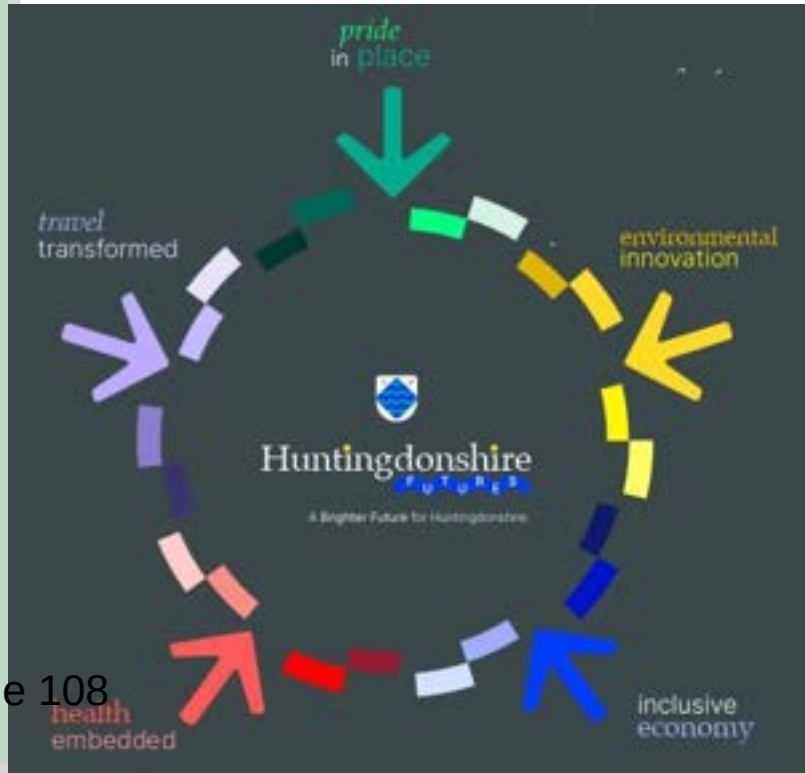
Section B - Our Strategy for Huntingdonshire to 2046

This section sets out:

- the vision and objectives of the the preferred options Local Plan;
- our route to climate resilience;
- the housing and jobs targets which the Local Plan aims to meet;
- the geographical distribution of future development in the district, focusing the highest levels of growth in locations with best access to services and facilities;
- our approach to green and blue infrastructure;
- placemaking for larger scale developments
- delivering healthy places;
- managing flood risk and water supplies;
- providing affordable homes
- renewable and low carbon energy;
- sustainable travel, transport and connectivity; and
- the Council's requirements for how development should contribute to infrastructure delivery and enable strategic infrastructure.

Chapter 2:

Our Vision and Approach to Climate Resilience



Introduction

2.1 This chapter sets the strategic context and approach to planning for growth up to 2046. It firstly starts with setting out the Vision and Objectives of this plan. The purpose of the Vision statement is to set clear priorities to help achieve these high level goals through setting out a clear picture of the sort of place we want Huntingdonshire to be by 2046 and beyond ensuring that all residents can benefit from climate resilient sustainable development balanced with strong environmental protection and enhancement. The Vision is complemented by a series of objectives to help achieve our Vision and set the context within which the policies will be delivered. These have been shaped by the ongoing Local Plan engagement so far and also have been informed by the Huntingdonshire Futures Place Strategy. The Huntingdonshire Futures Place Strategy (2023) sets out a shared vision for Huntingdonshire in 2050 which seeks to shape bold, long term plans and priorities for the district.

2.2 The Vision and Objectives of the Local Plan also set the framework within which it will significantly contribute to delivering two of Huntingdonshire's Corporate Plan 2023-2028 core priorities.

2.3 The Local Plan to 2046 is one of many delivery mechanisms that will help to deliver the aspirations of the Huntingdonshire Futures Place Strategy and the Corporate Plan to 2028 can work in tandem to help shape the Vision and Objectives of the Local Plan to 2046 so that in turn it can contribute to delivery of these high level aspirations.

2.4 Following the Vision and Objectives, the plan's strategic approach and aspirations towards climate change are set out. This identifies an aspiration of being net carbon zero by 2050 (in line with national targets) and building on the importance of climate change and a transition to net zero set within the Huntingdonshire Future Place Strategy. The route to net zero is supported by a suite of climate change evidence documents which explores Huntingdonshire's greenhouse gas emissions (GHG) and emission pathways to net zero in Huntingdonshire. The evidence base also informs a series of climate change policies within the Plan, such as an approach to renewable energy, energy efficiency, high quality climate adaptive design and carbon capture through nature. It also builds on the Council's Climate Strategy and Action Plan (2023) and its action plan.

Our Vision and Approach to Climate Resilience

2.5 The Local Plan gives an opportunity to establish a vision that encompasses key drivers for the continued success of the District. It also offers the opportunity to detail a plan that is unique to Huntingdonshire and seeks to address the mixed urban, village and rural nature of the district, but at the same time aligns with the requirements of national policy. The long-term spatial vision creates the framework for the development of the policies and proposals of the Local Plan. This vision emphasises local distinctiveness, with a focus upon delivery, in line with the context of positive growth that is put forward in the Government's National Planning Policy Framework (NPPF), wherein it is highlighted that sustainable development is about making economic, environmental and social progress for this and future generations.

2.6 NPPF paragraph 22 states that strategic policies should look forward at least 15 years from the date of adoption which would indicate planning until at least 2043. Huntingdonshire's Local Plan to 2036 was adopted in May 2019 so a 10-year roll forward for this Local Plan to 2046 is preferred to shape the core of the vision and strategy for this plan.

2.7 However, NPPF paragraph 22 continues to state 'Where larger-scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery'. As this Local Plan to 2046 contains proposals for three new communities, and continues to support two which are already in progress which fall within this category, the vision sets out long-term spatial aspirations which are appropriate for development of these sites over a longer timeframe and can help shape the future of Huntingdonshire well into the second half of the 2000s.

2.8 The National Planning Practice Guidance (NPPG) reference ID: 61-059-20190315 advises that the 'plan should also be realistic about what can be achieved and when'. The following paragraph (reference ID: 61-060-20190315) advises that 'In order to demonstrate that there is a reasonable prospect these large scale developments can come forward, strategic policy-making authorities are expected to make a realistic assessment about the prospect of sites being developed (and associated delivery rates)' and that 'It is recognised that these developments may have to extend outside of a single plan period'.

2.9 The core plan period for this document is 2021 to 2046. All anticipated housing and employment needs within that period are met in full by the proposed allocations in this plan. To plan effectively for the long term sustainable development of the district three new community have been included that are of such a scale that their delivery is expected to continue beyond 2046. Where this is expected it is clearly set out within the proposed allocation and the amounts of growth both within and beyond the plan period are shown.

2.10 We are very clear that significant new development cannot be accommodated within Huntingdonshire without significant investment in infrastructure and services. We welcome recognition of this by the Cambridgeshire and Peterborough Combined Authority and at a national and regional level among many delivery partners. Substantial investment is already being committed to projects that will support our area and help facilitate both new growth and improved conditions for existing residents and businesses. We will continue to work with partners, developers and landowners to deliver successful developments and to align this with essential infrastructure.

Huntingdonshire Futures Place Strategy

2.11 One of the main roles of the Local Plan to 2046 is to help deliver the aspirations of the Huntingdonshire Futures Place Strategy. This was prepared through 2022 and early 2023 based on extensive engagement with local residents, organisations and community service providers. Firstly it sought to establish understanding of local people's aspirations for the future of Huntingdonshire, on the themes of people, place, economy, and the environment, then it explored priorities for change and what actions could be taken to deliver it.

2.12 The Huntingdonshire Futures Place Strategy (2023) sets out a shared vision for Huntingdonshire in 2050 which seeks to shape bold, long term plans and priorities for the district. It is structured around 5 core elements, referred to as journeys:

- Pride in place
- Inclusive economy
- Health embedded
- Environmental innovation
- Travel transformed

2.13 The Local Plan to 2046 is one of many delivery mechanisms that will help to achieve these. The aspirations of the Huntingdonshire Futures Place Strategy and the Corporate Plan to 2028 can work in tandem to help shape the Vision and Objectives of the Local Plan to 2046 so that in turn it can contribute to delivery of these high level aspirations.

2.14 Each of these is supported by 5 'pathways' setting out more detailed priorities which will need different actions to achieve their aspirations and involve a wide range of people and organisations in their delivery. Many aspects that are raised in the Huntingdonshire Futures Place Strategy will involve land use planning in their achievement and the Local Plan to 2046 vision, objectives and the supporting policies may assist in their delivery. All based on the question 'What if?', the most clearly related pathways include:

- Our homes responded to our needs
- We built up the resilience of our communities
- Our high streets were the centre of social and cultural life

- We created a place where our businesses could flourish
- It was easier to live healthily
- This was a vibrant place for children and young people
- Zero carbon became the norm
- Our natural assets inspired a new infrastructure
- All our energy was produced within the district
- The car wasn't the first choice of transport

This Local Plan's Vision and Objectives in setting the context for the growth strategy, policies and site allocations will make a significant contribution to delivering the ambitions of the Huntingdonshire Futures Place Strategy.

Corporate Plan to 2028

2.15 Our Corporate Plan to 2028 aims to make sure Huntingdonshire is a place where people can thrive. It is made up of three key priorities:

1. Improving quality of life for local people
2. Creating a better Huntingdonshire for future generations
3. Doing our core work well

2.16 Building on core priority 1 are more detailed aspirations relating to improving the happiness and wellbeing of residents and keeping people out of crisis. Expanding on core priority two are aspirations relating to improving housing, forward thinking economic growth and lowering carbon emissions. The Local Plan to 2046 has a key role to play in delivering all of these for our communities through the growth strategy, policies and site allocations.

Our vision, aims and objectives

2.17 The Planning Acts require that each local planning authority must identify the strategic priorities for the development and use of land in the authority's area. The Huntingdonshire Futures Place Strategy expresses ambitions and aspirations for the district up to 2050. It seeks to guide future strategy and policy developments and help establish our ambitions, aspirations, and plans for our place, people, economy, and local environment to improve the lives of all of our residents, communities, and businesses.

2.18 The purpose of our vision, aims and objectives is to set clear priorities to help achieve these high level goals through setting out a clear picture of the sort of place we want Huntingdonshire to be by 2046 and going on towards the end of the century.

Vision

Our vision is for Huntingdonshire by 2046 and beyond to be a place which people have pride in, where the economy is inclusive, health is embedded in our systems and lifestyles, innovative approaches are transforming our relationships with the natural environmental and travel is transformed to promote choices and accessibility for all.

Aims and Objectives

Pride in place aims

People are proud to live in established and new attractive, inclusive communities that provide a high quality of life with housing and social infrastructure that meets people's needs through all stages of life. The distinct character and strong heritage of each established town and village is valued and enhanced. Towns, villages and new communities support local people to make sustainable choices for shopping, services and transport and are resilient to evolving expectations of retailers and consumers.

The North Huntingdon opportunity zone hosts vibrant new communities and employment destinations where new homes, jobs and infrastructure are aligned. It supports diverse housing and employment opportunities to meet the needs of a growing population fostering pride in place among residents and businesses.

Objectives:

1. All new development will be built to a high standard of sustainable design and construction to mitigate and adapt to the impacts of climate change and reduce energy use through improving energy efficiency and ensuring a 'fabric first' approach to reducing carbon emissions.
2. Built forms of strategic and local infrastructure are facilitated that support new sustainable and resilient growth and thriving communities through adequate water supply, waste water and flood management, energy infrastructure, transport and travel infrastructure and social infrastructure such as that for healthcare, education, and places of worship,
3. Green infrastructure is facilitated to provide open space, sport and leisure facilities and opportunities for nature to flourish.
4. High quality homes are delivered offering diverse tenures to meet national and local growth aspiration and provide homes that meet needs across all of Huntingdonshire's communities.
5. Members of our communities are actively involved in supporting each other with physical and digital infrastructure available to help them achieve this.

Inclusive economy aims

Our strong inclusive economy offers opportunities for all residents and businesses to thrive with rewarding jobs across traditional and innovative economic sectors. Business innovation and entrepreneurship are supported with a choice of flexible locations promoting sustainable operating practices. Our armed forces and defence sector are valued and supported. Our strong agricultural sector contributes to food security and our towns and villages help people to buy healthy locally produced food.

Objectives:

6. Promote the diversification of our rural and urban local economy to be competitive, resilient and create high value, inclusive, inspiring and accessible job and investment opportunities to contribute positively to the wider Cambridgeshire and Peterborough area.
7. The advantages offered by Huntingdonshire's strategic location are maximised to develop investment in sector specialisms and supply chains that complement local growth sectors.
8. Our high streets are vibrant, diverse places that can rapidly evolve to meet changing expectations so they attract and retain locals and visitors throughout the daytime and evenings.

Health embedded aims

The physical and mental health and happiness of people in Huntingdonshire is prioritised. High quality homes that meet people's needs are available and affordable. Open space is easily accessible local to homes and large scale natural space can be reached by walking, wheeling and cycling. Communities are active and engaged, and places support social interaction.

Objectives:

9. New development works towards creating sustainable, well-designed, distinctive places which facilitate improving health, wellbeing, and social interaction to reduce inequalities, promote inclusivity and support a sense of community.
10. Support is given to establish enough high quality new homes that meet their needs of all sectors of our community. They will enhance the well-being of residents through a choice of homes that are affordable to rent or buy, and different kinds of homes to meet the needs of our communities, including older people, those with care needs and younger people getting their first home.
11. Investment in new or improved healthcare, public open spaces, community buildings and active travel infrastructure makes healthier lifestyles achievable by all residents.

Environmental innovation aims

Working with nature is helping to achieve net zero carbon, boosting flooding resilience, supporting our rivers and flood meadows, and enhancing biodiversity. Innovative approaches are accelerating responses to climate challenges through diverse renewable energy generation, energy efficient low carbon buildings, reducing water demand and supporting rewilding schemes to maximise the role of the landscape as a carbon sink.

Objectives:

12. The natural, built and historic environment will be protected and enhanced, including biodiversity, landscape, green Infrastructure, waterways and heritage assets and their settings, by ensuring new development contributes to biodiversity and reflects local character and distinctiveness.
13. An extensive network of green infrastructure, green corridors, wildlife habitats and open spaces will exist, contributing to resilient towns, villages and countryside areas with enhanced biodiversity and improved connectivity to increase their value for people and wildlife.
14. Renewable energy generation is embedded through new developments, and innovative community and wider renewable energy production schemes are supported where they are complementary to agricultural practices.

Travel transformed aims

Active forms of travel and public transport options are people's first choices to get around. Infrastructure supporting active forms of travel links places people frequently want to go via safe attractive routes for both practical and leisure journeys. Public transport is accessible throughout our towns and villages, with reliable local services connecting to longer distance routes ensuring this is a realistic choice for people. Highway infrastructure is enhanced to support low carbon vehicles and reduce congestion hotspots to promote safe, reliable journeys where they need to be made.

Objectives:

15. Provision of high quality digital infrastructure and co-locating homes, jobs, and local services will reduce the need to travel.
16. Realistic alternatives to private car use will exist to encourage walking, cycling, wheeling and use of public transport.
17. Enhanced infrastructure to be available to support the shift to electric and low emission vehicles to accelerate reduction of greenhouse gas emissions from transport.
18. Any essential highway improvement schemes will support safe, reliable journeys and be accompanied by sustainable drainage and green infrastructure which supports biodiversity.

2.19 The vision, aims and objectives of the Local Plan also set the framework within which it will significantly contribute to delivering two of Huntingdonshire's Corporate Plan 2023-2028 core priorities. These are:

- Priority One - improving quality of life for local people
    - Improving the happiness and well-being of residents
    - Keeping people out of crisis
    - Helping people in crisis
- Priority Two - Creating a better Huntingdonshire for future generations
    - Improving housing
    - Forward-thinking economic growth
    - Lowering carbon emissions

2.20 Together the vision, aims and objectives seek to balance out the inherent conflicts that arise from new development: the Council's ambitions for growth, challenging net zero carbon aspirations and environmental improvements and improving people's quality of life and well-being. All the policies and site proposals will collectively help to deliver the vision, aims and objectives and deliver new development that achieves environmental, social and economic benefits for Huntingdonshire.

Promoting climate resilience

2.21 Climate change is impacting everyone. With a continuation of global warming, it can be expected that Huntingdonshire will experience more heatwaves during summer months which can lead to serious impacts on human health, environment, infrastructure and the economy. Increased flooding can also be expected as a result of increasing rainfall during the autumn and winter months. This is detailed in the Position statement and analysis of baseline and forecast future emissions (November 2024) document of our climate change evidence. The planning system and local plans have a key role to play in delivering meaningful action on to promote climate resilience and contribute towards reaching the UK government's committed target of being net zero carbon by the year 2050 compared to the 1990 baseline.

2.22 Section 182 of the Planning Act (2008) places a legal duty on local planning authorities to ensure that their development plan documents include policies designed to make sure that the development and use of land in the local planning authority's area contributes to the mitigation of, and adaptation to, climate change. Provisions in the Planning and Energy Act (2008) also enable local planning authorities to set requirements for carbon reduction and renewable energy provision.

2.23 The NPPF requires plans take a proactive approach to mitigating and adapting to climate change in line with the Climate Change Act 2008. It also states in paragraph 161 that *'the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute*

to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.'

2.24 The Local Plan plays an important role in setting out a pathway to being net carbon zero and ensuring new developments are not increasing emissions and are adapted and adaptable to the impacts of climate change. This is to promote increased climate resilience among our buildings and communities.

2.25 HDC's Climate Strategy and Action Plan (2023) and its action plan adopted the aspiration of a net carbon zero Council by 2040 and seeks to strongly influence district-wide action on emissions and biodiversity. The vision for this Local Plan, building from Huntingdonshire Future's Place Strategy emphasises the importance of climate action. The Position statement and analysis of baseline and forecast future emissions (November 2024) explores Huntingdonshire's greenhouse gas emissions and emission pathways to net zero in Huntingdonshire. It sets out the baseline emissions in the district, potential future emissions in a 'business as usual scenario' that accounts for national policies, and indicative decarbonisation pathways based on strategic GHG reduction measures.

2.26 The box below illustrates how Huntingdonshire aspires to contribute towards achieving the national target of being net zero by 2050.

Huntingdonshire net zero carbon aspirations

Huntingdonshire will have net zero carbon emissions by 2050. This will follow the national Climate Change Committee's 'Balanced pathway' approach.

To achieve net zero by 2050, emissions will have decreased by approximately 76% with the remaining emissions being removed through the use of carbon capture/ removal technologies.

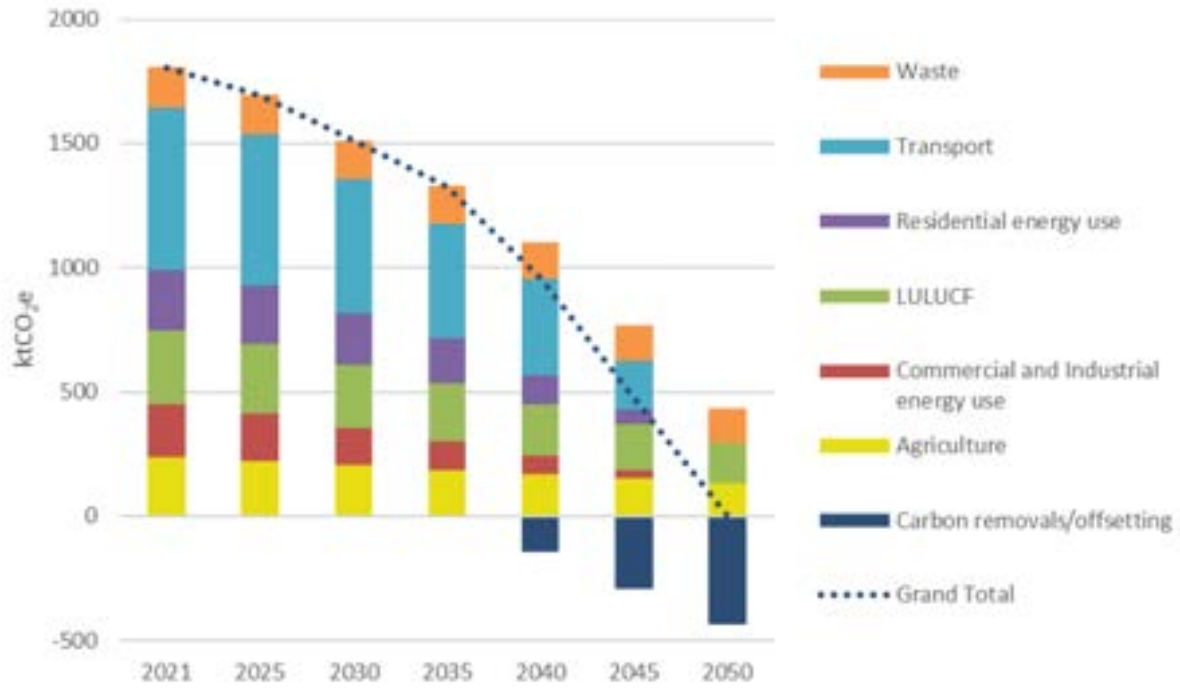
2.27 GHG emissions in Huntingdonshire as of 2021 were estimated to be 1,805 kt CO_2e (kilotonnes of carbon dioxide equivalent). Our biggest sector of emissions is transport, accounting for some 36% (1% from buses and rail; 20% from cars, light goods vehicles and motorbikes; and 15% from heavy goods vehicles). This largely because of the presence of several strategic road routes that run through the district such as the A1 and A14. Of the road transport emissions, 60% are generated on 'A' roads, 21% on motorway traffic (the A1(M) from Huntingdon to Peterborough) and 19% is generated on minor roads. Emissions from the land use and agricultural sectors are also notable within Huntingdonshire, comprising 16% and 13% of emissions respectively. Waste emissions account for 9%, while residential buildings and use account for 14% and commercial buildings and use account for 12%.

2.28 Some emissions are associated with energy use in buildings and transport, for which there are already intervention measures and policy approaches such as energy efficiency, behavioural change and new technologies, that can reduce the environmental impact. These include enhanced building standards for energy efficiency, renewable energy and electric vehicles. However, other emissions are harder to mitigate, including those from agriculture, land use (especially emissions from drained peatland that is used for crops or grazing), waste, and heavy goods vehicles. These emissions are considered 'hard to abate', either because they rely on large-scale changes in land use, agricultural practices, and dietary change; or because they rely on green hydrogen, carbon capture or other technologies which are not yet commercially available. Considering the significance of these sectors within Huntingdonshire, they pose a significant challenge for the decarbonisation of the district.

2.29 By 2050, if no further changes were made to decrease emissions above those already in the pipeline nationally, our emissions would only decrease by approximately 17%. Therefore, to promote climate resilience and to reach net zero carbon by 2050 more action needs to be taken to reduce emissions and ensure energy is sourced from clean and renewable sources as well as reducing the demand for energy as much as possible.

2.30 The graph below shows future emissions if Huntingdonshire broadly follows the recommendations set out in the Climate Change Committee's 'Balanced Pathway', which underpins national GHG reduction targets. Emissions for transport and for commercial and industrial energy use each fall to around 1 $ktCO_2e$ by 2050 and so do not show up on the graph due to the scale.

Figure 2.1 Huntingdonshire's decarbonisation trajectory in line with the Climate Change Committee's 'Balanced Pathway'



2.31 The graph shows that, even if all available mitigation measures were implemented, Huntingdonshire can only reach net zero if carbon removal technologies or some other form of offsetting becomes available. Carbon removal technologies include carbon capture, usage and storage which takes emissions for industrial processes and other sources to prevent them entering the atmosphere with the captured carbon dioxide either being reused in other industrial processes or permanently stored deep underground and a range of nature based solutions which rely on woodlands, wetlands and other natural environments to absorb and store carbon over time. The graph shows that by 2050 emissions can be reduced by 76% with net zero then achieved through the use of carbon capture/ removal technologies. These technologies are only factored in to calculations after 2040 as it is likely they will be more established and widely available by this point. Therefore, if such technologies become more mainstream sooner then net zero could potentially be achieved earlier than 2050.

2.32 It is important to recognise that this is not a ceiling but a minimum target to work towards as emissions may be reduced at a quicker rate if there are more rapid changes in behaviour, more widespread access to innovative technologies or introduction of mandatory net zero building standards etc.

2.33 To reach this aspiration, this Local Plan sets out a series of policies that are focused on accelerating GHG reductions associated with development by:

- reducing emissions from existing buildings and new buildings
- supporting renewable energy and low carbon energy schemes including large scale renewables and community led initiatives
- promoting sustainable and active modes of travel and reducing the demand for private car transport where realistic alternatives are available
- supporting the shift to EVs and low emission vehicles

2.34 The above are policies that directly reduce GHG emissions. Across this plan are other policies that also shape our climate actions in mitigating and adapting to climate change and its impacts such as those that address delivering healthy places, location of development, flood risk, water efficiency, carbon sequestration and offsetting.

Further information

2.35 To support our approach to addressing and mitigating climate change within the Preferred Options Draft Local Plan to 2046, a suite of climate change evidence documents have been prepared which are listed below:

- **Document A - The role of the Local Plan Update in responding to climate change (November 2024)** - this is an introductory document explaining what is meant by net zero carbon and the context in which the Preferred Options Draft Local Plan to 2046 will respond to climate change.
- **Document B - Position statement and analysis of baseline and forecast future emissions (November 2024)** - this sets out the district's current position including an emissions profile to explain the current baseline which the Preferred Options Draft Local Plan to 2046 will operate within and seek to influence.
- **Document C - The contribution of sustainable design to achieving Net Zero (November 2024)** - this document provides specific policy advice on achieving net zero carbon development in Huntingdonshire.
- **Document D - Assessment of spatial strategy options (December 2024)** - this assesses some initial spatial strategy options and their carbon impact, recommending the most effective spatial strategy from a climate change perspective for the Preferred Options Draft Local Plan to 2046.
- **Document E - Renewable Energy Assessment (November 2024)** - this analyses the contribution of renewable energy in reaching net zero and the technical potential for renewable energy across Huntingdonshire.
- **Document F - Offsetting and Sequestering Emissions (November 2024)** - this assesses the role of sequestration and provides policy recommendations to support Huntingdonshire in delivering sequestration of carbon emissions and their offsetting where necessary and appropriate.

Chapter 3:

How Huntingdonshire will grow and change

Introduction

Huntingdonshire Futures Place Strategy

3.1 The Huntingdonshire Futures Place Strategy suggests Huntingdonshire is a place with untapped potential including rich heritage and remarkable landscapes. It acknowledges that local residents love our wide open fens and parklands, rolling claylands, and the picturesque Ouse Valley. It also recognises that there is much to enjoy about our market towns and villages. The Huntingdonshire Futures Place Strategy recognises the district as a place which could offer a high quality of life in picturesque market towns and villages with incredible character and landscapes that can inspire the creation of beautiful new places. It aspires for Huntingdonshire to be a place which leads in the provision of high quality, affordable, adaptable and energy efficient housing which blends with the rich local character. A place where housing responds to the residents' needs and is served by essential social infrastructure and where new developments form integrated communities within their surrounding areas.

3.2 Huntingdonshire Futures Place Strategy has strong economic and employment aspirations for the district to be a place where businesses choose to locate and grow thanks to strategies and infrastructure that attract inward investment and high value jobs. It aims for start-ups and established industries to be supported by the right affordable spaces, whether that be in innovative incubators or large-scale environmentally friendly developments.

3.3 It also sets out strong aspirations for the district's green and blue infrastructure. It is ambitious for Huntingdonshire to contain an extensive network of nature-based infrastructure which mimics or incorporates natural processes to create resilient urban and natural environments with enhanced biodiversity. It seeks to achieve this through wetlands, water meadows, green roofs, rain gardens and natural water filtration so that we work in step with nature instead of against it.

3.4 Huntingdonshire Futures Place Strategy sets out the aspiration in journey 3 'Health embedded' that by 2050 Huntingdonshire will value happiness and health above all else, supporting a good quality of life for all people at all stages of life. This Local Plan seeks to contribute towards the delivery of opportunities to support people's physical and mental well-being. It aspires to make healthy living easier through planning for healthy new places, encouraging active travel and addressing economic security and social isolation.

3.5 Huntingdonshire Futures Place Strategy posed the question 'what if all our energy was produced in the district?'. It promotes the idea that new and innovative approaches to renewable energy generation should be encouraged where appropriate. Community led energy generation is advocated with local people owning the processes and reaping the benefits. It also recognises that the appropriate renewable energy generation technique would be dependent on the local context and scale of the schemes.

3.6 Journey 5 of Huntingdonshire Futures Place Strategy informs our strategic approach to transport, travel and connectivity. This aspires to 'the future of travel in Huntingdonshire transitioning away from the car. To achieve this it seeks to support effective public transport, boost on-demand travel options, promote sustainable distribution of goods and locally produced food and encourage an attractive cycling and walking network.' At the same time, it recognises the necessity for upgrades to key elements of highway infrastructure to reduce congestion and improve the reliability and safety of journeys. Connectivity includes digital communications on which many residents and businesses are reliant for accessing services, employment, leisure and their customers and partners. Demand for effective connectivity is high to maximise efficiency and opportunities throughout the district.

3.7 Provision of infrastructure is critical to the success of communities and to support effective and attractive growth. Within journey 2 of the Huntingdonshire Futures Place Strategy, there is a strong focus on education and skills development. This promotes provision of training and education in both physical and digital classrooms requiring both traditional built educational infrastructure but also reflecting the need for high quality digital infrastructure to support delivery of these. Journey 3 focuses on health and inequalities and seeks to direct investment in health services particularly in low income neighbourhoods and rural communities.

Huntingdonshire's Corporate Plan 2023-2028

3.8 Huntingdonshire's Corporate Plan 2023-2028 complements this through its priority 1 which focuses on improving quality of life for local people. To do this it seeks to improve the happiness and wellbeing of residents to achieve the highest possible quality of life for the people of Huntingdonshire. It aims for the district to be a place which attracts employers and visitors and is somewhere residents are proud to call home. Priority 2 is to create a better Huntingdonshire for future generations. This sets out aspirations for safe, high quality energy efficient homes for all residents to allow people to live healthy and prosperous lives. It encourages sustainable travel, and aims to increase biodiversity across Huntingdonshire. Priority 2 also focuses on forward thinking economic growth and wants to be a place where businesses chose to start-up, grow and invest in high-value jobs so they and our residents and high streets can flourish and thrive.

How the strategic policy approaches will help to deliver these aspirations

3.9 This chapter starts by explaining the overall amount of growth we expect to need both of homes and of employment establishments and job opportunities. It recognises the diversity of towns, villages and the rural parts of Huntingdonshire by putting forward a settlement hierarchy which puts different places into different categories. The categories in the settlement hierarchy are then used to support differing types and scales of growth in different places to balance both the need to support and promote the sustainability of our settlements as places to live and work and the need to retain their character, attractiveness and environmental assets.

3.10 Our strategy for change seeks to focus most new development into the district's larger places which have best service provision to support people in living more sustainable lifestyles. This more concentrated approach also helps to reduce the impact of new development on smaller villages and our countryside.

3.11 Employment and business opportunities in Huntingdonshire can be found across the district, within our settlements, established employment areas and as part of our wider rural economy. Protecting and enhancing employment opportunities for our communities and enabling economic growth is important to sustaining a strong and competitive economy in the district. This means providing opportunity to protect and enhance our established employment areas. Sustaining and enabling our rural economy will also be important to ensure that rural areas are not left behind, allowing them to become economically resilient, whilst supporting the farming community through opportunities for diversification. The emergence of Growth along the Ox-Cam Arc also presents unique opportunities to support the wider economy and enhance skills upskilling our existing labour force to meet changes in economic circumstances in sustainable and appropriate locations. Through the policies set out in chapter 6 ‘How we will support a strong local economy’ and employment and mixed use allocations the Local Plan works towards facilitating these objectives by proving opportunity for 14,400 new jobs over the plan period.

3.12 Protecting, enhancing and promoting our blue and green infrastructure also forms a vital part of our strategy for growth and change. River valleys have shaped much of our landscape with the Great Ouse corridor forming a key feature through St Neots, Huntingdon and St Ives as well as multiple villages and the River Nene corridor forming the north-western boundary of the district. Our blue and green infrastructure is very important for our landscape character, biodiversity, recreational use and physical and mental well-being and our policies seek to protect and enhance this. Flooding, managing flood risk and water supply and disposal for developments are all crucial aspects of this Local Plan Update with many local residents expressing strong concerns over these. Whilst strategic policies are set out in this chapter, more detailed policies follow in Section C: Development Management.

3.13 Renewable energy provision forms a key part of our climate change response to ensure that greenhouse gas (GHG) emissions fall to meet our net zero carbon aspirations whilst residents, businesses and infrastructure receive the power supplies needed to live and operate effectively. Our policy seeks to maintain a balance between boosting renewable energy production yet protecting our landscape, environmental and heritage assets and local character.

3.14 Transport, travel and connectivity are key parts of daily life for many residents and businesses. Travel patterns have changed considerably since the previous Local Plan was prepared and transport is responsible for the highest category of GHG emissions across the district. Reducing the need to travel is an ambition set out in the National Planning Policy Framework (NPPF) and our approach through the strategy for change and transport, travel and connectivity policies set the strategic approach for how we intend to achieve this through both allocated and unallocated development. Provision of infrastructure to meet the needs arising from new development is a key part of the planning system. Our approach to achieving this will be achieved through a blend of Community Infrastructure Levy (CIL) payments and direct provision through Section 106 agreements.

How much development do we expect?

3.15 Ensuring that adequate provision is made for housing and employment growth is a key function of a local plan. This policy reflects the growth aspirations of Huntingdonshire informed by the national standard methodology for calculating housing need and locally evidenced economic growth forecasting which justifies provides a moderate-high growth scenario.

3.16 The starting point for calculating the number of new homes needed in Huntingdonshire is the national standard methodology. This is informed by inputs specified in national guidance. Identifying precise amounts of land needed for economic growth is more complex as this is influenced by many factors including existing employment and economic land and buildings, recent patterns and trends in employment land supply and losses, market demand and broader economic conditions particularly involving diversification and innovation. Future needs are based on many factors including sectoral and employment forecasts that consider the anticipated demand of businesses for labour, the likely local labour supply based on projected housing growth, local and national trends in employment land take-up and anticipated property market requirements and analysis of changing business models and practices such as growth in demand for logistics to meet the needs for home deliveries of goods.

Policy LP 1

How much development do we expect?

To meet Huntingdonshire's future housing needs in the period 2021 to 2046 provision will be made for at least 32,200 new homes across a range of tenures.

Between 2021/22 and 2024/25 4,402 homes were counted as completed within the government's standard methodology inputs.

From 2025/26 to 2045/46 the standard method requirement is 1,237 homes per year, totalling 25,977. An uplift of just over 5% is applied to allow some flexibility resulting in a total requirement of 27,300.

The delivery of these will be phased through a stepped approach to the housing trajectory reflecting the need for infrastructure provision to support new homes. Homes are expected to be phased as:

- at least 5,250 homes in 2025/26 to 2029/30 with an annual average of 1,050 homes
- at least 6,250 homes in 2030/31 to 2034/35 with an annual average of 1,250 homes
- at least 16,300 homes in 2035/36 to 2045/46 with an annual average of 1,482 homes

To meet Huntingdonshire's future employment needs to 2046 provision will be made for about 15,400 additional jobs (FTE) within the office, research & development, light industrial, general industrial and storage & distribution use classes.

3.17 This Local Plan contains sufficient allocations to meet the identified needs for both housing and employment land up to 2046. Some flexibility is built into the allocations to allow for changing circumstances. Policies LP6-LP10 provide guidance on the circumstances where unallocated growth may be supported.

Housing growth

3.18 The government's standard methodology for housing need was revised in December 2024 resulting in a 50% growth compared to the annual housing target set in Huntingdonshire's Local Plan to 2036. The December 2024 approach places more emphasis on responding to affordability challenges and encourages additional housing provision in areas such as Huntingdonshire where many local residents struggle to afford suitable homes.

3.19 Inputs to the calculation are updated annually. The baseline housing stock figures published in May 2026 are based on the existing housing stock as of 2025. The 5 year average median workplace-based affordability ratios published in March 2026 are based on data 2021 to 2025. Although the plan period runs from 2021, the first four years of housing completions are known and accounted for within the standard methodology baseline housing stock. This accounts for the delivery of 4,402 homes.

3.20 The standard methodology starts with a baseline of 0.8% of the existing housing stock which at March 2025 was 674. This is then multiplied by an adjustment factor reflecting median workplace-based affordability ratios. For Huntingdonshire, the 5 year average affordability ratio has been 9.4 which means the average resident needs to find 9.4 times their annual earnings to buy an average priced home within the district. This is relatively high compared to the ratio of 5 below which the government do not considerit necessary to apply an uplift to promote affordability. This requires the baseline of 674 to be multiplied by 1.836 resulting in an annual housing figure from 2025/26 onwards of 1,237. For 2025/26 to 2045/46 this totals a need for 25,977 new homes. An uplift of just over 5% is added to this figure to build in some resilience. This is to allow for changes to the standard methodology outcomes and changes in circumstances of sites owners/ promoters where a site does not come forward as expected.

3.21 NPPG Paragraph: 012 Reference ID: 68-021-20190722 allows for inclusion of a stepped housing trajectory in particular circumstances including where strategic sites will have a phased delivery or are likely to be delivered later in the plan period. This approach recognises that housing delivery may not be evenly distributed annually throughout the plan period. A stepped housing trajectory is included in this plan reflecting the need to allow an adequate lead-in time for achieving planning permission for three new communities along with planning, funding and construction of infrastructure necessary to support their initial delivery. This will also allow additional time for planning, funding and construction of improvements to water recycling centres across the district where these are a constraint to growth.

3.22 A housing trajectory is set out in Appendix 7. Over 11,300 homes already have planning permission or are under construction as at 31 March 2026. A further 1,702 are forecast to be completed in 2026/27 to 2027/28 with the slowdown in annual delivery reflecting local challenges over waste water recycling capacity and wider geopolitical circumstances. This illustrates the anticipated number of homes in each year of the plan period from 2021/22 to 2045/46. An assessment is also set out in Appendix 7 of the anticipated five year housing land supply for the post adoption period beginning 1 April 2028 through to 31 March 2033.

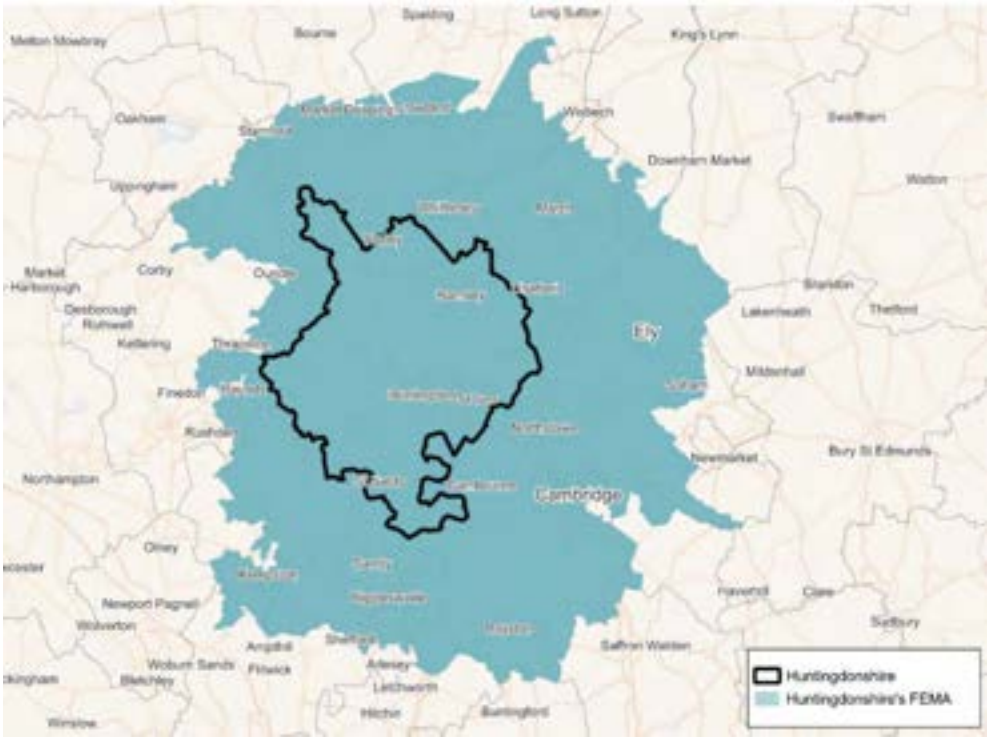
3.23 The ability to demonstrate a five year supply of land for housing is important in the decision making process. The allocation of sites through this local plan seeks to ensure that a five year supply can be maintained on a long-term basis.

Employment growth

3.24 The NPPG states that plan-making authorities need to prepare an evidence base to understand existing business needs that reflect local circumstances and market conditions [(1)]. Our evidence takes into account a variety of factors including the functional economic market area that Huntingdonshire sits within, existing stock, evidence of market demand, wider market signals, impact of infrastructure and requirements of key sectors.

3.25 Huntingdonshire's Functional Economic Market Area demonstrates relationships with the wider areas of Peterborough, Fenland, East Cambridgeshire, South Cambridgeshire, South Cambridgeshire, Cambridge, Bedford, as well as smaller portions of North Northamptonshire, Central Bedfordshire, North Hertfordshire, South Kesteven and South Holland. This geography presents an opportunity to develop niche clusters: for instance, agri-tech (as a result of rural connections and proximity to research clusters), and advanced manufacturing/R&D (building on existing expertise and spillovers from Cambridge's tech cluster). The Alconbury Enterprise Zone was intended to be central to this strategy. Alconbury's success to date has been modest but it remains a critical asset for attracting inward investment. However, it must not be forgotten that our market towns provide sustainable locations for employment hubs and the district's Established Employment Areas support not only our main urban centres of population but also provide opportunities for business development and expansion, benefitting some of our rural economies.

Figure 3.1 Huntingdonshire's Functional Economic Market Area



3.26 Much of Huntingdonshire's business stock requires upgrades to make sure that they can keep up with the UK government's Minimum Energy Efficiency Standards (MEEs). In addition it is important to ensure that a certain amount of property vacancy is available to allow for movement, expansion and choice within the market, which is currently not at optimum levels for certain use types. Our employment need forecasts indicate that there is significant demand for certain sector uses, for example office-based and R&D sectors

1 Paragraph: 025 Reference ID: 2a-025-20190220

are expected to grow, and storage and distribution demand is expected to continue to be strong. Although future demand for general industrial space demand is found to be more uncertain past trends in Huntingdonshire demonstrate that the general industrial growth has outperformed forecast expectations.

3.27 Infrastructure upgrades are also expected to drive more transformational growth in Huntingdonshire. Improved east-west connections as a result of the A14 improvements already benefit our businesses and residents by enhancing connectivity, this is expected to continue with the dualling of the A428 dualling. St Neots will gain better connections to Cambridge, Bedford and Milton Keynes, making it more attractive for logistics, light industry and office development. The East West Rail project, with a new station at Tempsford may contribute to improved rail access and the potential for a A141 bypass could also ease congestion around Huntingdon and unlock development at RAF Wyton.

3.28 Huntingdonshire's economic growth forecast therefore provides a moderate-high growth scenario which exceeds baseline forecasts but reflects a reasonable target in the context of what has previously been achieved, market expectations and the opportunities opening up through enhanced connectivity, infrastructure and through the Ox-Cam Arc growth corridor. This results in floorspace requirements totalling 955,000sqm of employment which generates 15,400 jobs (Full time equivalent) over the plan period. This approach supports sustainable and resilient growth allowing Huntingdonshire to provide land for business investment to encourage higher-skilled jobs, and ensure balanced growth between homes and employment. Jobs and floorspace on sites completed between 1 April 2021 to 31 March 2025 are already accounted for, so the 15,400 jobs and 955,000sqm floorspace target is additional to these, ensuring the whole plan period (2021 to 2046) is accounted for. The jobs figure of 15,400 only includes employment within the categories specified in the policy (use classes E(g), B2 and B8). Jobs in sectors such as retail, services, healthcare, education, and construction are additional to this.

Table 1 Employment floorspace targets

Employment use	**Floorspace target (sqm)**
Office - use class E(g)(i)	121,000
Research and development - use class E(g)(ii)	47,000
Light industrial - use class E(g)(iii)	113,000
General industrial - use class B2	242,000
Storage and distribution - use class B8	433,000
Total	**955,000**

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, landowners, developers, registered providers
Delivery mechanisms	Granting planning permissions, Neighbourhood Plans, masterplans
Timescale	Throughout the plan period

Monitoring indicators	• Number of additional homes completed within the district • Amount of additional employment floorspace completed within the district

Our strategy for change

3.29 The strategy aspires to meet our needs for growth in full to ensure choice and diversity in the markets for both residential and employment properties. The purpose of this policy is to set out the overall strategic approach to growth and its distribution to support our towns, villages and countryside in having long term sustainable futures.

Policy LP 2

Our Strategy for Change

The strategy for change in Huntingdonshire is to:

- Concentrate development in places which already provide a range of infrastructure, services and facilities to meet the needs of local residents and businesses and contribute to attractive, healthy and successful communities, or where future provision for infrastructure, services and facilities is established through a masterplan
- Support all our settlements to be thriving, active communities that provide a good quality of life for residents through place-making that supports high quality diverse housing and locally accessible jobs and facilitates good physical and mental health
- Promote the growth and diversification of the local economy and contribute to the delivery of the priority growth sectors set out in the Cambridgeshire and Peterborough Local Growth Plan to provide more diverse, inclusive higher value local employment opportunities, and maximise the opportunities arising from sector specialisms and supply chains that complement local growth sectors
- Support our RAF bases at Wyton, Alconbury and Molesworth to ensure their operational needs are not adversely affected by other development, and the contribution to the local economy of them and the wider defence sector is maximised
- Encourage and support our town and local centres and other retail services to respond positively to changes in retailing, leisure and services to promote thriving, attractive centres that attract residents and visitors
- Support a thriving rural economy that promotes the contribution of our extensive agricultural sector to food security and protects grade 1 agricultural land from built development
- Conserve and enhance the special qualities of our internationally and nationally protected landscapes, enhance our blue and green infrastructure and biodiversity to boost recreational opportunities and nature conservation, and conserve our designated and non-designated heritage assets
- Align our responses to climate change to national standards to meet the Climate Change Commission's balanced pathway approach to net zero by 2050
- Boost flood resilience and efficient use of water in recognition of the high vulnerability of parts of the district to a variety of flooding sources and our status as part of an area at serious water stress

3.30 As set out in chapter 3 one of the main roles of the Local Plan is to help deliver the aspirations of the Huntingdonshire Futures Place Strategy. Our strategy for change is a focal element in setting the broad policy context for this. The Vision and Objectives highlight the importance of looking at Huntingdonshire's strategy for change over a long timeframe to ensure that the growth patterns established through this Local Plan are sustainable in the long term. They have the opportunity to set the foundations for resilient development that can help our residents, businesses and environment thrive as we face the climate change and economic challenges of the future. Our strategy for change aims to create homes, jobs,

services and infrastructure which will improve the conditions in which people live, work, travel and take leisure alongside balancing the needs of the natural environment for protection, adaptation and enhanced resilience.

3.31 The strategy for change in Huntingdonshire looks to deliver ambitions to boost housing and economic growth while balancing this with broader social, economic and environmental priorities. Social and economic priorities have influenced the growth strategy through concentrating most growth in areas accessible to services, facilities and employment opportunities or where these will form an integral part of what is delivered. Place-making is a key element of the strategy for change. This is reflected through the promotion of three new communities which will each develop their own character and sense of identify over time.

3.32 The Local Growth Plan sets highly aspirational targets for economic growth. Huntingdonshire has a strong military heritage with three active RAF bases remaining. The strategy seeks to build on these established relationships by supporting expansion of the defence sector within the local economy. The Local Growth Plan recognises the importance of several priority growth sectors within Huntingdonshire including life sciences, advanced manufacturing, digital and defence and energy and green tech. The strategy for change seeks to support growth in all of these to facilitate opportunities for diverse and high quality jobs for the district's residents without the need for longer distance commuting. However, half of all employment and two thirds of businesses are located within rural Huntingdonshire with agriculture, forestry and fishing industries dominating the land use. A large portion of the district is classified as grade 1, 2 or 3 agricultural land and it is recognised that there is insufficient previously developed land available to meet our identified development needs. Therefore, the strategy seeks in particular to protect grade 1 agricultural land from built development.

3.33 The impact of development on the environment is an important factor in establishing an appropriate strategy for growth in the district. The Habitats Regulations Assessment identifies areas of nature conservation value within the district and those that may be impacted in neighbouring areas. The strategy for change set out in this policy seeks to balance growth aspirations with infrastructure capacity, impacts on local communities, and potential impacts on the natural and historic environments. Environmental priorities have influenced the strategy through factors such as re-using previously developed land where it is sustainably located and through avoidance of grade 1 agricultural land.

3.34 The purpose of the spatial strategy is to set out the overall approach to protecting and enhancing the natural, built and historic environment and providing new homes, employment provision, community services and facilities and supporting infrastructure. It sets the broad strategy for managing development in the district to 2046, reflecting the overall vision and strategic objectives of the plan.

3.35 Allocations for a wide range of uses are set out in D 'Our Development Sites' to promote the delivery of our strategy for growth. These are complemented by a series of policies that will guide the location of unallocated schemes that contribute to the diversity and flexibility of new growth.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, infrastructure and service providers
Delivery mechanism	Through the determination of planning applications, supplementary planning documents (SPDs), master plans, design codes, Infrastructure Delivery Study (IDS), community infrastructure levy (CIL), and Section 106 agreements (S106)
Timescale	Throughout the plan period
Monitoring indicators	• Amount and % of completed retail, office and leisure development in town centres

	• Amount and type of employment land available • Number and % of housing completions by settlement and tenure type (including the North Huntingdon Growth Cluster) • Amount and % of employment development by settlement type • CIL receipts/expenditure monitoring • Gross number and % new dwellings on previously developed land • Amount and % of employment floorspace developed on previously developed land • Progress on neighbourhood plans

Distribution of growth

3.36 The purpose of this policy is to set out the distribution of growth that will help to deliver the strategic approach to secure a sustainable development pattern across the district. It includes guidance on Neighbourhood Plans, including the provision of the minimum housing requirement for each as required by the NPPF.

Policy LP 3

Distribution of Growth

The plan makes provision for identified development needs and supporting infrastructure up to 2046. It promotes a sustainable pattern of development that focuses over 80% of housing growth in and around our market towns, new communities and service centres which are the most sustainable places. It also supports limited growth within our local service villages and our other villages to help maintain the sustainability of their communities.

Sufficient site allocations are included within this Local Plan to meet the district's housing and employment needs in full. A proposal for additional development may be supported where it is in a sustainable location in accordance with other policies of this plan and of a scale that can be successfully integrated into the local community.

The North Huntingdon Growth Cluster Opportunity Zone is identified in Cambridgeshire and Peterborough Combined Authority's Local Growth Plan. Development proposals in accordance with the allocations set out in chapter 9 'North Huntingdon Growth Cluster Opportunity Zone' will be supported. Proposals in this growth cluster will be expected demonstrate how they are working collaboratively to support delivery of the infrastructure necessary to deliver development and to manage the cumulative impacts of growth. Other proposals within this growth cluster may be supported where evidence indicates that they can be successfully delivered without giving rise to significant detrimental impacts on local communities, infrastructure capacity and the natural and historic environments.

Neighbourhood Plans

Preparation of Neighbourhood Plans is actively supported by the Council. Those that propose additional growth to that allocated within this Local Plan will be supported where local infrastructure and service provision is able to accommodate the extra growth proposed or it can be delivered as part of the proposals.

For designated neighbourhood plan areas the minimum housing requirement will be determined on the basis of the local plan allocations, existing commitments and estimated windfall at the time of designation of a Neighbourhood Area or initiation of an update or replacement Neighbourhood Plan.

3.37 The ageing of the local population is a particular issue in many of Huntingdonshire's villages with the average age of residents expected to increase and average household size reduce. Young people who have grown up in villages often struggle to find suitable homes locally in which to live independently within their established communities. The average size of households is expected to continue to decline leaving less residents to support local services and facilities. The approach to the distribution of growth seeks to support the continued evolution of our communities, particularly our local service villages and villages to ensure they benefit from sufficient growth to maintain their current levels of population to support local services, facilities and community activities to reduce the risk of their loss.

3.38 9 'North Huntingdon Growth Cluster Opportunity Zone' illustrates how this element of the growth strategy was first established through designation of the Alconbury Weald enterprise zone in 2011 and the strategic scale new community that is being developed around this which the first people moved into in 2016. Huntingdonshire's local plan to 2036 expanded on this with further housing allocations either side of Ermine Street on the northern edge of Huntingdon which are expected to deliver just over 1,600 new homes. Outline planning permission was granted in April 2026 subject to a S106 agreement for the Hinchingbrooke Logistics Park situated between Huntingdon Racecourse and the Ermine Street housing scheme allowing for just over 200,000sqm of floorspace for logistics and manufacturing with a new roundabout and underpass on the A141, a new bus depot and enhanced cycling and pedestrian routes to aid connectivity.

3.39 The CPCA's Local Growth Plan (2025) has significantly shaped the distribution of growth as it provides a significant opportunity for growth around one of the district's two most sustainable towns.

3.40 The A14 rerouting was completed in 2020 followed by detrunking and enhancements to the A1307 which was formerly the A14. The Lattenburys new community is situated between the A1307 and the A14 and has direct frontage to the A1198 providing opportunities to utilise the existing highway network for vehicular access after junction improvements are completed.

3.41 Proposals for East West Rail are advancing with future stations expected to be located at Tempsford and Cambourne. The line itself is expected to run broadly parallel to the south eastern edge of St Neots in line with the A428 (A421) upgrade. The section of railway line from Bedford to Cambridge requires new railway track with western elements scheduled to start running in the early 2030s and the eastern end of the line to start services in the mid to late 2030s. Given the timeframe for opening the section of East West Rail that directly passes through Huntingdonshire and the nearest two new stations the strategy of this local plan does not depend on it for delivery of growth. The impacts of East West Rail on a future growth strategy are likely to be taken into account in the next iteration of this plan reflecting both its coverage post local government reorganisation and progress in delivery of the rail project.

3.42 NPPF advises that strategic policies should set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. For Huntingdonshire the neighbourhood housing figure will be calculated from the Local Plan allocations and commitments within the designated area plus a figure for small site windfall anticipated over the plan period at the time the Neighbourhood Area is designated or an updated or replacement Neighbourhood Plan is initiated. Indicative figures are set out in 'Appendix 1: Neighbourhood Plan housing requirement figures' showing completions and commitments from 1 April 2021 to 31 March 2025, proposed allocations and the total of these which forms an indicative housing requirement figure for designated Neighbourhood Areas that accords with the proposed strategy of this Local Plan. Within the scope of available resources, HDC will continue to provide support to groups updating existing or preparing new Neighbourhood Plans tailored to their individual needs.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, infrastructure and service providers

Delivery mechanism	Through the determination of planning applications, supplementary planning documents (SPDs), master plans, design codes, Infrastructure Delivery Study (IDS), community infrastructure levy (CIL), and Section 106 agreements (S106)
Timescale	Throughout the plan period
Monitoring indicators	• Amount and % of completed retail, office and leisure development in town centres • Amount and type of employment land available • Number and % of housing completions by settlement and tenure type (including the North Huntingdon Growth Cluster) • Amount and % of employment development by settlement type • CIL receipts/expenditure monitoring • Gross number and % new dwellings on previously developed land • Amount and % of employment floorspace developed on previously developed land • Progress on neighbourhood plans

Green and Blue Infrastructure Priority Areas

3.43 The purpose of this policy is to identify green and blue infrastructure priority areas across Huntingdonshire identified in the Local Nature Recovery Strategy for Cambridgeshire and Peterborough and Huntingdonshire Nature Recovery Network Report. The policy recognises the role that provision and enhancement of strategic green and blue infrastructure has in achieving the strategy and balancing built development. It works alongside the policy 'Promoting green and blue infrastructure'.

3.44 Green infrastructure is defined within the NPPF as 'a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity'. This can be refined to classify green infrastructure as natural and semi-natural places including parks, open spaces, playing fields, and woodlands with sustainable drainage systems (SuDS), rivers, streams, canals and other water bodies sometimes called ‘blue infrastructure’.

Policy LP 4

Green and Blue Infrastructure Priority Areas

Several Green and Blue Infrastructure Priority Areas have been identified, as indicated on "Key diagram" and shown on the Policies Map. These nature corridors have been identified in the Huntingdonshire Nature Recovery Network Report (2024) and have the potential to consolidate and link important habitats, facilitate biodiversity net gain opportunities and access improvements:

- Fen-edge Woodlands
- Folksworth-Elton-Ashton Wold
- Grafham-Brampton-River Kym
- Great Fen
- Great Ouse Valley
- Hail Weston-Bushmead
- Holme-Conington
- West Cambridgeshire Hundreds

- Nene Valley
- River Corridors (Kym, Alconbury Brook, Ellington Brook & Fen Rivers)

A proposal within, partially within or immediately adjoining a Priority Area will be supported where it contributes to the conservation priorities set out within the Huntingdonshire Nature Recovery Network Report (2024) or successor document.

Additionally, within the Great Fen a proposal will only be supported where it is clearly demonstrated that it will make a positive contribution towards the implementation of the Great Fen Master Plan (2010) or successor documents.

A proposal that lies outside the designated Great Fen area, but within its Landscape and Visual Setting will be expected to demonstrate consideration of the landscape and visual impacts that the proposal could have on the Great Fen, such as how the proposal might affect the aims of the Great Fen project to establish an area where the experience gained by visitors will be one of a tranquil area of countryside unaffected by urban encroachment.

A proposal at Paxton Pits will be supported where it helps to deliver the objectives of the Nature Reserve Management Plan (2017) or successor documents and/ or the objectives of the Reserve Management Strategy for the planned extension to Paxton Pits Nature Reserve (2007) or successor documents.

Within the Nene Valley, a proposal will also be supported where it can be demonstrated that it is also compatible with the objectives of the Nene Valley Nature Improvement Area and where possible enables identified habitat opportunities to be realised.

3.45 The NPPF requires local authorities to set out a strategic approach for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Additionally, the UK Government has set ambitious targets related to climate change and through the Defra sponsored 25 Year Environment Plan has committed to reversing the loss of biodiversity. The Environment Act 2021 introduced a requirement to prepare Local Nature Recovery Strategies and a requirement for mandatory biodiversity net gain through the land use planning system. This policy sets the strategic approach and is supported by 'Promoting green and blue infrastructure', 'Protecting our nature conservation sites'; 'Enhancing biodiversity and geodiversity'; and 'Protecting our trees, orchards, woodlands, hedges and hedgerows'.

3.46 The district has numerous areas of green and blue infrastructure. The Huntingdonshire Nature Recovery Network Report (NRN) (January 2024) identifies several priority areas across the district. This document has been prepared by the Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire and provides an overview of each of these areas, the important habitats and species they are home to, any protected nature conservation sites within their boundaries and a series of objectives and management practices. It also provides local context for securing biodiversity net gain across Huntingdonshire. The outputs of the NRN have informed the statutory county-wide Local Nature Recovery Strategy for Cambridgeshire and Peterborough (LNRS). The NRN is also key in delivering the ambitions of Huntingdonshire Futures in particular the goal of Pride in Place and Environmental Innovation.

3.47 The Green and Blue Infrastructure Priority Areas identified in the LRNS and NRN are those designated in this policy and indicated on the "Key diagram" and shown on the Policies Map. An overview of each priority area and their conservation objectives are provided below to support the policy but the NRN and LRNS should also be read when preparing applications within these areas. These areas are also on the Policies Map:

3.48 **Fen-edge Woodlands** priority area is located north of Huntingdon and Alconbury Weald and extends west to Sawtry and east to Warboys, with the fens forming the northern boundary. The conservation priorities in this area are the restoration and better management of the ancient woodlands, along with buffering and better connecting them through woodland creation, creating woodland stepping stones and

enhancing hedgerow networks. The creation of complementary meadow and pond habitats would be highly beneficial close to the ancient woodlands and particularly around Upwood Meadows national nature reserve.

3.49 **Folksworth-Elton-Ashton Wold** priority area runs from Elton Park to Folksworth and onto Ashton Wold and forms another wooded farmland priority area. Conservation priorities in this area are the restoration and better management of the ancient woodlands, as well as buffering them through more nature friendly farming or habitat creation. Enhanced landscape connectivity for wildlife would be best served by enlarging smaller woodlands or creating new woodland stepping stones. Fields are generally large but there is also scope to enhance landscape connectivity for wildlife through nature friendly farming involving an enhanced hedgerow network and use of uncropped field margins and headlands. The creation of new habitats along the upper reaches of the Holme and Billing Brooks would further contribute to a more connected nature network (NNR)

3.50 **Grafham-Brampton-River Kym** priority area encompasses Grafham Water and the surrounding land from Brampton Wood in the north-east to the River Kym to the south. Grafham Water is the third largest reservoir in England by area, covering some 600 hectares and attracts significant recreational visitor numbers. There are opportunities to improve the links between Grafham Water and areas of woodland such as Brampton Wood, although care must be taken to ensure that improvements to public access do not impact adversely on areas of ancient woodland. The conservation priorities in this priority area are the restoration and better management of the ancient woodlands, along with buffering and better connecting them through woodland creation, enhancement of hedgerow networks and creation of complementary meadow and pond habitats. The area around Southoe provides a particular focus for species-rich grassland creation. Grafham Water is designated for its waterbird populations and functionally linked to the Great Ouse Valley gravel pits. Wetland bird conservation is the priority at this site.

3.51 The **Great Fen** priority area is a strategically important project with a long-term vision to create a landscape for wildlife and people, covering the remaining deep peat soils around and connecting Woodwalton Fen and Holme Fen. The conservation priorities in the north of the area are the creation of lowland fen priority habitat and other wetland mosaics. In the southern portion, the priorities are the creation of lowland meadow priority habitat, and other complementary habitats such as hedgerow networks, ponds and small-scale woodland planting, to complement areas where farming might continue. Within parts of the Great Fen area, it is recognised that farming will continue to be a long term and important feature of the area. However, there is growing recognition and support in the farming community to adapt farming practices so that thriving and viable farming can continue to take place, while integrating land management methods that support nature recovery. Alternative approaches to farming also have the potential to make a major contribution to reducing greenhouse gas emissions from agriculture in this area.

3.52 The policy in respect of the Great Fen and its Landscape and Visual Setting, relates to the Great Fen Master Plan (2010), which has been endorsed as planning guidance and a material consideration for development management purposes by the Council. The Master Plan contains detailed advice on preferred proposals within the area that balance tourism and nature conservation requirements. The primary aim of the Landscape and Visual Setting is to protect the tranquillity of the Great Fen itself, particularly from visual intrusion (including obtrusive light) and noise intrusion from major structures such as wind turbines, telecommunications masts and any other development located in the landscape and visual setting. Beyond this boundary major structures, although potentially visible from the Great Fen area, are less likely to impact on the setting of the Great Fen.

3.53 The **Great Ouse Valley** priority area encompasses the River Great Ouse and its floodplain, it includes a number of remnant lowland floodplain meadows, with Portholme being the largest in England. The conservation priorities include the management and restoration of species-rich lowland floodplain meadows from St Neots to Holywell, and the management of the network of lakes and associated wetlands for breeding and wintering birds and other specialist aquatic plants and invertebrates. The River Great Ouse and its tributaries flow in part into the Ouse Washes, an important area for birds and many other species, recognised through its designation as a Site of Special Scientific Interest (SSSI), Special Area of

Conservation (SAC), Special Protection Area (SPA) and a Ramsar site. Where possible proposals within the Great Ouse Valley should seek to contribute to wildlife value, as required by the policy, through the inclusion of green and blue infrastructure, sustainable drainage systems and other measures that can store water in the catchment and contribute to alleviating this pressure on the site.

3.54 Throughout the twentieth century large parts of the valley were dug for sand and gravel and some of these gravel pits have now been restored for conservation uses. An area of particular importance within the Great Ouse area is Paxton Pits. This is a complex of gravel workings of varying ages, including some areas yet to be worked, extraction is due to finish in 2029. In 2007 a County planning application (H/05007/03/CM) was approved to expand the nature reserve from 78 hectares to 285 hectares and a reserve management strategy put in place and the development of a Nature Reserve Management Plan (2017). In September 2025, HDC's Cabinet approved to execute new leases for the land adjacent to the current nature reserve allowing for an extension of Paxton Pits Nature Reserve following the completion of gravel extraction operations and agreed restoration works. This is expected to be implemented within the Local Plan timeframe and will include extra lakes and islands, and wildflower rich grassland, together with 27km of new footpaths and 8.4km of cycleways alongside new bird hides and viewpoints. The boundaries of the enlarged area are similar to that shown on the green infrastructure diagram as a SSSI.

3.55 Another important site within the Great Ouse Valley is Hinchingbrooke Country Park. It covers 150 acres of open grasslands, mature woodland and lakes and since 2018 has held the Green Flag Award, which recognises and rewards the best parks and green spaces internationally.

3.56 **Hail Weston-Bushmead** is a small priority area comprising a number of ancient woodlands and grasslands across the Huntingdonshire / Bedfordshire border. The conservation priorities are the restoration and better management of the ancient woodlands, along with buffering and better connecting them through woodland creation, creating woodland stepping stones and enhancing hedgerow networks. The creation of complementary meadow and pond habitats would be highly beneficial close to the ancient woodlands.

3.57 **Holme-Conington** is a small priority area and lies west of Holme Fen on the other side of the East Coast mainline railway and covers the land around Holme and Conington Villages. Conservation priorities include a range of more nature friendly farming to create better connectivity between the remnant woods and grasslands of Holmewood and Conington Halls and there is potential to create a continuous habitat corridor along the Holme Brook. Restoration of species-rich grassland is possible at both Holmewood Park and on and around the ridge and furrow grasslands at Conington Park. On the peat soils north of Holme, the priority is to conserve the peat and reduce the loss of carbon, which could be achieved in a number of ways including alternative forms of farming, grassland creation or even small areas of wetland creation

3.58 **West Cambridgeshire Hundreds** is a strategic project focused on ancient woodlands mainly within South Cambridgeshire but including woodland in the southeast of the district, near Great Gransden. The higher ground in the south-east of the district includes a small part of the West Cambridgeshire Hundreds priority area, though most is in South Cambridgeshire. The conservation priorities in the West Cambridgeshire Hundreds are the restoration and better management of the ancient woodlands, along with buffering and better connecting them through woodland creation, enhancement of hedgerow networks and creation of complementary meadow and pond habitats.

3.59 The **Nene Valley** priority area includes the River Nene which forms the north-western boundary of Huntingdonshire with Northamptonshire and Peterborough. The River Nene is a priority area for its floodplain meadows in Peterborough and for wetland bird populations in Northamptonshire. The area of floodplain within Huntingdonshire is limited, with most recognised nature conservation sites within neighbouring districts. However, there are remnant flood meadows and other wetland mosaics at Water Newton, Sibson and Stibbington. The conservation priorities in these locations are the management and restoration of lowland species-rich flood meadow. Additionally, the Nene Valley Nature Improvement Area (NIA) was established in 2012. The NIA covers the area around the Nene river and its tributaries, largely

within Northamptonshire, but including the most northerly parts of Huntingdonshire. Development proposals within this area will be expected to be compatible with the objectives of the NIA and where possible enable identified habitat opportunities to be realised.

3.60 The **River Corridors** include the tributaries of the Great Ouse including River Kym, Ellington Brook, Alconbury Brook and smaller watercourses such as Diddington Brook, Stirtloe Brook, Hen Brook, Wintringham Brook and Abbotsley Brook which form a set of linear habitat corridors throughout the district. There are few significant wetlands associated with these watercourses, however many of them have the potential to benefit from river restoration works. The adoption of natural flood management measures across the wider farmed catchments could support improved flood risk management and water quality as some of the watercourses are known to be subject to flash flooding, e.g. the Alconbury Brook. The adoption of natural flood management across the catchment is arguably a higher conservation priority than river restoration and wetland creation. In addition, the Fen Rivers provide connectivity from the Great Fen eastwards to the other internationally important wetlands in the fens including Ouse Washes and Nene Washes.

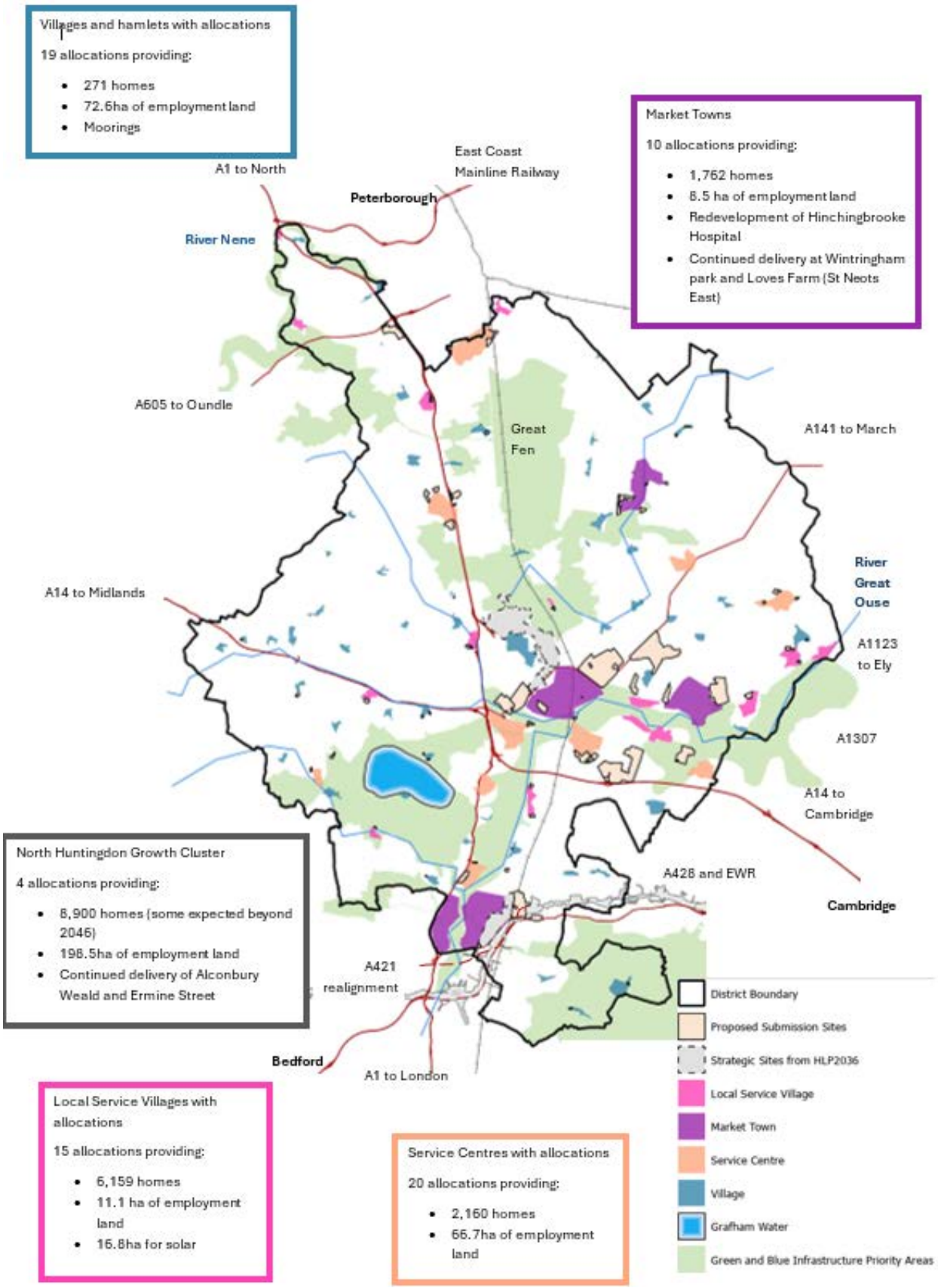
3.61 Where public rights of way are part of green infrastructure affected by a proposal, enhancement should include provision for the widest possible range of non-motorised users wherever possible and support delivery of the Cambridgeshire Rights of Way Improvement Plan (2016) or successor documents.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Losses to biodiversity habitat in hectares • Additions to biodiversity habitat in hectares • Total change in biodiversity habitat in hectares

Key diagram

3.62 The Key Diagram illustrates in a broad-brush way the key elements of the strategy. It identifies the settlements with allocations proposed within the North Huntingdon Growth Cluster, Market Towns, Service Centres, Local Service Villages and Villages. It also indicates the amount of development from allocations. For an accurate geographic view of allocations please see the individual location plans within each allocation policy and the Policies Map.


Villages and hamlets with allocations
19 allocations providing:
271 homes
72.6ha of employment land
Moorings
Market Towns
10 allocations providing:
1,762 homes
8.5 ha of employment land
Redevelopment of Hinchingbrooke Hospital
Continued delivery at Wintringham park and Loves Farm (St Neots East)
A1 to North
East Coast Mainline Railway
Peterborough
River Nene
A605 to Oundle
Great Fen
A141 to March
A14 to Midlands
River Great Ouse
A1123 to Ely
A1307
A14 to Cambridge
A428 and EWR
Cambridge
North Huntingdon Growth Cluster
4 allocations providing:
8,900 homes (some expected beyond 2046)
198.5ha of employment land
Continued delivery of Alconbury Weald and Ermine Street
A421 realignment
Bedford
A1 to London
District Boundary
Proposed Submission Sites
Strategic Sites from HLP2036
Local Service Village
Market Town
Service Centre
Village
Grafham Water
Green and Blue Infrastructure Priority Areas
Local Service Villages with allocations
15 allocations providing:
6,159 homes
11.1 ha of employment land
15.8ha for solar
Service Centres with allocations
20 allocations providing:
2,160 homes
66.7ha of employment land

Settlement Hierarchy

3.63 Huntingdonshire is a mixed semi-rural district with a wide range of market towns, large and small villages, hamlets and countryside. The purpose of this settlement hierarchy is to reflect the sustainability of different places in terms of their long-established roles, availability of services and community facilities, access to public transport and communications infrastructure, and the accessibility of local employment opportunities. The precise combination of services and facilities that inform each settlement's position in the hierarchy varies. However, the categories reflect both the sustainability of each place and its context and whether the services and facilities available there would draw people from other places in to use them. It is based on settlements not parish boundaries.

3.64 The settlement hierarchy indicates the relative sustainability of our places but position in the settlement hierarchy is no reflection of the physical capability of the place to accommodate further development. The policy is primarily intended to assist with application of the development strategy and other policies relating to the acceptable scale and type of development in specific places. It is presented separately for ease of interpretation.

3.65 It is recognised that the average number of people living in each household is gradually shrinking. This means that over time, the same number of homes are occupied by less people resulting in less people in that place to support local services.

3.66 All settlements in Huntingdonshire were assessed against a range of sustainability indicators covering: health, education, retail and services, community facilities, public transport, communications and employment. The outcomes of this assessment have helped to shape this settlement hierarchy, and can be found at: Sustainability of Settlements assessment The assessment recognises that services and facilities are used by different groups of residents and with differing frequencies; these are reflected in the weighting used to measure the overall sustainability of each place.

Policy LP 5

Settlement Hierarchy

All proposals for development will be expected to have regard to the position of the site within the settlement hierarchy set out below.

Market Towns

St Neots	Huntingdon and Lodge Farm new community	St Ives	Ramsey and Bury

Service Centres

Alconbury Weald	Brampton	Buckden	Fenstanton
Godmanchester	Kimbolton	Little Paxton	Sawtry
Somersham	Warboys	Wyton Airfield new community	Yaxley

Local Service Villages

Abbots Ripton	Alconbury	Bluntisham	Earith
Elton	Farcet	Great Staughton	Hemingford Abbots and Hemingford Grey
Houghton and Wyton	Needingworth	Offord D'Arcy and Offord Cluny	Spaldwick
Stilton	The Lattenburys new community	Wansford	

Villages

Abbotsley	Alconbury Weston	Alwalton	Brington
Broughton	Buckworth	Bythorn	Catworth
Chesterton	Colne	Conington	Diddington
Easton	Ellington	Folksworth	Glatton
Grafham	Great Gidding	Great Gransden	Great Paxton
Great Raveley	Great Stukeley	Hail Weston	Hamerton
Hilton	Holme	Holywell	Keyston
Kings Ripton	Leighton Bromswold	Little Stukeley	Molesworth
Old Hurst	Old Weston	Perry	Pidley
Pondersbridge	Ramsey Forty Foot	Ramsey Heights	Ramsey Mereside
Ramsey St Mary's	Southoe	Stibbington	Stonely
Stow Longa	Tilbrook	Toseland	Upton
Upwood	Waresley	Water Newton	Winwick
Wistow	Woodhurst	Woodwalton	Wyton on the Hill
Yelling			

Hamlets and Countryside:

The countryside contains small hamlets with no local service provision, other than in some instances a church. It comprises all land outside the places identified above and includes the hamlets of Barham, Caldecote, Coppingford, Denton, Fenton, Haddon, Little Gidding, Little Raveley, Midloe, Morborne, Sibson, Steeple Gidding, Stirtloe, Tetworth, Washingley, Wennington and Wooley.

3.67 Huntingdonshire's market towns offer the highest levels of sustainability in Huntingdonshire as all provide major services and facilities for both their own residents and members of the wider community. Services available in all of them include health, education, retail, community facilities and social meeting places, public transport services and employment opportunities. They provide the greatest scope for residents to minimise their need to travel to access services and facilities and to do so by active travel rather than car.

3.68 There are 101 villages and hamlets dispersed throughout the district, some of which form joint parishes, while other parishes have multiple villages and hamlets of very differing sizes. Their population sizes vary considerably from the smallest with 18 residents in Little Gidding to the largest with 9,409 residents in Yaxley (2021 Census populations). The level of services and facilities varies correspondingly. Beyond the market towns the largest places typically provide residents with access to a GP surgery, primary school, foodstore, other shops and services, cultural and social meeting places, sports and leisure facilities, daily bus services and local employment opportunities. Such places can function as destinations for residents in surrounding smaller villages to access such services and facilities more locally or more easily than the market towns. Other villages offer a smaller but still useful range of services and facilities to their residents and to those of other villages with few or no services or facilities of their own. Such villages are classified as being a 'Local Service Village'. At the very least each offers a foodstore, a primary school, some other shop or local service such as a takeaway or hairdressers, and a social meeting place which is most commonly a public house. Some offer slightly more services and facilities than others but all provide some basic services to support the sustainability of their residents.

3.69 A large group of villages offer their communities a limited range of local services with some supporting uses such as a foodstore, a public house, a cafe/ restaurant/ takeaway, a place of worship and a playing field. Other villages have very limited provision with just a public house or a place of worship helping to meet some social needs of the local community. The less services and facilities the village has the less sustainable it tends to be and the less likely residents of other villages are to rely on them although some have particular benefits which may attract people in, for instance public houses with strong reputations for dining. Some villages no longer offer any services or facilities at all minimising their current sustainability due to the need to travel to access most services and facilities. However, technological advancements in service provision, the increase in remote working and increased availability of delivery services for many goods is reducing the need to travel for many and enhancing the sustainability of village life.

3.70 Hamlets are classified as clusters of less than 30 homes based on Council Tax records in summer 2023. None offer any commercial services with an active frontage (ie a shop or public house) to their residents although four retain a place of worship and four have some bus service. The district's hamlets are classified together with the countryside as they have equally limited levels of sustainability.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, developers
Delivery mechanisms	Granting planning permissions, Neighbourhood Plans, masterplans
Timescale	Throughout the plan period
Monitoring indicators	• Distribution of planning permissions across the district

How we will decide where a built up area boundary is

3.71 The fundamental purpose of defining the built up area boundaries is to help answer the question ‘does a specific parcel of land on the edge of a town or village relate more to the built form of that place in its use, form, character and connectivity or does it relate more to the surrounding countryside? Most places have

a combination of hard and soft edges forming the transition to the surrounding countryside. Trees, hedgerows and soft landscaping generally contribute to a more gentle transition between settled places and the adjoining countryside.

3.72 The distinction between towns, villages and areas of countryside is vital to the interpretation of the policies shaping unallocated growth in our market towns, service centres, local service villages, villages and our hamlets and countryside. A criteria based definition is promoted as, among other benefits, it avoids the perception that any form of development on any land within a drawn boundary would be acceptable and the pressure for every piece of land within the boundary to be developed. This is undesirable as it could damage the loose knit character of many settlements in Huntingdonshire by creating harder, more regular edges to settlements. The concept was first introduced in the Core Strategy 2009 as the 'built up area definition' and has been used consistently across Huntingdonshire since then to help decide the appropriate Local Plan policies to use to determine planning applications.

3.73 Three guiding principles have been used to help define where the built up area boundary of a settlement falls:

- A settlement does not need to be a single contiguous area; distinct areas of development may exist that are separated by stretches of countryside;
- A minimum of 30 homes is needed to merit determination of a built up area boundary; clusters smaller than this are deemed to comprise a hamlet or isolated or sporadic development within the countryside; and
- A built up area may extend across more than one parish; in such cases it will be considered as a single entity

The built up area of a settlement definition

A built up area of a settlement is considered to be a distinct group of buildings that includes 30 or more homes of fixed and permanent construction. Land which relates more to the group of buildings rather than to the surrounding countryside is also considered to form part of the built-up area of the settlement. A settlement may comprise more than one built up areas. Land which is allocated for development in this plan will be considered to form part of the built up area of the relevant settlement once the development scheme is under construction.

3.74 A few hamlets fall below this 30 dwelling threshold; however, these typically have a relatively dispersed settlement pattern comprising farms and one or more small groups of houses. No built up area boundary is recognised for these and they are considered to form an integral part of the countryside.

3.75 The built up area definition should be used to apply the 'Market towns', 'Service centres', 'Local service villages', 'Villages', and 'Hamlets and the countryside' policies.

3.76 The following table provides guidance on interpretation of frequently arising situations.

Principle	Implementation guidance
A built up area will include:	
Residential, community, retail and employment buildings which are predominantly surrounded by other buildings.	The majority of buildings within the settlement boundary will fall within this category. It is included for the sake of completeness as most attention is paid to determining where the edges of the settlement lie.

Principle	Implementation guidance
Buildings on the edge of settlements which relate closely to the economic or social function of the settlement but excluding sports and recreational facilities addressed below.	Industrial, commercial and community buildings such as garages, places of worship and village halls are an integral part of the social and economic success of a settlement and are considered as much part of the built-up area as residential properties. The buildings, and any associated hardstanding such as surfaced car parking, are part of the settlement.
Open space, sports and recreational facilities, allotments, caravan sites, churchyard and cemeteries which are predominantly surrounded by, and integral to, the built up area of the settlement and defined by strong boundary features.	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 settlement and its character. These must have buildings on at least two sides and have a clear physical and visual relationship with the built form of the settlement rather than any adjoining countryside. Examples of strong boundary features include a mature tree belt or high hedgerow or substantial stone or brick wall.
Existing commitments and allocations for residential, community, retail and employment uses on sites which are physically/functionally related to the settlement.	Where development for residential, community, retail or employment use has commenced or has a valid planning permission the principle of development has been approved. The precise boundary around such sites is determined with regard to the detailed guidance within this table.
Well contained open land and paddocks which would provide infill and rounding off opportunities on land which is physically, functionally and visually related to existing buildings, taking account of any environmental development constraints subject to the exclusions below.	Areas of undeveloped land exist in some locations which relate well to nearby buildings. Often well contained by existing hedgerows or tree belts, the character of such land is sufficiently influenced by the buildings such that it is not perceived to be part of the surrounding countryside but relates primarily to the built form of the settlement. Small parcels of land such as this can offer opportunities for organic growth of settlements. The settlement will include elements of the grounds of large curtilages that relate closely to the buildings, for instance formal gardens, ancillary parking and hard tennis courts.
A built up area will exclude:	
Open spaces and sports and recreational facilities, allotments, caravan sites, churchyards and cemeteries which extend into the countryside and are not well contained by strong boundary features, or primarily relate to the countryside in their use, form or character.	Areas of open space, sports and recreational facilities, paddocks, allotments, caravan sites, churchyards and cemeteries provide a visual buffer between the built form and the open countryside, softening the visual impact and linking the built-up area with its rural context. Such land is generally considered to primarily relate to the countryside where it is surrounded by built development on less than two sides and not well contained by other strong boundary features.
Undeveloped land that affords important views from a public vantage point to or from a listed building or conservation area connecting the building or area to its countryside setting.	To protect the character of a settlement, and maintain the integral relationship between the settlement and its countryside context, land which enables people to see and understand the visual connections between designated heritage assets and their countryside setting is excluded from the built form of the settlement to protect its role in providing a transition between the settlement and the countryside.

Principle	Implementation guidance
Isolated properties or areas of ribbon and fragmented development which are physically and visually detached from the main built form by land outside their own curtilage.	Properties which are physically and visually detached by land that does not form part of the curtilage of the property should be excluded to avoid areas of intervening countryside being included within the settlement boundary.
Farmyards and associated agricultural buildings which extend into the countryside and primarily relate to the countryside in their use, form, character or connectivity.	Agricultural buildings tend to relate more to the surrounding countryside when still in use for agricultural purposes and so should be considered as falling outside the settlement boundary. However, if the building(s) are long standing, traditionally built structures and well-related in terms of scale and positioning to eligible properties with a clear boundary providing separation from the wider countryside beyond it/they may be included within the settlement boundary where reuse under permitted development rights is likely to be acceptable in principle.
Areas of 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.	These spaces can provide a visual buffer between built development and the open countryside, softening the visual impact and linking the built form of the settlement with its rural context. Large curtilages (typically in excess of 2 ha) with grounds stretching away from the rest of the built form of the settlement are excluded to prevent sub-division of the plot for new development. The settlement will exclude those parts with a more natural, rural character.

Market towns

3.77 The purpose of this policy is to set out the Council's approach to development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Market Towns. These are the highest level in the settlement hierarchy reflecting their long established roles as focal service points for the local community and they are now considered to be the most sustainable places in Huntingdonshire due to the level of services, facilities and infrastructure they contain. This is reflected in the allocation of sites for development in this plan in each of the Market Towns. Further sustainable development in and adjoining the Market Towns can contribute to the social and economic sustainability of these settlements and support surrounding settlements and the local economy.

Policy LP 6

Market Towns

Each Market Town to which this policy applies is identified in policy LP5 'Settlement Hierarchy'

Development proposals within the built up area

A proposal for the following types of development on a site which is additional to those allocated in this plan will be supported where it is located within the built up area of a Market Town where it fulfils the following requirements and is in accordance with other policies:

Residential Development

A proposal for residential development within class C3, a residential institution within class C2 or a house in multiple occupation within class C4 will be supported where it is of a scale and form that does not have a detrimental impact on the character of the immediate locality.

Commercial, Business and Service Development

A proposal for a hotel or guest house within class C1 will be supported within the defined Town Centre of a Market Town or within 800m walking distance of a railway station or bus interchange to maximise accessibility by sustainable travel options.

A proposal for a commercial, business or service use within class E will be supported within the defined Town Centre of a Market Town or within any defined Local Centre of a Market Town. A proposal for these uses outside of a defined Town Centre involving more than 600m^2 of net internal floorspace may also be supported in an appropriate location elsewhere within the settlement boundary of a Market Town subject to application of the sequential approach as set out in national policy and provision of a proportionate and locally appropriate impact assessment to demonstrate that it will not have a significant adverse impact.

A proposal for a commercial, business or service use within class E(d), (e), or (f) will be supported within the settlement boundary of a Market Town subject to demonstrating that it will not have a significant adverse impact on the locality.

A proposal for a commercial, business or service use within class E(g) will be supported within a defined Town Centre of a Market Town or within an Established Employment Area or on land well-related and capable of being integrated into an Established Employment Area within a Market Town.

Local Community and Learning and Non-residential Institutional Development

A proposal for local community use within class F2 and learning and non-residential institutional uses within class F1(a), (e) and (f) will be supported within the settlement boundary of a Market Town where it is of an appropriate scale to serve the local community.

A proposal for learning and non-residential use institutional within class F1(b), (c), (d) or (g) will be supported within the defined Town Centre of a Market Town to maximise accessibility by sustainable and active travel options.

Mixed Use Development

A proposal which includes a mix of the uses identified in this policy will be supported where each use accords with the applicable requirements detailed above.

Development proposals well-related land outside the built up area

A proposal for development of a learning or non-residential institutional use class F1, F2(b), (c) and (d) may be supported on land well-related to the settlement but situated outside the built up area where it accords with the specific opportunities allowed for through other policies of this plan.

3.78 The 'Settlement Hierarchy' recognises that the range of services and facilities available in the district's Market Towns meet many residents' needs and help support the sustainability of other parts of Huntingdonshire. Market Towns play the primary role in meeting the development needs of the district through a series of allocations for development in St Neots, Huntingdon, St Ives and Ramsey and Bury.

3.79 This policy provides guidance on the locations, scale and nature of planning applications for the wide range of non-allocated potential development. Beyond the growth of sites allocated in this Local Plan, appropriate development may be supported on sites within the settlement boundary of a Market Town where it can be successfully integrated into the immediate locality. This could include redevelopment

opportunities, intensification of existing uses and development of underused parcels of land. Further development is encouraged within the built up area of each Market Town where there are suitable redevelopment opportunities or vacant plots to maximise the potential for development in locations where people may be able to access services, facilities and employment locally and so reduce the need to travel.

3.80 In addition to allocated sites, residential proposals of any scale may be acceptable within the existing built up area of a Market Town where it can be successfully integrated into the immediate locality. Residential developments should provide diverse types, sizes and tenures of properties to help meet the needs of all sectors of the community.

3.81 Proposals for commercial, business and service uses are encouraged within Market Towns to support their roles as thriving centres within the district. Investment is encouraged that will help to strengthen and diversify the local economy.

3.82 Town Centres are defined on the Policies Map and are expected to form the focus for developments that attract large numbers of visitors such as retail shops, commercial leisure premises, places to eat and drink and professional services. Local Centres within Market Towns can also offer similar services targeted at the more localised markets of their surrounding neighbourhoods. To reinforce the distinctive role of Town Centres, retail development proposals of any scale will be supported within a defined Town Centre. Outside any defined Town Centre an upper threshold of 600m^2 of net retail floorspace is set based on analysis of local retail unit sizes. This means that any scheme proposing more than 600m^2 net retail floorspace will be required to conduct a retail impact assessment which is proportionate to the scale of development proposed to ensure the proposed scheme would not detrimentally impact on established Town Centre retail businesses.

3.83 A proposal for office development is encouraged to focus within a defined Town Centre as they provide accessible locations for people travelling in to work or visit, or within Established Employment Areas where a cluster of similar uses can promote local economic networks.

3.84 Non-residential institutions and local community uses may be dispersed throughout a Market Town reflecting their greater overall level of sustainability and the role of such uses in meeting the needs of local neighbourhoods within a Market Town. Locations which facilitate good access by active travel modes will be encouraged to reduce the need to travel.

3.85 In addition, proposals for learning and non-residential uses within class F1 or local community uses within class F2(b), (c) may be supported on land outside the built up area that is well-related to the existing settlement in recognition of the extensive nature of some such uses. Any location should be, or be capable of being, safely accessed by active travel modes.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, registered providers
Delivery mechanisms	Through decision-making on planning permissions, Neighbourhood Plans, masterplans, Supplementary planning documents and design codes
Timescale	Throughout the plan period

Monitoring indicators	• Number and percentage of housing completions by settlement type • Amount and percentage of employment development completed by settlement type

Service centres

3.86 The purpose of this policy is to set out the Council's approach for development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Service Centres. These are the next level in the settlement hierarchy after market towns and each is considered capable of accommodating some development sustainably due to the level of services, facilities and infrastructure they contain. This is reflected in the allocation of sites for development in this plan. Further sustainable development at Service Centres can contribute to the social and economic sustainability of these settlements and support surrounding settlements and the local economy.

Policy LP 7

Service Centres

Service Centres

Each Service Centre to which this policy applies is identified in policy LP5 'Settlement Hierarchy'

Development proposals within the built up area

A proposal for the following types of development on a site which is additional to those allocated in this plan will be supported where it is located within the built up area of a Service Centre where it fulfils the following requirements and is in accordance with other policies:

Residential Development

A proposal for residential development within class C3, or a residential institution within class C2 or a house in multiple occupation within class C4 will be supported where it is of a scale and form that does not have a detrimental impact on the character of the immediate locality.

Commercial, Business and Service Development

A proposal for a hotel or guest house within class C1 may be supported within a defined local centre of a Service Centre.

A proposal for a commercial, business or service use within class E(a), (b), (c), (d) or (g) will be supported within a defined local centre of a Service Centre where the scale of the proposed use is proportionate to the locality. A proposal for a use in class E(a) involving more than 600m2 of net internal floorspace will only be supported subject to application of the sequential approach as set out in national policy and provision of a proportionate and locally appropriate impact assessment to demonstrate that it will not have a significant adverse impact on nearby the defined town centre of any nearby Market Town.

A proposal for a commercial, business or service use within class E(e) or (f) will be supported within the settlement boundary of a Service Centre subject to demonstrating that it will not have a significant adverse impact on the locality.

A proposal for a commercial, business or service use within class E(g) will also be supported within an established employment area.

Local Community and Learning and Non-residential Institutional Development

A proposal for learning and non-residential institutional use within class F1 or local community use within class F2 will be supported within the settlement boundary of a Service Centre where it is of a scale to serve the local community.

Mixed Use Development

A proposal which includes a mix of the uses identified in this policy will be supported where each use accords with the applicable requirements detailed above.

Development proposals well-related land outside the built up area

A proposal for a learning or non-residential institutional use in class F1, F2(b), (c) or (d) may be supported on well-related land outside the built up area where it is of a scale to serve the local community and does not give rise to significantly detrimental impacts on the adjoining countryside.

A proposal for a rural exceptions housing scheme of no more than 50 new homes may be supported on well-related land outside the built up area where it is in accordance with policy LP47 'Promoting rural exceptions housing' .

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

3.87 The 'Settlement Hierarchy' recognises the range of services and facilities available in Service Centres that meet many of the day to day needs of residents and help support the sustainability of other nearby settlements. Service Centres have a role in meeting the development needs of the district through a series of allocations for development at these settlements reflecting their relative sustainability. The strategy also sets out a role for further sustainable development at Service Centres in contributing to the social and economic sustainability of these settlements and supporting a thriving rural economy. Such development may be appropriate subject to recognition of the limitations of the services and facilities available and consideration of the impact development would have on the place concerned.

3.88 Beyond the planned for growth of sites allocated in this Local Plan, development will be usually supported on sites within the relevant built up area. This may include redevelopment opportunities, intensification of existing uses and development of underused parcels of land. In addition, development for schemes which are of direct benefit to the local community may be supported on peripheral land which relates better to the existing settlement than the surrounding countryside based on interpretation of the guidance set out in 'How we will decide where a built up area boundary is'. Potentially acceptable proposals will be limited to those in accordance with policies 'Shaping new businesses in the countryside', 'Helping tourism and recreation in the countryside' , 'Promoting rural exceptions housing', 'Promoting green and blue infrastructure', 'Supporting carbon capture through nature', 'Supporting renewable energy schemes'. This is to support the sustainability of the Service Centres and allow for ongoing organic growth of settlements to maintain local demand for services and facilities in the longer term as the average number of residents in each household is expected to continue to gradually decline. In service centres these are limited to small and medium scale schemes of up to 50 new homes to promote effective integration with the existing community.

3.89 In addition, proposals for learning and non-residential uses within class F1 or local community uses within class F2 (b), (c), or (d) may be supported on land outside the built up area that is well-related to the existing settlement in recognition of the extensive nature of some such uses. Any location should be, or be capable of being, safely accessed by active travel modes.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, registered providers
Delivery mechanisms	Through decision-making on planning permissions, Neighbourhood Plans, masterplans, Supplementary planning documents and design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number and percentage of housing completions by settlement type • Amount and percentage of employment development completed by settlement type

Local service villages

3.90 The purpose of this policy is to set out the Council's approach for development proposals on sites in addition to those allocated in this plan where they are within the designated Local Service Villages. These are the next level in the settlement hierarchy after the Service Centres and each is considered capable of accommodating a limited amount of development sustainably due to the level of services, facilities and infrastructure they offer. This is reflected in the allocation of sites for development in this plan in some of these villages. Further sustainable development at Local Service Villages can contribute to their social and economic sustainability and support nearby villages and hamlets as well as the local economy.

Policy LP 8

Local Service Villages

Each Local Service Village to which this policy applies is identified in policy LP5 'Settlement Hierarchy'

Development proposals within the built up area

A proposal for residential development within class C3 or a residential institution within class C2 on a site which is additional to those allocated in this plan, will be supported where it is located within the built up area of a Local Service Village and is of a scale and form that does not have a detrimental impact on the character of the immediate locality.

A proposal for a commercial, business or service use within class E or class F will be supported within the built up area of a Local Service Village where the scale of the proposed use is proportionate to the locality and is of a scale and form that does not have a detrimental impact on the character of the immediate locality.

Development proposals well-related land outside the built up area

A proposal on land well-related to the settlement but situated outside the built up area may be supported where:

a. the development proposal is for a local community use in class F2(b), (c) or (d) and does not give rise to significantly detrimental impacts on the adjoining countryside
b. the development proposal is for a rural exceptions housing scheme of no more than 30 new homes on no more than 1 hectare of land in accordance with 'Promoting rural exceptions housing' .
c. the development proposal is for other uses which accord with the specific opportunities allowed for through policies in the plan.

3.91 The 'Settlement Hierarchy' recognises that Local Service Villages offer a limited but valuable the range of services and facilities that help to meet some of the day to day needs of residents and can help provide local services and facilities for residents of nearby villages and hamlets. Local Service Villages have a role in meeting the development needs of the district through allocations for development at some of these settlements reflecting their relative sustainability. The strategy also sets out a lesser role for further sustainable development than at Service Centres focused primarily on supporting local needs and small scale organic growth. Such development may be appropriate subject to recognition of the limitations of the services and facilities available and consideration of the impact development would have on the place concerned.

3.92 Beyond the planned for growth of sites allocated in this Local Plan, development will be supported on sites within the relevant settlement boundary where they are of an appropriate scale and form to meet local needs provided the scheme can be appropriately integrated into the locality. This may include redevelopment opportunities, intensification of existing uses and development of underused parcels of land. In addition, development for schemes which are of direct benefit to the local community may be supported on peripheral land which relates better to the existing settlement than the surrounding countryside based on interpretation of the guidance set out in 'How we will decide where a built up area boundary is'. Potentially acceptable proposals will be limited to those in accordance with policies 'Expansion and diversification of rural businesses', 'Helping tourism and recreation in the countryside', 'Promoting rural exceptions housing', 'Promoting green and blue infrastructure', 'Supporting carbon capture through nature', 'Supporting renewable energy schemes'. This is to allow for ongoing organic growth of settlements to maintain local demand for services and facilities in the longer term as the average number of residents in each household is expected to continue to gradually decline. To promote provision of additional affordable housing to meet the needs of local residents schemes for rural exceptions homes may be permitted where they meet the more detailed requirements in policy LP46 'Promoting rural exceptions housing' . In local service villages these are limited to schemes of no more than 30 new homes to promote effective integration with the existing community.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, registered providers
Delivery mechanisms	Through decision-making on planning permissions, Neighbourhood Plans, masterplans, Supplementary planning documents and design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number and percentage of housing completions by settlement type • Amount and percentage of employment development completed by settlement type

Villages

3.93 The purpose of this policy is to set out the Council's approach for development proposals on unallocated sites in or adjacent to the designated Villages. These are the largest group in the settlement hierarchy with some offering a small amount of services and facilities primarily targeted at local residents but some having very limited or no local services and facilities. Their sustainability is variable with the influence of proximity to larger villages and towns significantly impacting on their overall sustainability as places to live, work and visit.

Policy LP 9

Villages

Each village to which this policy applies is identified in policy LP5 'Settlement Hierarchy'

Development proposals within the built up area

A proposal for development on a site which is located within the built up area of a Village will be supported where the amount and location of development proposed is sustainable in relation to the:

a. level of services and facilities within the village
b. availability of opportunities for users of the proposed development to access day to day services and facilities by active travel or public transport
c. impact on the character of the immediate locality and the village as a whole

Development proposals well-related land outside the built up area

A proposal on land well-related to the settlement but situated outside the built up area may be supported where:

d. the development proposal is of a minor scale and accords with the specific opportunities allowed for through policies in the plan
e. the development proposal is for a rural exceptions housing scheme of no more homes than the equivalent of a 5% growth in the number of homes in the parish in which the village is situated in accordance with policy LP47 'Promoting rural exceptions housing'

3.94 The 'Settlement Hierarchy'recognises that Local Services Villages offer a limited but valuable the range of services and facilities that help to meet some of the day to day needs of residents and can help provide local services and facilities for residents of nearby villages and hamlets. Local Services Villages have a role in meeting the development needs of the district through allocations for development at some of these settlements reflecting their relative sustainability. The strategy also sets out a lesser role for further sustainable development than at Service Centres focused primarily on supporting local needs and small scale organic growth. Such development may be appropriate subject to recognition of the limitations of the services and facilities available and consideration of the impact development would have on the place concerned.

3.95 Beyond the planned for growth of sites allocated in this Local Plan, development will be supported on sites within the relevant built up area of the village. This may include redevelopment opportunities, intensification of existing uses and development of underused parcels of land. In addition, development for minor scale schemes may be supported on peripheral land which relates better to the existing settlement than the surrounding countryside based on interpretation of the guidance set out in 'How we will decide where a built up area boundary is' Potentially acceptable proposals will be limited to those in accordance with policies policies 'Expansion and diversification of rural businesses', 'Helping tourism and recreation in the countryside' , 'Promoting rural exceptions housing','Promoting green and blue infrastructure', 'Supporting carbon capture through nature', 'Supporting renewable energy schemes'. This is to allow for ongoing organic growth of villages to maintain local demand for services and facilities in the longer term as the average number of residents in each household is expected to continue to gradually decline.

3.96 To promote provision of additional affordable housing to meet the needs of local residents schemes for this may be permitted where they do not exceed the equivalent of a 5% growth of the number of homes in the parish at the time a planning application is submitted. The size thresholds set for the size of any rural exception scheme is to ensure that they are of an appropriate scale to comprise a sustainable addition to the village.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, registered providers
Delivery mechanisms	Through decision-making on planning permissions, Neighbourhood Plans, masterplans, Supplementary planning documents and design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number and percentage of housing completions by settlement type • Amount and percentage of employment development completed by settlement type

Hamlets and the countryside

3.97 The purpose of this policy is to set out the Council's approach for development proposals on unallocated sites within hamlets and the countryside. Such areas generally offer no local services and so have relatively low sustainability making them inappropriate for most forms of development.

Policy LP 10

Hamlets and the Countryside

A proposal may be supported for development in a hamlet or the countryside which:

a. is demonstrably essential to the effective operation of agriculture, horticulture, horsiculture, forestry, transport or utility services, the delivery of infrastructure, renewable energy generation, or minerals or waste development in accordance with the adopted Minerals and Waste Local Plan
b. is for replacement of an existing lawful permanent dwelling that has not been abandoned
c. is for a home for a rural worker who is or will be mainly employed at an economically viable agricultural or other land or water based rural business of which it is demonstrated that the proper functioning is physically dependent on a person being on site
d. is for a property of exceptional design quality in accordance with the NPPF specification
e. would facilitate the optimal viable use of a heritage asset or provide enabling development to do so
f. is for ancillary development to an existing property incidental to its enjoyment for sui generis uses including, but not limited to:

    i. ancillary stables, tractor sheds and outbuildings
    ii. garden extensions and paddocks

Any such proposal for built development must demonstrate how it will:

g. avoid grade 1 agricultural land unless there are exceptional circumstances where the benefits of the proposal significantly outweigh the loss of the economic and other benefits of the agricultural land
h. minimise the use of other best and most versatile agricultural land (grade 2 to 3a) and will use the least agriculturally valuable land where possible

Other unallocated development within hamlets and the countryside will be restricted to the limited and specific opportunities provided for in other policies of this plan.

3.98 Over 90% of Huntingdonshire is countryside. Some 15% of the district's agricultural land is classified as grade 1 and most falls within the best and most versatile agricultural land classification. Hamlets and the countryside are home to numerous businesses many of which are dependent on their rural setting to operate effectively. Farming and food production are a vital part of the rural economy the protection of which is essential to contribute to national food security.

3.99 It is important to manage development in the countryside, but it is also recognised that some new development will help to support the rural economy and sustain rural communities including supporting the provision of essential development required by utility companies to fulfil their statutory obligations. A balance needs to be struck between supporting a thriving rural economy, providing opportunities for local residents, protecting the character of the countryside setting of our towns and villages and protecting the character and biodiversity value of the countryside.

3.100 This policy seeks to support a limited range of business and development projects that require a rural location for their effective operation. The continued operation of agricultural and other land based businesses is supported as well as their diversification into other economic uses that provide supplementary employment and income generating opportunities.

3.101 A limited range of ancillary development and changes of use of land within hamlets or immediately surrounding our towns and villages may be supported where this is incidental to the main use and enjoyment of the property and of an appropriate scale to remain an ancillary use to the main purpose of the property. Where this involves use of land for keeping horses or other non-agricultural animals these should only be of a scale which the available land is capable of supporting the proposed animals in conditions that at least meet established welfare practices such as those set out in the British Horse Society's Code of Practice for the Welfare of Horses, Ponies Donkeys and their Hybrids or relevant equivalent. The layout of any such use should contribute to an attractive transition between the built form of the settlement and the wider surrounding countryside.

3.102 In accordance with NPPF paragraph 84 a property of exceptional design quality may also be supported where it is truly outstanding reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

3.103 Our hamlets and countryside also contain heritage assets that do not have a viable use. Support may be given to a carefully designed, well located, sensitive proposal which helps to secure a long-term future for such a property or site.

3.104 Best and most versatile agricultural land is land in grades 1, 2 and 3a of the agricultural land classification as set out in the NPPF. Once best and most versatile agricultural land is used for built development, it is difficult to mitigate for its loss. Where proposals involve the loss of best and most versatile agricultural land to development, detailed field assessments in accordance with technical advice or information from Natural England may be required to demonstrate that land of the lowest agricultural land available is proposed for be built on.

3.105 A limited range of other opportunities may be supported where they are located and designed appropriately to minimise adverse impacts or even benefit the countryside. The policies in this Local Plan which support this aim are:

- 'Promoting green and blue infrastructure'
- 'Supporting renewable energy schemes'
- 'Supporting carbon capture through nature'
- 'Expansion and diversification of rural businesses'
- 'Helping tourism and recreation in the countryside'
- 'Promoting rural exceptions housing'
- 'Supporting water related development'
- 'Supporting sites for Gypsies, Travellers and Travelling Showpeople'

3.106 Any development proposal within a hamlet or the countryside should seek to minimise its potential impact on the countryside and respect its intrinsic character through high quality design and careful location. A proposal should not adversely affect the character and tranquillity of the countryside and should ensure that it will not give rise to impacts that would reduce opportunities for others to use and enjoy the countryside, including for wildlife. In particular, a proposal should not create artificial light in an area with a potentially high impact on wildlife or intrinsically dark landscapes such as the Great Fen. Guidance on the characteristics of Huntingdonshire's countryside can be found in Huntingdonshire Landscape and Townscape SPD 2022.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, developers
Delivery mechanisms	Through determination of planning applications and Neighbourhood Plans
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning permissions granted on unallocated sites on grade 1 and 2 agricultural land

Placemaking for larger scale developments

3.107 Creating a sense of place helps to integrate new development with adjoining development and is especially important for larger development proposals such as large extensions to villages and towns, new community proposals and larger scale employment developments.

3.108 The purpose of this policy is to set out the placemaking process for development proposals of 50 or more homes, 2,500m2 of floorspace (for all other uses) or where the number of residential units or floorspace is not given, on a site area of 2 hectares or more. The purpose of this policy is to set out the mechanisms for achieving placemaking in larger development proposals where new communities are being created. This policy will also be required to apply policies 'Design context and character' and 'Creating high quality places and spaces'.

Policy LP 11

Placemaking for larger scale developments

A development proposal should demonstrate through the design and access statement how the scheme will successfully contribute to creating an attractive and functional place.

Large scale developments

A proposal for large scale development (defined in the "Glossary"), will be expected to be supported by a masterplanning process proportionate to the scale and complexity of the site and development proposed. The masterplanning process should include identification of options and objective reasoning for arriving at the selected approach. Outputs from the process should include a strategy for how good design is to be achieved, including the general layout, mix and scale of all uses proposed as part of the development and the design principles that will need to be applied. The key design principles arising from the master planning process should be clearly expressed through a parameter plan, which will guide future detailed design and subsequent planning applications.

Large scale major developments

A proposal for large scale major development (defined in the "Glossary") will be required to provide a proportionate:

a. masterplan
b. design code - this will also be required where it is known from the outset that the site will be developed in more than one phase or by more than one developer, and
c. parameter plan setting out the proposed land use, building heights, areas of potential built development, structure of landscape and green infrastructure, access and movement (including corridors for active and sustainable travel) and other key structuring and placemaking components

An applicant should be prepared to engage positively with independent design review at an early stage if requested to do so by the Council. Applicants will be expected to implement recommendations from the process.

3.109 Placemaking and creating a sense of place within new developments is an important part of sustainable planning. It creates places that are well thought out, integrated with surrounding areas and creates places that people are proud to live and work in as well as visit. This supports the fundamental principles of the Huntingdonshire Future's Place Strategy and the visions and objectives of this Local Plan. Placemaking applies to all scales of development but is particularly important for medium and largescale developments due to their scale. Design and Access Statements, masterplans, parameter plans and design codes are key ways in which placemaking principles can be set out.

3.110 A masterplan is a strategy for development in a defined area. Master planning includes both the process by which organisations undertake analysis and prepare strategies, and the proposals forming the outputs from that process, which set out proposals for buildings, spaces, movement strategy and land use. The nature of the master planning process should be proportionate to the scale of development proposed, but should include setting a vision and design principles for the proposal, consideration of options, and justification for selecting a preferred option. Consultation may be beneficial to inform the master planning process.

3.111 The objectives of a master plan are to:

- understand the site constraints and opportunities
- set out a clear vision and development objectives
- encourage the creation of high-quality placemaking such that spaces, buildings and travel routes combine to provide attractive inclusive environments
- ensure safe and suitable access is provided to the development by a range of travel modes
- set out a clear delivery plan of the anticipated phasing of development, timescales, delivery approach, funding and key stakeholders and delivery partners expected to be involved

3.112 A parameter plan will also be required to set out the proposed land use, building heights, areas of potential built development, structure of landscape and green infrastructure, access and movement and other key placemaking components. Parameter plans should be used in a way that does not inhibit the evolution of detailed proposals, this can be achieved by setting maximum building heights which allow flexibility at the detailed design phase. The incorporation of the principles from Sports England's Active Design Guide is encouraged when designing active and sustainable travel routes.

3.113 In addition to the above, the masterplanning for all large scale major development proposals should be supported by a proportionate masterplan which will be produced by the landowners/promoters of the site in partnership with the Council and relevant stakeholders. Engagement with the local community should be undertaken, including relevant Town and Parish Councils, infrastructure providers and statutory consultees. This should include early engagement to inform option development, and public consultation on the draft masterplan before it is finalised for submission as part of a planning application. For particularly large developments such as strategic urban extensions or new communities, the principles of Garden Cities or 15 or 20 minute neighbourhoods could also be applied.

3.114 A proportionate design code should form an integrated part of the masterplanning process for large scale major developments. The use of design codes will be applied where a site will be developed in more than one phase or by more than one developer.. While the masterplanning process establishes the vision and design principles for the development, the design code should supplement this providing illustrated design requirements that set specific, detailed parameters for the physical development of a site or area accompanied by written explanation. The NPPG contains useful advice and guidance on design codes.

3.115 The Council offers a pre-application advice service, this service is particularly important for refining larger development proposals before a planning application is made supporting a collaborative approach between the applicant and Council. This can assist with establishing the key issues likely to influence the decision making process for a particular development proposal. Detailed design aspects can also be considered and revisions suggested that may be necessary to make a scheme acceptable. The process can also provide an indication of the likelihood of support being forthcoming if the proposal is brought forward as a planning application.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Landowners, Parish Councils, developers
Delivery mechanisms	Through the determination of planning applications, SPDs, Master Plans, Design Guides and Codes, Neighbourhood Plans
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning applications granted for large scale development supported by a masterplan and parameter plan • Number of planning applications for large scale major development supported by a masterplan and parameter plan

Chapter 4:

How we will enable sustainable growth

How infrastructure will be provided

4.1 Provision of appropriate infrastructure to support new development is of key importance to our communities to ensure quality of life is not adversely impacted by new growth. Infrastructure is delivered by a diverse range of partners and collaboration to ensure timely delivery of new or improved infrastructure is crucial to provision of sustainable development.

Policy LP 12

How will infrastructure be provided

A development proposal will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure and facilities arising from the proposal to mitigate its direct and cumulative impact. This must be delivered alongside it at the appropriate time to ensure new growth does not result in a short-term adverse impact on the existing community while waiting for new infrastructure and facilities to be provided. Existing infrastructure and facilities may also need to be retained or enhanced depending on the scale of the development proposal.

A development proposal will need to demonstrate how it will:

a. Assess the infrastructure requirements arising from their development and reflect any infrastructure requirements identified through the Infrastructure Delivery Study
b. Coordinate with relevant service providers and local authorities to ensure efficient and effective infrastructure delivery which ensures that adequate capacity can be provided to service future phases/parcels without the need for retrofitting
c. Ensure the timely and phased delivery of infrastructure to serve development, especially where new development is dependent on this infrastructure
d. Deliver the necessary on-site infrastructure requirements and where appropriate off-site infrastructure requirements directly and/or provide a financial contribution which will be secured through a legal agreement prior to, or in conjunction with delivery of the new development.
e. Protect and enhance services and facilities including bus corridors, telecommunications equipment, electricity power lines, high pressure gas mains, educational facilities, health facilities, flood protection measures, water treatment infrastructure, wastewater treatment works and waste collection and management services
f. Ensure the design and siting of new infrastructure respects the character and appearance of the local area
g. Provide a suitable mechanism to ensure the appropriate and sustainable long-term governance, stewardship, maintenance and management of infrastructure including blue and green infrastructure, integrated water management infrastructure, the public realm, and community facilities, for example through a financial contribution and supporting statement or a management plan.

4.2 The NPPF identifies that all plans should align growth and infrastructure, and strategic policies should make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and community facilities (such as health, education and cultural infrastructure).

4.3 While desirable, it is not always practicable to deliver all the planned infrastructure upfront before development starts. However, it is important that the infrastructure and facilities needed to support new development is delivered at the appropriate time alongside development to mitigate its direct and cumulative impacts. This is to ensure that new growth minimises any potential for adverse impacts on the existing community and support Huntingdonshire in providing effective, engaged communities where people's needs are met and the infrastructure necessary to improve quality of life is available.

4.4 This strategy aims to ensure that development is permitted only where either there is sufficient capacity in the existing local infrastructure to meet the demands arising from that development, or any necessary new or improved facilities will be provided at the time they are needed. By requiring developers to contribute to infrastructure needs the policy ensures that the cost of supporting growth does not fall disproportionately on existing communities.

4.5 The Council will work with infrastructure providers, statutory consultees and organisations, the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and other local authorities to take account of the impacts on infrastructure demands of cumulative and residual growth. It will seek to safeguard, protect and ensure provision, resilience and enhancement of infrastructure and services to meet the current and planned future needs of residents, businesses and communities in Huntingdonshire are delivered in a timely manner.

4.6 The delivery or the capacity of essential infrastructure must be confirmed by the provider or acceptable mitigation provided. Where this is not possible, development may be phased by condition of a planning permission or by prior agreement with the developer to ensure the delivery of infrastructure at the appropriate time. On large strategic developments that are being delivered in phases provision and enhancement of infrastructure and the phasing of its delivery must be addressed in the masterplan. This requirement also applies to future phases of a development where reserved matters planning applications is required.

4.7 Where the proposal forms a sub-division of a larger developable area, such as an identified large scale major development, to prevent avoidance of contributions any requirement will be calculated on the complete developable area. It is advisable for each large scale major development to come forward in its entirety at outline application stage in order for the scheme as a whole to be considered. Outline applications will need to agree phases of development in order for each phase to be considered and enable CIL and infrastructure contributions to be levied per agreed phase.

4.8 A draft Infrastructure Delivery Study (IDS) has been prepared to support this local plan. This identifies anticipated infrastructure needs and priorities and recognises potential funding shortfalls. The IDS has informed preparation of this plan and aims to ensure that the investment plans and delivery strategies of infrastructure providers are developed to align with the local plan to ensure the timely delivery of infrastructure.

4.9 Large strategic sites should prepare infrastructure delivery plans to support the delivery of the site. These plans should set out the infrastructure to be provided along with details about the funding, phasing and management of the proposed infrastructure.

4.10 Infrastructure is usually delivered as part of a development scheme through a condition on the planning permission, through a S106 legal agreement issued with the planning permission and/or CIL. This should also take into account the need for ongoing management of supporting infrastructure. Services must be built to regulatory standards and details of appropriate mechanisms for in perpetuity management and maintenance, with adoption by a regulatory body being the preference, will be subject to the agreement of the local planning authority.

4.11 The location and design of new infrastructure should seek to ensure that it can be delivered, managed and operated in the most efficient and cost-effective manner possible whilst fully meeting the needs of the community it is intended to serve. To encourage the most effective use of existing and new infrastructure, co-location and multi-functional use of land and buildings, for services and facilities, will be supported.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, developers, statutory undertakers, CPCA, Cambridgeshire County Council, town and parish councils, landowners, infrastructure and service providers

Delivery mechanisms	Through decision-making on planning permissions, masterplans, phasing plans, IDS, Neighbourhood Plans, CIL, S106
Timescale	Throughout the plan period
Monitoring indicators	• Annual CIL receipts/ expenditure monitoring • S106 monitoring • Completion of A428 upgrade • Commencement/ completion of A141 upgrade • Provision of additional capacity at water recycling centres as identified in the IDS

Securing infrastructure provision

4.12 New development needs to be supported by infrastructure provision to ensure it can be delivered effectively and that the resultant places offer a good quality of life. Infrastructure provision is funded from a variety of sources, with some being delivered directly by individual site developers and other elements being delivered by funding from more than one source. This policy sets out how infrastructure will be funded to mitigate the impacts of new growth by providing adequate infrastructure and securing other services to meet economic, social and environmental needs.

4.13 Infrastructure costs and need are set out in the Infrastructure Delivery Study and tested through the Whole Plan Viability Assessment. 'Appendix 3: Developer Contributions' provides further detail on the application of developer contributions which should be used alongside this policy.

Policy LP 13

Securing infrastructure provision

Community Infrastructure Levy

Applicable developments will be liable to pay the Community Infrastructure Levy (CIL) or any successor local infrastructure tax(es), as set out in the Huntingdonshire Community Infrastructure Levy Charging Schedule (2012) or successor documents.

Planning Obligations

In addition to the CIL, contributions towards the provision of infrastructure, and of meeting economic, social and environmental requirements may be necessary to make a development proposal acceptable in planning terms. Contributions that may be required include the following:

a. Affordable housing
b. Recreation (including leisure and sports facilities)
c. Green infrastructure and biodiversity enhancement/ mitigation
d. Transport
e. Community facilities including public meeting halls and places of worship
f. Education, health and social care and community safety
g. Utilities infrastructure and energy
h. Emergency and essential services
i. Environmental improvements
j. Biodiversity net gain
k. Drainage and flood prevention and protection

l. Waste recycling facilities and
m. Public art, heritage and archaeology.

Such contributions will be calculated as set out in 'Appendix 3: Developer Contributions' with associated annual updated costs published online and will be sought through a planning obligation. The nature and scale of planning obligations sought will depend on the form of development and the impact it is considered to have upon the surrounding area on the basis of documentary evidence. Requirements may be provided on- or off-site as set out in 'Appendix 3: Developer Contributions'. The timing of provision will be carefully considered in order to ensure that adequate infrastructure, support and facilities are in place before development is occupied or comes into use.

All considerations and negotiations will be undertaken in a positive manner in order to come to the most appropriate solution and will, subject to such evidence being submitted, take viability and other material considerations including specific site conditions into account.

Subdivision of sites in order to avoid liability for contributions will not be accepted. Contributions will be calculated on the complete developable area and apportioned appropriately.

The delivery of development may need to be phased, and review mechanisms used, to ensure necessary infrastructure is provided to meet needs.

4.14 Delivering infrastructure alongside housing and economic development is crucial for sustainable communities. This includes essential services like transport and travel, flood risk management, utilities, and telecommunications as well as social and community infrastructure such as education, recreation, public halls, open spaces, play areas and habitat mitigation. Adequate infrastructure and other provision to meet economic, social and environmental needs is essential to mitigate the impact of development and enable growing communities to be as sustainable as possible.

4.15 Infrastructure funding can come from a variety of sources, with larger projects often requiring multiple sources of investment. Sources include:

- Direct provision by developers where new developments must address their direct impacts by providing or funding necessary infrastructure
- Planning obligations (Section 106 Agreements) which are legal agreements where developers contribute to infrastructure
- Community Infrastructure Levy (CIL) which is a charge on new developments collected for future infrastructure projects introduced in Huntingdonshire in 2012
- Government grants or loans may be obtained to help fund major infrastructure projects
- Statutory providers who have their own funding streams for investment in specific projects such as utilities provision and flood protection

4.16 The CIL is the main source of funding available through development management decisions for the majority of sites. However, the provision of affordable housing lies outside the remit of CIL and will continue to be secured predominantly through planning obligations often known as S106 agreements. The CIL charging schedule sets out the charge per square metre that applies to each category of development where new floorspace is being created. The charging schedule will be monitored to ensure it remains up to date and will be revised as necessary. The CIL will generate funding to help deliver a range of districtwide and local infrastructure projects including those provided by other bodies. A list of infrastructure that could benefit from CIL funding is set out in the Council's Regulation 123 CIL list.

4.17 The Localism Act (2011) requires CIL charging authorities to allocate a ‘meaningful proportion’ of receipts back to the neighbourhood in which they are raised for the town or parish council to spend on locally agreed and prioritised infrastructure. Regulations for distributing this 'meaningful proportion' set out

different arrangements depending on whether a neighbourhood development plan is in place. The Council will work with town and parish councils to try to ensure that essential infrastructure is delivered in a timely fashion. Town or Parish Councils, amongst other infrastructure partners, have the opportunity to submit a request for CIL funding from the 'Strategic Portion' of the CIL funds and can consider complementing this through the use their 'meaningful proportion' to part fund infrastructure to mitigate/enable local growth.

4.18 Planning obligations will be used for contributions towards local infrastructure requirements of a development site, such as site-specific local provision of open space, connection to utility services, habitat protection, access roads and archaeological investigations. Contributions may be required for off-site services such as household recycling centres. For large scale major developments, defined in the 'Glossary', additional obligations may be negotiated, for instance on-site provision of a primary school. Guidance is set out in 'Appendix 3: Developer Contributions' . The principle is that an eligible development must pay towards CIL as well as any site-specific requirement to be secured through a planning obligation.

4.19 To avoid contributions to infrastructure being unduly burdensome to development, the Council will be flexible regarding timing and delivery of infrastructure and take site-specific considerations including viability into account. Review mechanisms may also be used. Potential additional funding streams should also be taken into account. Provision may be phased according to trigger points agreed with the developer. However, the Council will seek to ensure that adequate provision is in place before development is occupied or comes into use. If circumstances indicate that more specific guidance on viability is appropriate the Council may produce a supplementary planning document on viability.

4.20 Subdivision of sites to avoid liability for contributions will not be accepted. Where the proposal forms a sub-division of a larger developable area, such as an identified large scale major development, to prevent avoidance of contributions any requirement will be calculated on the complete developable area. It is advisable for each large scale major development to come forward in its entirety at outline application stage in order for the scheme as a whole to be considered. Outline applications will need to agree phases of development in order for each phase to be considered and enable CIL and infrastructure contributions to be levied per agreed phase. For example the requirement to provide affordable housing, as set out in 'Affordable Housing Provision' will apply to incremental developments on sites which would result in the development above the applicable threshold, usually 10 or more homes. If large sites are divided up into smaller sites and proposals submitted for 9 dwellings or less on each site on a piecemeal basis in an attempt to avoid the policy requirement, affordable housing provision will be sought on a proportional basis.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, developers, statutory undertakers, CPCA, Cambridgeshire County Council, town and parish councils, landowners, infrastructure and service providers
Delivery mechanisms	Through decision-making on planning permissions, masterplans, phasing plans, IDS, Neighbourhood Plans, CIL, S106
Timescale	Throughout the plan period
Monitoring indicators	• Annual CIL receipts/ expenditure monitoring • S106 monitoring • Completion of A428 upgrade • Commencement/ completion of A141 upgrade • Provision of additional capacity at water recycling centres as identified in the Infrastructure Delivery Study

Supporting and enabling strategic infrastructure

4.21 Major infrastructure investment will play a critical role in supporting Huntingdonshire's growth, resilience and economic prosperity. The district lies within an area of significant infrastructure change. Planned investment improving in road and rail infrastructure will support improved east–west connectivity, increasing access to jobs and services, and supporting the district's role within the wider Cambridge–Oxford corridor. Planned investment in water infrastructure, including the Fens reservoir in Fenland, will support provision of improved water supply to facilitate new development.

4.22 This policy seeks to ensure that development and infrastructure are planned in a coordinated way, recognising infrastructure as an enabler of sustainable growth rather than a constraint. It reflects national policy expectations that Local Plans should plan positively for infrastructure delivery and safeguard land required for strategic schemes.

Policy LP 14

Supporting and Enabling Strategic Infrastructure

The Council will support the delivery of strategic infrastructure that will contribute to sustainable growth, resilience and improved connectivity, including strategic transport, active travel, utilities and water infrastructure within Huntingdonshire. This includes, but is not limited to:

i. strategic transport improvements including the proposed A141 upgrade and rerouting;
ii. the proposed St Ives Transport Improvement Scheme;
iii. the proposed East West Rail route connecting Bedford to Cambridge that is situated within Huntingdonshire including any associated transport interchanges;
iv. strategic water infrastructure, including Grafham Water, infrastructure associated with the proposed Fens and Lincolnshire Reservoirs, Grafham to Cambridge Strategic Pipeline, and wastewater networks;
v. initiatives that improve accessibility in rural parts of the district including public transport and active travel.

Where strategic infrastructure proposals are not yet sufficiently well defined, development proposals will be required to demonstrate that they have had regard to the latest available information to avoid prejudicing the delivery of strategic infrastructure.

A proposal that includes safeguarded land for strategic infrastructure (as identified on the Policies Map) or is within an area of land that may be required for strategic infrastructure, is within a broad location identified in the Cambridgeshire and Peterborough Local Growth Plan or future Spatial Development Strategy, or delivery plan or programme must:

a. demonstrate that is has had regard to the latest proposed information relating to those areas;
b. be designed, located and phased so as not to prejudice the delivery, operation or future expansion of strategic infrastructure;
c. safeguard land, routes and corridors where necessary to enable the delivery of planned and future infrastructure projects.

Where necessary and proportionate to avoid prejudicing the delivery of strategic infrastructure, planning obligations may be used to secure appropriate mitigation, phasing or design measures. Planning permission may be refused for development that would compromise the implementation of strategic or nationally significant infrastructure.

4.23 Huntingdonshire is entering a pivotal period of transformation, shaped by a wave of major infrastructure investment that will strengthen resilience, connectivity and opportunity for generations to come. Some are already well advanced, such as the proposed the Fens Reservoir securing long-term water supply, to strategic highway improvements such as the A428 upgrade, these projects lay the foundations for a more sustainable and well-connected place. They respond not only to today's needs, but to the demands of future growth, ensuring communities and businesses can thrive with confidence.

4.24 Looking ahead, further investment will enhance the region's transport network and quality of life. Planned improvements from the A141 and St Ives Transport Improvement scheme will address highway capacity constraints, improve safety, and support active travel, making it easier for people to move around locally while unlocking significant new development potential. These schemes are designed to serve the wider area, linking settlements more effectively and supporting balanced, sustainable growth.

4.25 At a regional and national scale, East West Rail represents a step change in connectivity. By creating new, fast and sustainable links between Cambridge and Oxford, it will connect people to jobs, education and services, reduce pressure on roads, and open up new opportunities across the corridor.

4.26 Together with earlier investments such as the A14 upgrades, this programme of infrastructure improvements signals Huntingdonshire's role at the heart of a growing, innovative region – one with the ambition, capacity and connectivity to realise its full potential as a globally significant hub for defence, advanced manufacturing, digital technologies, agri-tech, life sciences, innovation and inclusive economic growth.

4.27 Land and routes required for strategic infrastructure will be safeguarded where necessary and identified on the Policies Map to ensure delivery of planned and future schemes and updated as proposals evolve. Other land and routes associated with strategic infrastructure proposals will be a material consideration in decision-making on applications affecting such land where necessary to avoid prejudicing the delivery of planned strategic schemes. Any formal safeguarding or designation on the Policies Map will only be included where the relevant land requirements are sufficiently defined.

4.28 Strategic transport improvements including the proposed A141 and St Ives Transport Improvement Scheme are currently identified within the CPCA's Local Growth Plan and outline business case. The CPCA, CCC and Huntingdonshire District Council all acknowledge that there is a need for the A141 and St Ives Transport Improvement Scheme. This has been recognised since the Third Cambridgeshire Local Transport Plan 2011-2031: Long Term Transport Strategy published in 2015 which identified the need for A141 capacity enhancements around Huntingdon including safeguarding of a future A141 bypass alignment and capacity upgrades between Huntingdon and Wyton Airfield. A proposal within the broad location for development will be expected to liaise with CCC and the CPCA to identify and mitigate any impact on the delivery of the project as set out in criteria i to iii. Evidence of any mitigation, design, phasing and safeguarded land will be required on submission of a planning application with appropriate planning conditions applied to ensure development does not compromise implementation of the A141 and St Ives Transport Improvements Scheme.

4.29 On the 14 November 2024 the Secretary of State for Transport issued safeguarding directions to local authorities, including Huntingdonshire District Council, to protect the land required for the East West Rail (EWR) route. Safeguarding directions have been subsequently updated in 2025 and again in 2026. The safeguarding route for EWR will be kept under review and updated on the Policies Map. Under the safeguarding directions, local planning authorities must consult EWR on any application for planning permission, prior to its determination, falling within the "Limits of Land subject to Safeguarding Direction". The Safeguarding Directions are not proposals of the local planning authority and the route of East West Rail will not be determined through the Local Plan process. The route will instead be subject to an application for development consent under the Planning Act 2008 which will provide an opportunity for interested parties to submit representations on the proposals. The area subject to the Safeguarding Directions may be updated from time to time as the design of EWR evolves. Proposals which support transport interchanges, public transport and active travel connections to EWR stations serving the district will be supported where they promote non car based access.

4.30 Strategic water infrastructure, including Grafham Water and infrastructure associated with the proposed Fens and Lincolnshire Reservoirs, the Grafham to Cambridge Strategic Pipeline and Water Recycling Centres and wastewater networks are key initiatives designed to improve water quality, treatment and supply across the district. The Fens and Lincolnshire Reservoirs will not only help to meet the region's water supply needs for the future, but may provide opportunities for recreation and leisure subject to the outcome of ongoing design assess, consultation and consenting processes. The precise land requirements for infrastructure associated with the Fens and Lincolnshire Reservoirs remains subject to ongoing options appraisal, environmental assessment, consultation and the relevant consenting processes. Development proposals within areas potentially affected by the Reservoir proposals should demonstrate that they have had regard to the latest available project information, so that such development proposals do not prejudice the delivery of strategic water infrastructure. The latest proposals can be found at https://projectmap.fensreservoir.co.uk/ and https://projectmap.lincsreservoir.co.uk/infrastructure. A proposal relating to development at Grafham Water will also be considered through policy 'Supporting water related development'.

4.31 Initiatives that improve accessibility in rural parts of the district including public transport and active travel will be supported. Cambridgeshire's Active Travel Strategy (2023) and Local Cycling and Walking Infrastructure Plan (LCWIP) 2022 set out initiatives, priority active travel routes and new or improved infrastructure proposals that can contribute to the enhancement and creation of active travel options. A proposal to improve accessibility in rural parts of the district will be required to comply with other policies within the plan including but not limited to design, facilitating transport, travel and connectivity, supporting active and sustainable travel and conserving and enhancing the environment.

4.32 A proposal that includes land identified, or within an area potentially affected by planned strategic infrastructure will be required to demonstrate that where necessary it has considered the latest available project information. Development will be phased and aligned with the provision of strategic infrastructure to ensure that growth is supported by appropriate infrastructure. Development must be designed and located to integrate with existing and planned infrastructure and must not compromise the delivery of strategic infrastructure. Evidence of any mitigation, design, phasing and safeguarded land will be required on submission of a planning application with appropriate planning conditions applied where necessary and proportionate to ensure development does not compromise implementation of the strategic infrastructure.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, developers, statutory undertakers, CPCA, Cambridgeshire County Council, East West Rail, Anglian Water, town and parish councils, landowners, infrastructure and service providers
Delivery mechanisms	Through decision-making on planning permissions, masterplans, phasing plans, IDS, Neighbourhood Plans, CIL, S106
Timescale	Throughout the plan period
Monitoring indicators	• Annual CIL receipts/ expenditure monitoring • S106 monitoring • Commencement/ completion of A141 upgrade

	• Commencement/ completion of the Fens and Lincs Reservoirs • Provision of additional capacity at water recycling centres as identified in the Infrastructure Delivery Study

Facilitating transport, travel and connectivity

4.33 The NPPF, paragraph 104, states that: "Transport issues should be considered at the earliest stages of plan-making and development proposals". Many issues relating to transport are regulated outside of the remit of Local Planning and developers are expected to liaise with national and local transport authorities as appropriate. Transport is the biggest source of CO_2 emissions in Huntingdonshire accounting for 36%. Transport is therefore an important focus for reducing emissions, on the path to zero carbon and meeting the commitments in the 2008 Climate Change Act. This policy focuses on the strategic approach to transport, travel and connectivity with detailed design aspects addressed within chapter 5 'How we will create well designed places'.

Policy LP 15

Facilitating Transport, Travel and Connectivity

Transport user hierarchy

A proposal for development which generates additional movements to and from a building or site should promote the following hierarchy of users in relation to travel modes:

i. Pedestrians
ii. Cyclists, manual and powered mobility vehicle and scooter users in accordance with national legislation and equestrians
iii. Public and community transport users
iv. Specialist service vehicle users such as fire engines
v. All other vehicle users

Assessment and mitigation of travel requirements

A proposal for development will be supported where it is demonstrated that:

a. its anticipated transport impacts have been assessed through a Transport Assessment or Transport Statement in accordance with the NPPG
b. appropriate transport and travel mitigation measures will be delivered in agreement with the relevant transport authorities including neighbouring authorities where a cross boundary impact is anticipated
c. a Travel Plan has been prepared for development likely to generate significant transport movements to minimise additional travel demand by car through provision of sustainable travel measures
d. the scheme enables inclusive and accessible sustainable, active and low impact travel improving access to key services, employment and leisure destinations

Digital connectivity

A proposal that supports the continued improvement of digital infrastructure across the district will be supported, including provision of full-fibre gigabit capable broadband, 4G and 5G technologies.

To reduce the need to travel, a proposal for development of one or more homes or 100 sqm or more of employment or commercial floorspace must make provision for the physical infrastructure for gigabit-capable full fibre broadband and gigabit-capable connections to ensure that fibre or other cabling does not need to be retrofitted.

Where permission is required, a proposal for a new mast and antenna by telecommunications and code systems operators will be supported provided that it has been demonstrated that:

e. mast or site sharing is not feasible and that the apparatus cannot be sited on an existing building or other appropriate structure that would provide a preferable environmental solution
f. the visual impact of the proposal will be minimised
g. the proposal adheres to government advice on the health effects of exposure to radio waves
h. consideration has been given to the future demands of network development, including that of other operators.

4.34 The Council will work with the CPCA and Cambridgeshire County Council, National Highways, and other relevant stakeholders to enable the delivery of key strategic highways infrastructure projects to mitigate the cumulative traffic impacts arising from development proposed in this plan. Where feasible as much of the impacts as possible will be mitigated through modal shift to sustainable transport, particularly for development schemes in and around market towns or comprising substantial new communities. Proposals to upgrade the A141 around the north of Huntingdon are in preparation with the latest public engagement being carried out through October and November 2025 with details available here.

4.35 The Local Transport and Connectivity Plan (LTCP) recognises the role of transport in enabling growth, supporting employment opportunities and enabling resilient communities. Its strategic approach is to:

1. Avoid the need for unnecessary travel by reducing the number and length of trips needed, including by promotion of enhanced digital connectivity
2. Shift travel choices to more sustainable modes of transport, including public transport, walking, and cycling
3. Improve the operational efficiency and journey experience of our transport network

4.36 The LTCP will guide current and new transport projects. Integral to this is a section focusing specifically on Huntingdonshire. This highlights local challenges and potential responses reflecting the need for targeted highway improvements such as the A141 and St Ives improvements project, improvements to east-west connectivity through upgrades to the A428 and potential introduction of the East West Rail route. It also highlights the need for enhancements to public transport with better integration of options to facilitate reliable, attractive rural public transport options as well as options for towns and larger villages and connections through to cities in adjoining areas. Active travel options are promoted , particularly within the market towns and in places which can more easily be connected to them via safe cycling and pedestrian routes.

4.37 The government's ambition, set out in the Second Cycling and Walking Investment Strategy 2023 is that cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. Huntingdonshire's semi-rural nature means that although around half the district's population lives in one of the four market towns less than a quarter of journeys to work in the district are made by sustainable modes.

4.38 Active travel is a key element of promoting sustainable development, enabling a genuine choice of options. To do so, this policy seeks to both reduce the need to to travel and to support people and organisations to make sustainable travel choices where feasible by seeking to ensure that new development provides good digital communications infrastructure and gives priority first to pedestrians and then to users of other active travel modes. Cambridgeshire's Active Travel Strategy (2023) and Local Cycling and Walking Infrastructure Plan (LCWIP) 2022 sets out initiatives, priority active travel routes and new or improved infrastructure that can contribute to the enhancement and creation of active travel options.

4.39 In order to facilitate the growth identified by 'Our strategy for change', there will need to be improvements to the existing transport network where proposed development causes a direct impact. National planning policy encourages the provision of viable transport infrastructure necessary to support new development, including large scale facilities necessary to support major generators of travel demand. The Council will work with and support its partners to facilitate a safe and efficient transport system that builds on existing infrastructure to support our communities and local economic growth. This will support provision of highway infrastructure where required, promote travel choice through supporting public transport infrastructure and services, and promoting networks for safe and secure walking, cycling and wheeling that provide a realistic alternative to private car use and facilitate opportunities for people to make healthy active travel choices.

4.40 As new development at the site allocations and elsewhere in the district comes forward, there will be a need for the developer to look in more detail at the specific transport and access impacts associated with individual sites. A proposal that generates a significant amount of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan in accordance with guidance . A Transport Assessment will also be required to consider the impact on wider transport networks beyond Huntingdonshire and Cambridgeshire where appropriate. The determination of whether significant amounts of travel are generated will be dealt with on a site by site basis. This will need to review the transport implications of development as well as appropriate mitigation identified by Local Plan policies, where relevant. Development that will generate a significant number of heavy goods vehicle movements will be required to demonstrate in a Routing Management Plan that no severe impacts are caused to the safe and efficient operation of the transport network and the living conditions of residents will not be significantly adversely impacted.

4.41 All proposals will need to be accompanied by an assessment of their likely transport impacts, describing any required mitigation measures. In particular, proposals for development that will generate significant amounts of transport movements will need to be accompanied by a Transport Assessment or Transport Statement, and potentially also a Travel Plan, in accordance with National Planning Practice Guidance and Cambridgeshire County Council's Transport Assessment Requirements. A Transport Assessment provides detailed information on the likely transport impact of a proposed development and is submitted in support of a planning application; a Transport Statement is a lower level of assessment for smaller developments. Travel Plans are long-term management strategies for integrating sustainable travel proposals into the planning process, and are often required where the proposal needs to be supported by a full Transport Assessment. The implementation of the Travel Plan will be secured as part of a planning permission.

4.42 The need for a Transport Assessment, Transport Statement, or Travel Plan will be determined on a case by case basis. Initial guidance on the need for and scope of Transport Statements and Assessments is available in the Council's planning application validation requirements. Further Transport Assessment guidance is provided by Cambridgeshire County Council. Prior to submitting any planning application for a development that may have a transport impact, applicants are encouraged to contact a Transport Assessment Officer at Cambridgeshire County Council to agree the scope of work on transport matters required to accompany any planning application. The County Council operates a system of pre-application charging for such advice. Where proposals could potentially impact upon the strategic road network early engagement with National Highways and reference to the national guidance on the Strategic Road network and delivery of sustainable development will be expected.

4.43 A basic requirement for the successful development of any proposal is provision of safe physical access from the public highway to ensure that pedestrians, cyclists and vehicles have access as required. For tourism, leisure and recreation proposals in particular this should include access to the public rights of way network to promote access to facilities for non-motorised users; provision of linkages into the wider public rights of way network will be encouraged.

4.44 Reducing the need to travel by promoting digital connectivity is a potential benefit of the CPCA's Digital Connectivity Strategy 2025-2029. The development of high-speed communication networks, including broadband and mobile technology, are significant for the local economy and for enhancing the provision

of local community facilities and services. The NPPF strongly promotes the expansion of such electronic communication networks, including telecommunications, high speed broadband, and digital services. The requirement for new homes to be provided with the necessary physical infrastructure to facilitate gigabit-ready full fibre broadband and gigabit-capable connections to be integrated is established within Building Regulation Approved document R. The equivalent provision should be made for new employment and commercial buildings to ensure their future suitability and flexibility of use. Some telecommunications works do not requirement planning permission. However, in instances where it is required operators are expected to select the most efficient locations that minimise the visual impact of siting additional equipment.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Progress made on strategic transport projects including the A141 and East West Rail • Number of CIL payments for travel and connectivity improvements

Supporting renewable energy schemes

4.45 The purpose of this policy is to set out the Council's approach to renewable and low carbon energy, including those that are led by the community, to achieve reductions in carbon emissions. Renewable energy generation through rooftop solar is addressed in the chapter 5 'How we will create well designed places'.

Policy LP 16

Approach to renewable energy schemes

A proposal for ground mounted solar PV or wind energy generation, will be supported where:

a. it lies within an area of technical potential as set out in the Policies Map; and
b. it is demonstrated that all potential adverse impacts including cumulative impacts are or can be made acceptable including the list set out in the supporting text below

A proposal for solar PV or wind energy generation to support critical utilities infrastructure outside the areas technical potential as identified on the Policies Map may be supported where it can be demonstrated that it meets criterion b.

A proposal for any other form of renewable or low carbon energy generating scheme will need to meet criterion b.

A proposal for an extension of time to the permitted period for time limited planning permissions for a renewable or low carbon energy generation installation will be required to demonstrate that the measures to address adverse planning impacts remain effective and adhere to the standards in place at the time the extension is made.

Provision will be made for the removal of apparatus and reinstatement of the site to an acceptable condition, on the expiry of the planning permission or should the scheme become redundant.

Community led renewable and low carbon energy schemes

Support will be given to renewable and low carbon energy generation developments that are led by, or meet the needs of local communities where it lies within an area of technical potential (identified in the Policies Map) and where it meets criterion b above.

The positive benefits of community energy schemes will be a material consideration in assessing renewable energy development proposals.

4.46 The promotion of renewable and low carbon energy generation is a key way the Local Plan can respond to climate change and reduce future greenhouse gas emissions. Renewable energy comes from sources that are not depleted when used such as wind and solar. Low carbon energy sources are those which produce power with substantially lower amounts of carbon dioxide emission than are emitted from conventional oil and gas power generation such as heat pumps.

4.47 National policy sets out the importance of renewable energy in meeting net zero targets. The NPPF states Local Plan should increase the use and supply of renewable and low carbon energy by:

- providing a positive strategy for energy from these sources, that maximises the potential for suitable development, and their future re-powering and life extension, while ensuring that adverse impacts are addressed appropriately;
- considering identifying suitable areas for renewable and low carbon energy sources; and
- identifying opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems

4.48 Our evidence base looks at the different types of renewable and low carbon energy technologies that may be suitable within the district and the following policy sets out our strategic approach to large scale and strategic scale renewable energy schemes. The Renewable Energy Assessment (November 2024) has reviewed the 'technical' and 'deployable' potential for renewable and low carbon energy technologies of all scales within the District and provides advice on the potential to set targets for renewable energy or carbon savings over the life of the Local Plan to 2046.

4.49 The 'technical potential' is the total amount of renewable energy that could be delivered in an area based and are set out in the Policies Map and in the Renewable Energy Assessment (November 2024) . This does not guarantee that an application will be approved in these areas as additional constraints relating to planning, economic viability, cumulative impacts and infrastructure (energy storage and transmission) are then taken into consideration to give a deployable potential. Proposals will need to meet the policy criteria relating to environmental and amenity impacts. The deployability of wind turbines and ground-mounted solar photovoltaic panels (PV) is often affected by complex site specific constraints. Of the technical capacity, it was identified that ground-mounted solar PV modules have the largest technical potential energy output in Huntingdonshire, wind turbines as the second largest potential and roof-mounted solar PV as the third highest potential source.

4.50 At the time of the study, if we continued to adopt renewable energy at the current pace, some 39% of Huntingdonshire's electricity demand would be met by renewable/low carbon generation, rising to 41% by 2050 with solar photovoltaics and onshore wind being the main sources of renewable energy generation. Through an assessment of the technical and deployable potential of various forms of renewable and low carbon energy (wind, ground mounted solar, rooftop solar, hydro, air source heat pumps and biomass), the Renewable Energy Assessment (November 2024) found that Huntingdonshire has the potential to deliver 80% of the District's electricity demand from renewables 2050 (79% by 2046), as required by the 6th Carbon Budget Balanced Net Zero Pathway scenario. Energy would primarily be generated from wind, ground mounted solar photovoltaics and rooftop solar photovoltaics. Therefore an ambitious approach is required to increase the district's renewable energy generation to meet net zero ambitions beyond the current pace of adoption.

4.51 While there is technical and deployable potential across the district for renewable energy schemes, to ensure compliance with the NPPF adverse impacts must be addressed appropriately in the NPPG. Applicants should ensure that they address all of the relevant Planning considerations for particular technologies identified in the NPPG. Additionally, the Renewable Energy Assessment (November 2024) , Wind Energy Development guidance note and the Huntingdonshire Landscape and Townscape Assessment SPD (2022) or successor documents should be used to inform assessment of potential impacts on the surrounding landscape of wind energy proposals and for other renewable or low carbon energy proposals respectively.

4.52 Potential adverse impacts to be identified will include, but will not be limited to:

- any impact on the surrounding environment
- amenity, and in particular impacts from noise, light or odour
- heritage assets and/ or their settings - see 'Conserving and enhancing our heritage assets' and Historic England's Advice Note Commercial Renewable Energy Development Historic Environment and for archaeology Historic England's Good Practice Guide on archaeology and solar farms
- protected nature conservation sites
- functionally linked land to the Ouse Washes and Nene Washes SPAs
- 'Green and Blue Infrastructure Priority Areas'
- biodiversity
- landscape, topography and visual impact
- any cross boundary impacts where these may be relevant
- potential impact on aviation safety such as radar, communications equipment, and navigational aids

4.53 The potential for cumulative impacts will need to be considered and addressed. When identifying and considering the acceptability of potential adverse planning impacts their significance and level of harm will be weighed against the public benefits of the proposal. A proposal must demonstrate that all reasonable efforts have been made to avoid, minimise and, where appropriate, compensate for any significant adverse impacts.

4.54 When identifying and considering impacts on heritage assets and/ or their settings special regard will be had to the desirability of protecting and enhancing the significance of such assets. A heritage impact assessment will be required to consider impact on heritage assets and their settings in accordance with policy 'Conserving and enhancing our heritage assets'.

4.55 When identifying and considering landscape and visual impacts regard will be had to the Renewable Energy Assessment (November 2024) , Wind Energy Development guidance note and the Huntingdonshire Landscape and Townscape Assessment SPD (2022) or successor documents.

4.56 Sufficient evidence will need to have been provided to demonstrate that adverse impacts on designated nature conservation sites are where possible avoided and if impact remains can be adequately mitigated. Where relevant this will include sufficient information to inform a Habitats Regulations Assessment. All reasonable efforts to avoid, minimise and, where appropriate, compensate will be essential for significant adverse impacts to be considered fully addressed.

4.57 Where sites and equipment become obsolete or redundant, or in any other circumstances where a site ceases operation, arrangements for the removal of any equipment and the return of the site to an acceptable state will be required to be agreed with the Council prior to a proposal being approved. This may include the creation of priority habitats such as those included in the England Biodiversity List, rather than returning the site to the conditions that prevailed prior to development.

4.58 The NPPF states that local authorities should support community-led initiatives for renewable and low carbon energy, including developments being taken forward through neighbourhood planning. The Huntingdonshire Futures Strategy also supports locally led renewable and low carbon energy generation. Community-led renewable energy projects are increasingly being seen as an attractive option for local

communities wishing to contribute to local and/or national climate change targets and as a way to generate local revenue to directly benefit the community. As well as making communities more sustainable and reducing their climate impact, such schemes can boost their local economy, reduce energy bills for residents and businesses as well as provide an income to support other community initiatives and projects. There are numerous national funds available to support communities in delivering low carbon and renewable energy to their communities.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers,
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning applications for energy schemes permitted • Permitted renewable energy capacity in MW • Completed renewable energy capacity in MW

How we will promote health and well-being

4.59 The purpose of this policy is to promote strong resilient communities and individuals that are healthy and active to support their physical and mental well-being. NPPF paragraph 96 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles, especially where this would address identified local health and well-being needs and reduce inequalities between the most and least deprived communities.

Policy LP 17

Health and well-being

A proposal for development involving 50 or more new homes, or 2.55 ha or more of mixed use, commercial or employment uses should demonstrate how it will:

a. Contribute to the creation of healthy, inclusive, accessible, safe places which enable and support healthy lifestyles
b. Support and maximise opportunities for health and wellbeing benefits
c. Minimise potential adverse impacts on health and well-being
d. Provide a healthy living and/ or working environment
e. Support and enable active and healthy lifestyles
f. Support the needs of the most vulnerable members of our community
g. Contribute to increasing social cohesion and interaction

To achieve this a Health Impact Assessment (HIA) appropriate to the scale of the proposed development must be submitted as part of the planning application for the scheme. This must demonstrate how the health and wellbeing impacts will be assessed and mitigated, and how the conclusions of the HIA have been taken into account in the design of the scheme.

A proposal for 50-199 new homes or 2 to 9.99ha of mixed use, commercial or employment uses must complete a rapid HIA.

A proposal for 200 or more more new homes or 10 ha or more of mixed use, commercial or employment uses must complete a full HIA.

4.60 High quality planning can contribute to many of the wider determinants of health, particularly where they live and work. A healthy place is one that can contribute to the prevention of ill health and provide the environmental conditions to support positive health and wellbeing. Health and wellbeing considerations will need to be reflected throughout implementation of many policies of this plan which collectively seek to ensure that new development facilitates healthy, safe, accessible, inclusive communities.

4.61 An HIA must assess the likely positive and negative impacts of a development proposal on the health of different groups on the population and make recommendations on how positive health impacts could be enhanced and negative impacts avoided or mitigated. In particular, it should consider how the proposed development would affect vulnerable people and consider both short and long term impacts. HIA should form an integral part of preparing a development proposal and should be undertaken at a sufficiently early stage for it to inform the proposed design and layout.

4.62 When considering the health impact of individual developments, it is important that the surroundings of the proposed scheme are taken into account as well as its intended purpose. This includes uses involving vulnerable communities and sensitive uses, such as supported housing, schools, hospitals and health centres. Such development needs to be located where users are able to access the facility easily and where there is a need for the facility in the community where it is proposed.

4.63 An HIA may cover many or all of the topics listed below which can affect the health and wellbeing of different groups within a community:

- Housing quality and design
- Access to healthcare services and other social infrastructure
- Access to open space and nature
- Opportunities for movement by walking, wheeling, cycling, and horse-riding
- Air quality, noise and neighbourhood amenity
- Accessibility and active travel
- Crime reduction and community safety
- Access to healthy food
- Access to work and training
- Social cohesion and inclusive design
- Access to social and cultural facilities
- Minimising the use of resources
- Climate change

4.64 Guidance can be found on carrying out an HIA in Public Health England's Health Impact Assessment in spatial planning. To be both meaningful and manageable, the scale of the assessment and level of detail required in an HIA should be proportionate to the scale of development proposed. To address this:

- For proposals for smaller scale development, policies elsewhere in this Plan are considered sufficient to demonstrate that such proposals will facilitate healthy communities;
- A proposal for a development scheme of 50-199 new homes or 2 to 9.99 ha of land for mixed use, commercial or employment uses will be required to complete a rapid HIA;
- and proposal for a development scheme for 200 or more new homes or 10 ha or more of land for mixed use, commercial or employment uses will be required to complete a full HIA.

4.65 A rapid HIA can be completed using the London Healthy Urban Development Unit Rapid Health Impact Assessment Tool, which is in the form of a self-assessment checklist. Rapid HIAs are not intended to assess all possible health impacts in great detail. Indeed, depending on the nature of the development proposal, some or all of the topics may not be relevant.

4.66 Full HIA involves the same thought process as set out in the rapid HIA Tool, but the assessment should be completed in greater depth, following national best practice. The HIA Tool can be used to identify whether a more detailed assessment is necessary, a process known as screening. Should this identify potential health impacts, more in-depth consideration of such impacts and potential mitigations will be required. It may also be necessary to involve stakeholders to identify relevant impacts and mitigations. A full HIA should be proportionate to the size of the development proposal: an HIA accompanying a development for 200 dwellings would not be expected to be in as great a depth as one for 2,000 dwellings. The key feature of any HIA submitted with a planning application should be that it identifies the relevant positive and negative health impacts, demonstrates consideration of how such impacts may be enhanced or mitigated, and identifies what impact this consideration has had on the development proposal. For the largest development proposals, it may prove effective to complete HIA in an integrated way together with Environmental Impact Assessment.

4.67 An HIA may need to be submitted at both stages for a planning application submitted initially as an outline application with reserved matters following. At outline stage the HIA would be expected to assess the health impacts of the anticipated uses, quantity and principles of the proposed scheme. At reserved matters stage the HIA will need to focus on the more detailed design and layout elements unless it can be adequately demonstrated that the reserved matters scheme complies with the HIA submitted and approved at the outline stage.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered social landlords, Cambridgeshire County Council
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number and % of planning permissions granted for large scale development for residential or employment use with a supporting health impact assessment

Providing affordable homes

4.68 The purpose of this policy is to ensure that proposals for developments involving 10 or more homes include some affordable housing provision to help support mixed and inclusive communities and encourage diversity in the supply of new homes.

Policy LP 18

Providing affordable homes

A proposal for a development comprising wholly affordable homes will be supported where it demonstrates that the mix of homes proposed is appropriate to the needs of the local community taking account of the latest evidence from the Housing Register, the Huntingdonshire Local Housing Needs Assessment, other

local surveys and advice notes and guidance developed by the Council's Housing Strategy Team. Provision of specialist or supported housing will be supported within a wholly affordable scheme where an identified need exists and it contributes to a mixed and balanced housing stock.

A proposal for military affordable housing will be supported where need is identified by the Ministry of Defence.

A proposal for major development which would give rise to 10 or more (net) new homes or 0.5ha of land where the number of homes is not yet specified will be supported where:

a. it provides 30% affordable housing within the site
b. it provides approximately 70% of the new affordable homes as affordable rented tenures (affordable rent or social rent), and approximately 30% as affordable home ownership tenures. Affordable home ownership should mainly be provided as shared ownership unless the scheme is for military affordable housing, or it can be demonstrated that this mix is not viable through an independent viability assessment
c. the affordable housing provides a mix of property sizes and types across the site demonstrating how this proposed mix responds to up-to-date evidence about housing need
d. affordable homes must be provided in clusters proportionate to the scale of development; for schemes of up to 49 homes these should comprise no more than 10 homes in an individual cluster and for schemes of 50 or more homes these should comprise no more than 15 homes in an individual cluster
e. affordable homes be dispersed across the development to promote integration and support opportunities for their future residents to access services and facilities by walking, cycling or public transport
f. the appearance of the affordable housing is externally indistinguishable from that of the open market housing avoiding unadopted parking courts and providing a good relationship between parking spaces and homes

Residential institutions (use class C2) and gypsy and traveller and travelling showpeople's accommodation are exempt from this policy.

Where it can be demonstrated through an open book viability assessment that the target is not viable due to site specific conditions or other material considerations affecting development of the site an alternative dwelling or tenure mix may be supported. Only if this still remains unviable will consideration be given to reducing the proportion of affordable housing. A development viability assessment will be required to support the alternative mix or level of affordable housing provision. The Council will appoint a suitably qualified consultant to interrogate the assessment and advise the Council, the cost of which will be borne by the applicant.

For a development proposal of sufficient scale to warrant a formal phasing arrangement, where the proposed level of affordable housing falls below policy targets in any phase, the applicant will be required to enter into a legal agreement containing an overage clause. This clause shall ensure that, if increased levels of affordable housing become viable in the future, provision will be increased. Viability reappraisals will be required for each phase of development to determine the capacity for affordable housing.

A proposal will not be supported where it appears that a larger site has been sub-divided into smaller development parcels or the number of homes reduced through use of exceptionally low density in order to remove or reduce the requirement to provide affordable homes.

In exceptional circumstances it may be appropriate to accept off-site provision and/or commuted payments where this would optimise the quality or quantity of affordable homes built.

4.69 Affordable housing is housing for rent or sale to people whose accommodations needs are not met by the private housing market. For a home to be classed as an affordable home it must meet the definition provided in NPPF Annex 2: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers);

and which complies with one or more of the following definitions a) social rented housing, b) other affordable housing for rent, c) discounted market sales housing (at least 20% below local market value), and d) other affordable routes to home ownership (such as shared ownership). For new properties it includes provision for the home to remain at an affordable price for future eligible households or for any subsidy to be recycled to alternative affordable housing provision.

4.70 The Huntingdonshire Local Housing Needs Assessment indicates that there is substantial need for affordable housing in the district of which the majority is from households who are unable to buy or rent. This indicates a particular need for rented affordable housing tenures as being most appropriate to meet local needs. This policy aims to help tackle issues of housing affordability to ensure a supply of genuinely affordable homes for sale and rent. This will benefit the local economy where employers are struggling to recruit people who cannot afford to move or live here, and help benefit communities and social networks by reducing the need for people to move away to areas with lower cost housing. The affordable housing a mix of property sizes and types should be informed by the site latest evidence such as he Housing Register, the Huntingdonshire Local Housing Needs Assessment, other local surveys and advice notes and guidance developed by the Council's Housing Strategy Team.

4.71 The proportion of affordable housing within a site will be calculated to the nearest whole number. Where the 30% requirement results in a partial unit being required it will be rounded up from 0.5 of a unit or more. To meet the needs of residents affordable rented and social rented housing should not exceed the Local Housing Allowance.

4.72 Recognising the likelihood of affordable homes being fully occupied all new affordable properties must be designed such that they at least meet the nationally described space standard or similar replacement standards. This is to ensure that the homes will provide adequate, flexible space for residents.

4.73 To promote community cohesion affordable housing should be dispersed across a development scheme and constructed such that the affordable homes are indistinguishable from the market housing element of the scheme. Party walls of different affordable tenures should be avoided. For schemes of up to 49 new homes, the affordable housing clusters should be limited to no more than 10 homes of any type, unless the scheme is for 100% affordable housing. For schemes of 50 or more new homes, the affordable housing clusters should be limited to no more than 15 homes of any type and dispersed across the development. Clusters should not directly adjoin or be in close proximity to each other, and in schemes to be delivered in separate parcels or phases developers should take account of the location of existing or planned affordable housing clusters on adjoining land.

4.74 It is acknowledged that market conditions vary over time. Where a developer can demonstrate that delivery of affordable housing fully in accordance with the policy specification above is not viable the Council negotiate to reach a viable solution to enable development to proceed where possible. Challenges to the affordable housing requirement will require a viability assessment to be submitted with the planning application, which should be carried out in accordance with the Financial viability in planning: conduct and reporting RICS professional standard, England. National planning policy and guidance confirms all viability assessments should be made publicly available other than in exceptional circumstances and should be prepared on this basis. Where a formal open book site specific viability assessment is justified it should explore the possibility of the scheme being viably provided with an alternative mix of affordable tenures before any reduction in the overall proportion of affordable housing. In such circumstances the developer will be required to meet the costs of the Council's verification of the viability assessment.

4.75 A viability assessment is calculated using presumed costs and values which can change over time and actual costs and values are only known after a scheme, or a phase of a larger scheme, is completed. An overage clause will be sought on any scheme intended to be delivered in more than one phase where a less than policy compliant amount of affordable housing is accepted in any phase. The use of an overage clause offers a way to seek some improvement to the affordable housing provision where costs have been lower than estimated and/ or values higher than estimated. The overage will be capped to an amount equivalent to the level of provision previously foregone.

4.76 It is also acknowledged that a larger, phased scheme may incur substantial initial costs for infrastructure provision that impact on the viability of providing affordable housing, particularly in the first phase of development. To facilitate early delivery of the infrastructure that is beneficial in a larger scheme a viability assessment may be used to negotiate lower initial provision of affordable housing if the scheme can be demonstrated not to be viable otherwise. However, the Section 106 agreement will include a clause to ensure that viability will be reassessed at each phase to enhance the affordable housing provision in later phases.

4.77 For clarity, this policy will apply to all forms of new housing within use class C3 including specialist housing for older people. It is recognised that this will include properties where some level of care is provided. Residential institutions within use class C2 are excluded. A proposal for a site for gypsy and traveller pitches or travelling showpeople's yards that meets the 0.5ha size threshold will be exempt from this policy in recognition of the frequency with which sites are family owned and used for members of an extended family group to live on.

4.78 The subdivision of sites or the development of sites at artificially low densities to avoid the provision of affordable housing by circumventing the size thresholds will not be permitted. Where the Council considers that a site has been artificially subdivided in order to avoid the affordable housing requirement the entire area will be used to assess the required provision of affordable housing at a suitable density for the location.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered providers, applicants
Delivery mechanism	Through the determination of planning applications, supplementary plans, and masterplans
Timescale	Throughout the plan period
Monitoring indicators	• Number and percentage of affordable homes completed

Heritage Strategy

4.79 Huntingdonshire contains many important heritage assets, both designated and non designated that contribute to the rich history and identity of the district.

4.80 The term heritage assets embraces a wide range of designated features (listed buildings, conservation areas, registered parks and gardens and scheduled monuments) and non-designated historic features. Non-designated heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions but which do not meet the criteria for designated heritage assets.

4.81 The NPPF recognises that heritage assets are an irreplaceable resource which should be conserved in an appropriate manner reflecting their significance.

4.82 The NPPF requires plans set out a positive strategy for the conservation and enjoyment of the historic environment, this should include heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;

- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

4.83 Our positive strategy for the historic environment is set out below and will be achieved through the implementation of the policy 'Conserving and enhancing our heritage assets'and 5 'How we will create well designed places':

Heritage Strategy for Huntingdonshire

The Council will give great weight to the conservation of the historic environment in Huntingdonshire, with particular importance accorded to protecting designated heritage assets. A proposal that has potential to impact on a designated heritage asset must prepare a Heritage Assessment in accordance with policy 'Conserving and enhancing our heritage assets'.

The Council will seek to protect non-designated assets and endorses the methodology and criteria for identifying non-designated heritage assets in Cambridgeshire. A proposal that has potential to impact on a non-designated heritage must consider its impact in accordance with policy 'Conserving and enhancing our heritage assets'.

The Council will work to ensure that the effective conservation and enhancement of conservation areas is enabled through a programme of review and updating of conservation area character statements.

The Council will work proactively with property owners and other stakeholders to ensure positive management of heritage assets. This includes monitoring assets on the Heritage at Risk Register. This management will recognise the significance of the historic environment and its contribution to local character and identity whilst accommodating the changes necessary to secure viable and sustainable uses.

Where possible opportunities will be taken to enable public enjoyment and interpretation of heritage assets. Key assets that contribute to the distinct identity of Huntingdonshire that are a priority for conservation and enhancement include:

a. listed buildings with a wider visual and economic benefit;
b. registered parks and gardens;
c. listed churches;
d. historic built form including distinctive street patterns and traditional building materials, whether it is part of a designated conservation area or not;
e. historic landscape features, scheduled monuments, archaeological remains and the many ancient and semi-natural woodlands;
f. the heritage associated with significant historic figures with a local connection

4.84 The Council is committed to the positive conservation of heritage assets in the district as they make an important contribution to the identity, distinctiveness and character of Huntingdonshire and the people who live and work here. The historic environment contributes to strategic objectives for tourism, leisure and recreation, economic development, the quality of design, development of skills, and conservation of the distinctive local character of our settlements and communities. Conservation and enhancement of the historic environment and heritage assets can provide opportunities to help achieve wider objectives of this plan.

4.85 Any development proposal which may have an impact on heritage assets should clearly demonstrate what that impact is likely to be, how it will be addressed and how any adverse impact will be mitigated. Historic England and Cambridgeshire County Council have responsibility for the management of the historic

environment through the Cambridgeshire Historic Environment Record. These provide extensive information on Huntingdonshire's historic environment and can assist in appreciating the potential impact of a development proposal on a heritage asset or its setting.

4.86 The historic environment is an important part of understanding the history of people and places. It contributes towards people's quality of life, the enjoyment of visitors to an area and to the local economy. Heritage also plays an important part in understanding an area's character and is a starting point in creating good quality design that reflects local character. It is an irreplaceable resource facing pressures such as the impacts of development, changing uses of historic buildings and climate change.

Promoting green and blue infrastructure

4.87 The purpose of this policy is to set out the role that provision and enhancement of strategic green and blue infrastructure has in achieving the strategy and balancing built development. The policy also sets out the Council's approach to protecting and enhancing Huntingdonshire's green and blue infrastructure for the benefit of biodiversity and the environment as well as for local residents for recreation and leisure.

4.88 Green infrastructure is defined within the NPPF as 'a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity'. This can be refined to classify green infrastructure as natural and semi-natural places including parks, open spaces, playing fields, and woodlands with sustainable drainage systems (SuDS), rivers, streams, canals and other water bodies sometimes called 'blue infrastructure'.

4.89 Infrastructure requirements in relation to criterion a (below) are included as 'Appendix 3: Developer Contributions'.

Policy LP 19

Green and Blue Infrastructure

A proposal will be expected to support green and blue infrastructure and will therefore be supported where it demonstrates that it:

a. incorporates open/ green space in accordance with 'Appendix 3: Developer Contributions';
b. protects and where possible enhances existing green and blue infrastructure, concentrating efforts on protecting, enhancing or creating links within, to and between green and blue infrastructure priority areas and the Cambridgeshire and Peterborough strategic green and blue infrastructure network;
c. is consistent with the objectives of the Local Nature Recovery Strategy for Cambridgeshire and Peterborough (2025) and Huntingdonshire Nature Recovery Network Report (2024) or successor documents;
d. improves the accessibility, naturalness and connectivity of green spaces for all potential users;
e. provides replacement provision where the proposal would result in harm to or loss of existing green and blue infrastructure where the replacement provides a net benefit, judged in terms of the factors set out in the Local Nature Recovery Strategy for Cambridgeshire and Peterborough (2025) and Huntingdonshire Nature Recovery Network Report (2024) or successor documents;
f. maintains and where appropriate enhances the rights of way network;
g. contributes to the re-naturalisation of water bodies such as rivers and lakes, where possible; and
h. where possible seeks to create, conserve or enhance natural dark areas and corridors as part of green and blue infrastructure provision, with a focus on strategic nocturnal habitat connectivity within the site and surrounding landscape.

Associated facilities

A proposal to provide facilities associated with strategic green and blue infrastructure in the countryside will be supported where a countryside location is justified, the use is compatible with the green and blue infrastructure in question and adverse effects are avoided.

4.90 Green and blue infrastructure is a key land use which serves to balance built development. It supports a range of functions, including recreation and wildlife as well as landscape enhancement. Green infrastructure includes areas such as parks, green space and woodland while blue infrastructure refers to watercourses, rivers, ponds and lakes.

4.91 It is essential to enhancing biodiversity by creating and reinforcing habitats and helping to protect against habitat fragmentation. Improving the ecological, visual, heritage and recreational value of the countryside brings environmental, social and physical and mental health benefits. Green and blue infrastructure can have significant positive impacts on heritage assets by providing high quality setting to assets and framing to towns and villages, conservation and enhancement of these areas can have a positive impact on conserving the historic environment. Green and blue infrastructure also aids mitigation and adaptation to climate change helping us deal with its effects as trees and woodland provide important cooling, shading and filtering effects, store carbon dioxide and intercept rainfall thereby reducing flooding.

4.92 Access to green and blue infrastructure is also important for people's physical and mental health as well as a place for social activity and local tourism. The Local Plan is pursuing the Fields in Trust standards plus the National Allotment and Leisure Gardeners Society standards. These standards include open space provision of parks and gardens, amenity greenspace, natural and semi natural open space; outdoor sports including sports pitches and courts, greens, tracks and trails; play space including equipped designated play areas and areas of informal play provision; and allotments. Overall, this standard provides approximately 5.56ha of provision for every 1,000 people. This variety of provision reflects the need and desire for a variety of types of open space and to ensure development is accompanied by high quality green infrastructure of sufficient scale.

4.93 Access to green and blue infrastructure should be available for all users whether they are accessing these areas by walking, cycling or wheeling. However, a balance must be achieved to ensure improving public access to green infrastructure does not impact adversely on sensitive sites or adversely affect the ecosystem services that green infrastructure provides. Provision of sufficient quantities of appropriately located and designed green infrastructure helps to absorb increased recreational pressure from new development and can help divert pressure away from more sensitive sites.

4.94 A proposal will need to comply with policy 'Managing waste water' regarding water quality, the Water Framework Directive Regulations 2017 and the Anglian River Basin Management Plan.

4.95 Natural dark areas and corridors as part of green and blue infrastructure is vital for both ecological network integrity and human well-being. Uninterrupted darkness is essential for all wildlife, with protected and priority species including bats, moths, and amphibians being particularly sensitive. As artificial light disrupts feeding, movement, and breeding behaviours and puts their survival at risk, retaining dark areas and corridors allows nocturnal wildlife to continue foraging and moving safely between habitats, supporting biodiversity and ecological resilience. Additionally it reduces light pollution, preserving natural darkness to maintain rural character, support dark sky initiatives, and reduce energy consumption and carbon footprint.

4.96 As indicated in the policy, proposals for facilities associated with strategic green and blue infrastructure that by their nature need to be located in the countryside will be supported subject to their compatibility with the green and blue infrastructure where adverse effects are avoided and subject to other relevant policies.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Losses to biodiversity habitat in hectares • Additions to biodiversity habitat in hectares • Total change in biodiversity habitat in hectares • Open space managed to Green Flag award standard

Supporting carbon capture through nature

4.97 The purpose of this policy is to set out the Council's approach to promoting carbon sequestration through tree planting and other forms of nature based solutions to support natural environments, biodiversity and sequester carbon.

Policy LP 20

Supporting carbon capture through nature

A development proposal will be supported where it includes measures that support carbon capture through nature-based solutions such as tree planting, soft landscaping, green roofs, sustainable drainage and natural and semi-natural green spaces where it is appropriate to do so.

The conversion of low carbon sequestering habitat types, such as species-poor grassland and arable and horticultural land to high carbon sequestering habitat types such as woodland and floodplain meadows, will in principle be supported where it would not undermine food production or other farming or conservation activities or damage historic landscapes.

Protection of primary natural carbon stores

The primary natural carbon stores within Huntingdonshire are:

- broadleaved, mixed and yew woodland
- acid and calcareous, neutral grassland
- peat soils

There will be a presumption in favour of preservation in situ of the natural carbon stores identified above. Where a major scale development proposal may give rise to harm to or loss of a primary natural carbon store this must be kept to a minimum.

Woodland planting on peat soils will not be supported unless it can be shown that it will protect and enhance the carbon sink, for example through the creation of wet woodland.

4.98 Carbon sequestration is the process of capturing, removing and long-term storing of carbon dioxide from the atmosphere and is a key component in mitigating climate change. Carbon dioxide is naturally captured from the atmosphere through biological, chemical and physical processes and is stored in vegetation and soils. These are often referred to as carbon sinks or stores. Carbon sequestration can be achieved by retaining and enhancing existing carbon stores, trees and woodlands and also by creating new carbon

stores, such as through tree planting and woodland. Methods of capturing carbon through developments can be achieved through nature-based solutions such as tree planting, soft landscaping, green roofs, sustainable drainage and natural and semi-natural green spaces.

4.99 To support carbon sequestration, existing carbon stores should be managed and where possible measures to boost their carbon sequestration should be explored. Those could include tree and vegetation planting, new green infrastructure, enhanced site management techniques and new habitats. As well as climate benefits, these measures help in placemaking, enhance people's physical and mental wellbeing and support biodiversity net gain.

4.100 Nature based solutions more broadly can sequester carbon (e.g. tree planting, soft landscaping, green roofs, green spaces, sustainable drainage), also provide a sustainable and effective solution for flood risk management and overheating within developments. They not only help in managing the immediate risks associated with climate change. For example, trees prevent buildings' warming as they provide shade in the summer while allowing winter sunlight. They also release moisture through their leaves which cools the surrounding air. Those combined effects make a significant contribution in urban or developed areas where heat is stored in hard surfaces and released at night, preventing surrounding homes from cooling down. Green infrastructure measures should, therefore, not just consider the creation of new green spaces or canopies that help with the protection and enhancement of nature and support biodiversity net gain, but also target climate change adaption needs, including the long-term sustainability and resilience of new developments.

4.101 Regarding sequestering emissions, the Council's Climate Strategy includes priority actions which will aid in increasing carbon sequestration in Huntingdonshire, particularly those under the Nature theme which encourage tree planting and increased biodiversity and is clear that sequestration and offsetting residual emissions as the least favoured options. Local Plans can support existing carbon stores and provide additional offsetting measures through having policies and site allocations that support the provision of green infrastructure, landscaping, habitat creation or restoration, new woodland and tree planting.

4.102 Huntingdonshire has a rich, diverse natural environment. While vulnerable to the impacts of climate change, these environments also provide great potential to build upon the carbon that they already help to store through their natural processes and offsetting and nature based sequestration projects can also help to achieve and deliver some of the ambitions of the Local Nature Recovery Strategy for Cambridgeshire and Peterborough and support Huntingdonshire's and the wider County's rich habitats.

4.103 The sustainable management of the district's primary natural carbon stores is important in ensuring that the carbon stored within them is not emitted so that they can continue to sequester carbon. Habitats like broadleaved, mixed woodlands, and various grasslands both sequester and store substantial carbon making up 71% of carbon sequestration of all positive carbon sequestering habitat types in Huntingdonshire, highlighting the need to protect and enhance them.

4.104 Peat and peat soil are increasingly being recognised as major carbon storage resources and when these are damaged or lost they can become a major source of greenhouse gas emissions. Concentrated in the north east of Huntingdonshire, 18% (16,786 ha) of the district is covered by peatland (areas with deep peaty soils and soils with peaty pockets). Within this is the Great Fen, a strategically important project building a long-term vision of creating a landscape for wildlife and people, covering the remaining deep peat soils around and connecting Woodwalton Fen and Holme Fen. The conservation priorities include the creation of lowland fen priority habitat and other wetland mosaics and hedgerow networks, ponds and small-scale woodland planting, to complement areas where farming might continue.

4.105 Also, a key project underway is the Future Fens: Integrated Adaptation. This project provides an important evidence base that helps provide strategic direction in the Fens, including the Fens Climate Change Risk Assessment and Exploring a Regenerative Future for the Fens through the Fens Transition Lab. The policy can work alongside the Future Fens and Local Nature Recovery Strategy by supporting shared aims and ambitions.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications refused based on impact on carbon stores

Managing flood risk

4.106 The purpose of this policy is to establish our approach to managing flood risk from all sources, ensuring that the users and residents of new development are not put at any unnecessary risk of flooding or new development does not contribute to flooding risk elsewhere. Huntingdonshire faces flood pressures from our main rivers and ordinary watercourses, threatening public safety, housing, transport, businesses and infrastructure. Directing development away from areas prone to flooding and where necessary mitigating impacts, proactively supports sustainable growth.

Policy LP 21

Managing Flood Risk

Flood Risk

A proposal will only be supported where all forms of flood risk including breaches of flood defences or other defence failures have been addressed as set out in National Planning Practice Guidance and the Cambridgeshire Flood and Water SPD or successor documents. A proposal must demonstrate thatin areas at risk of flooding:

a. the sequential test (and exception test if required) is applied and passed, having regard to actual and residual flood risk taking into account the current and future impacts of climate change;
b. it will not detrimentally impact upon existing or proposed flood defences, structures, and systems nor lead to an increase in flooding elsewhere;
c. ongoing maintenance and management of any necessary flood defences or flood mitigation measures can be achieved;
d. development is sequentially located within the site to avoid any areas at risk of flooding with flood zone 3a and 3b reserved for water compatible development only;
e. that the flood risk management hierarchy is applied and where applicable mitigation measures taken to reduce flood risk overall and make the development safe throughout its lifetime;
f. safe and dry access and escape routes exist at all times during flood events for emergency response and evacuation. Emergency planners should be consulted and appropriate emergency plans put in place;
g. Sustainable Drainage Systems (SuDS) are incorporated as set out in policy 'Managing surface water' unless there is clear evidence that this would be inappropriate; and
h. all reasonable opportunities to maximise the use of natural flood management techniques to address and reduce overall flood risk have been taken.

Multifunctional sustainable drainage, natural flood management, and green infrastructure will be supported where they contribute to the reduction in development-related flood risks.

Site Specific Flood Risk Assessments (FRA)

Where a Site Specific Flood Risk Assessment is required this must be appropriate to the scale and nature of the development and risks involved, including consideration of the impact of climate change. Assessments will need to:

i. meet the requirements set out in national guidance and the Cambridgeshire Flood and Water SPD or successor documents;
j. comply with the requirements set out by any responsible authority, including but not limited to the Environment Agency, Cambridgeshire County Council as Lead Local Flood Authority and the Middle Level Commissioners or internal drainage boards, as may be applicable;
k. undertake hydraulic modelling where no detailed modelling is available;
l. identify the route of, and flood risk associated with, any culverts within a site through a site survey, including the residual risk of culvert blockage;
m. where sites are at risk of groundwater flooding, construction phase groundwater monitoring during periods of high groundwater (October – March) should be included in the Flood Risk Assessment to inform the design and any mitigation measures, unless adequate justification can be provided by the applicant to exempt the proposed development from this requirement;
n. if located in a Critical Drainage Area, consult the Environment Agency and Lead Local Flood Authority to define the scope of the FRA; and
o. assess the cumulative impacts of development and demonstrate how mitigation measures have addressed them

Previously Developed land

A proposal for redevelopment, change of use, or extensions to existing development on Previously Developed Land will be supported where the proposal includes details on how it will reduce the existing and proposed rate of runoff;

Land in Defended Areas

A proposal on land that benefits from flood defences and has been deemed appropriate following the application of the sequential test and exception test will be supported where breach analysis or modelling has been completed to determine the residual risk in all instances for new vulnerable development and the FRA demonstrates that the residual risk can be safely managed.

Managing flood water

Where a proposal is considered to be acceptable within the 1% annual probability flood area (flood zone 3), considering climate change over the development's lifespan, it must not decrease flood storage capacity, impair flow performance, accelerate flooding onset, or create unsustainable flood storage that requires ongoing silt removal, maintenance, or renewal.

Where a proposal is within flood zone 3b (functional flood plain), developers must ensure the floodplain's capacity to store or move water is maintained or improved. Development will only be supported where it results in no loss of floodplain performance within the undefended areas.

A proposal for an irrigation or flood storage reservoir will be supported where it can demonstrate that capacity to store or move water can be managed and maintained for the lifetime of the development and does not create unsustainable flood storage that requires ongoing silt removal, maintenance, or renewal and will not adversely affect others or the surrounding environment. Consultation will be required with Environment Agency and relevant internal drainage board (where applicable).

4.107 Huntingdonshire falls within the River Great Ouse catchment, the topography of the catchment is characterised by higher elevations in the west and south of the district in contrast to the flatter fen landscape to the north and west lying predominately at or below sea level. Alongside the River Great Ouse, Nene

and Kym catchments, Huntingdonshire has a number of brooks and ordinary watercourses that contribute to the water network within the district. Grafham Water reservoir is also located within the district. As a result a proposal must address the risk from all types of flooding including fluvial, surface water, groundwater, sewer and reservoir flooding in the design phases of the development.

4.108 Flood risk takes into consideration the likelihood of flooding and the potential consequences of that flooding. Alongside natural factors, climate change contributes to the extent and frequency of flood events within the district and therefore a development proposal should consider from the outset both current and any future flood risk including additional risk posed by the impact of climate change and whether the site is located within a Critical Drainage Area. A proposal will need to demonstrate how it will address flood risk for the lifetime of that proposed development.

4.109 A Critical Drainage Area is an area that has a defined catchment with critical drainage problems. These are designated by the Environment Agency. In these locations, there is a need for surface water to be managed to a higher standard than normal to ensure any new development will contribute to a reduction in flooding risks in line with NPPF. These higher standards are determined by the Environment Agency in collaboration with other risk management authorities. As at April 2026 there were no Critical Drainage Areas within the District; the location of these can be found at Areas with critical drainage problems - data.gov.uk

4.110 The NPPF sets out the requirement for sequential and exception tests that are designed to protect people and property from flooding. This risk-based approach seeks to steer development away from high-risk flood areas to those at lower risk. Where these tests are not met the NPPF makes it clear that new development should not be allowed. All plans should apply a sequential and risk-based approach to the location of development, taking into account all sources of flood risk and the current and future impacts of climate change, so as to avoid where possible flood risk to people and property. Where sites have been allocated in the Local Plan it should not be necessary to repeat the Exception Test unless elements of the development that were key to it satisfying the Exception Test at the plan-making stage have changed, are not included in the proposed development, or the understanding of current or future flood risk has changed significantly.

4.111 The NPPF notes that the “sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).”

4.112 The area to which the sequential test applies is the whole of Huntingdonshire but can be dependent on the local circumstances and development proposed, in that respect each application will be assessed on its own merit. Applicants should refer to the Council's Strategic Flood Risk Assessment (SFRA) which should be used as the basis for applying the sequential test alongside data and maps published by the Environment Agency (EA) on fluvial, surface water flooding and reservoir flooding. Flood risk information should also be obtained from the Lead Local Flood Authority for Cambridgeshire. The most up-to-date information at the time on the different sources of flooding should be used. Detailed guidance can be found in the Cambridgeshire Flood and Water SPD or successor document.

4.113 Development and its cumulative effects can influence flood risk in other areas. According to the NPPF, development should not result in an increased flood risk elsewhere; therefore, site-specific flood risk assessments must evaluate the impact of development on both the site and downstream locations. Consideration should also be given to upstream water flow when it is likely to be affected by the proposal. Where risk is fluvial, compensatory storage must be found. If this cannot be achieved, it is for the applicant to identify alternative mitigation measures.

4.114 When flood risk management infrastructure forms part of the approach to mitigating flood risk, both strategic and site-specific flood risk assessments should, where relevant specify the operation, funding, and maintenance plans for this infrastructure; ensure provision is made for future maintenance or potential new flood risk management structures that may become necessary; evaluate the potential impacts if the infrastructure fails or is subjected to conditions beyond its design standard; and assess the capacity of defences to adapt to climate change.

4.115 A sequential approach will be adopted for site layout design, prioritising development in areas with the lowest flood risk and ensuring the least vulnerable development is not placed on ground floors.

4.116 Careful and effective design in relation to flood mitigation can ensure that communities are kept safe for the lifetime of the development. The EA advises finished floor levels are 600mm above the 1% annual exceedance probability (AEP) plus climate change allowances. In addition, ground floors should be allocated for less vulnerable uses. The use of basements should be avoided and where habitable uses are proposed within flood zone 3 or areas of high risk to medium risk of surface water flooding will not be permitted. Basement dwellings in Flood Zone 2 will be required to pass the exception test and in any event access should be situated 600mm above the design flood level and waterproof construction techniques used. For historic buildings, early consultation with Historic England should be made and reference made to their guide on flood resilience for historic properties.

4.117 The NPPF requires planning authorities to demonstrate that proposals at risk of flooding provide safe access and escape routes during times of flood, agreed as part of an emergency plan to accompany the FRA, to protect future occupants from risk. Where flood evacuation plans are provided these should include as a minimum the considerations set out the NPPF flood risk management hierarchy and advice and guidance from the Environment Agency website.

4.118 Sustainable Drainage Systems (SuDS) manage surface water near its source using built and natural methods, to imitate natural drainage taking into account climate change. Drainage systems should be planned early in the design process to integrate with roads and infrastructure, maximising developable land. A surface water drainage strategy must be submitted with planning applications, detailing SuDS measures; its detail should match the development scale—from a brief description and discharge point for small extensions to comprehensive hydrological reports with drawings for larger sites. Applications should include management plans to ensure long-term system function. The Cambridgeshire Flood and Water SPD offers more information, and guidance to cover various development sizes. Further information and requirements are also set out in policy 'Managing surface water'

4.119 Natural flood management techniques are actively encouraged by the Environment Agency and becoming an increasingly important tool to address flood risk especially in relation to climate change. Natural flood management provides an integrated response to flood management and can provide environmental and amenity benefits alongside improving water quality, managing run off and slowing down and storing flood waters. This approach is also recommended in Huntingdonshire's SFRA.

4.120 If development increases flood risk elsewhere and cannot be fully mitigated, a detailed site-specific FRA is required to show the extent, nature and significance of the added risk. This will be a key consideration when deciding whether planning permission should be granted.

4.121 The appropriate responsible authorities for Huntingdonshire in relation to flood risk are the Environment Agency, Cambridgeshire County Council as the Lead Local Flood Authority, relevant Internal Drainage Boards and Middle Level Commissioners and Anglian Water who should be consulted during the initial design phase and at appropriate intervals during the design process for all development types.

4.122 The purpose of an FRA is to provide information to the local planning authority to assesses whether development in a flood risk area is impacted by existing or potential flooding from any source, whether it will contribute to flood risk in other locations, if it incorporates appropriate measures to manage these risks, provides evidence for the application of the sequential test (if required), and confirms if the development can be made safe and pass the exception test when necessary.

4.123 A Flood Risk Assessment will be required for any proposed development within defended areas. As part of the Flood Risk Assessment, either breach analysis or modelling may be necessary to assess the residual risks of flooding associated with such developments. It is advisable to consult the Environment Agency for further clarification.

4.124 FRAs must assess the cumulative impacts of development and demonstrate how mitigation measures have addressed them as informed by Huntingdonshire's Level 1 SFRA Appendix G (or successor document) which highlight catchment specific planning considerations for all developments and developments that are located in low, medium and high sensitivity catchments.

4.125 Where a proposal within flood zone 3, seeks to raise ground levels above the floodplain, equivalent compensatory floodplain storage must be provided in areas currently located outside the floodplain. This should be provided on a level for level and volume for volume basis, within an area of land that is hydraulically linked to the exisiting floodplain (this may include some land from the existing floodplain). This ensures that the overall volume and functionality of floodplain storage is maintained and does not increase susceptibility to climate change impacts

4.126 A proposal for an irrigation or flood storage reservoir will be required to provide an outline reservoir design including an access and maintenance plan. It will need to provide an assessment of anticipated noise levels, details of compliance with Construction, Design and Management (CDM) regulations and an assessment of the impact on and mitigation of (where relevant) areas of landscape, biodiversity and local archaeological value. Applicants are advised to consult the Environment Agency, Natural England and relevant internal drainage boards prior to the submission of an application to address any concerns including abstraction, residual risk, and impact on the surrounding environment. In the case of flood storage reservoirs, a proposal will need to demonstrate how it has considered Guidance relating to Design, operation and adaptation of reservoirs for flood storage

4.127 Although Huntingdonshire District Council's remit is not immediately adjacent to coastal waters, the local plan has elements of marine influence, for example the Great River Ouse, proposals should therefore have consideration to the East Inshore and East Offshore Marine Plans, especially when mentioning anything coastal, river or tidal themed.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, Environment Agency, Internal Drainage Board, Middle Level Commissioners, Local Lead Flood Authority and Anglian Water.
Delivery mechanism	Through the determination of planning applications and SPD's
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning permissions granted contrary to the advice of the Environment Agency.

Managing waste water

4.128 The purpose of this policy is to establish our approach to ensure waste water is managed and maintained appropriately throughout the plan period and lifetime of development to support sustainable development within the district.

Policy LP 22

Managing Waste Water

A proposal will be supported where it can demonstrate that water quality is protected and enhanced.

Sewer Network

A proposal that requires a new connection to the sewer network; involves significant increases to flows entering the sewer network; or development of a site identified by the Huntingdonshire Water Cycle Studies or that is identified to be in a Water Recycling Centre catchment with limited sewer network capacity will only be supported where it is demonstrated that:

a. there is agreement with the Council in liaison with Anglian Water that there is capacity for wastewater treatment and a sustainable point of connection is or can be made available to serve the whole development for its lifetime, and
b. a sustainable foul/ used water strategy has been prepared and agreed with Anglian Water as the sewerage undertaker to establish whether any upgrades are necessary to ensure the provision of the required infrastructure to serve the whole development for its lifetime, prior to the occupation of the development.

If upgrades to the infrastructure are necessary, the proposal must include an agreed plan for delivery with Anglian Water, where development is being phased, this must be demonstrated for each phase before first occupation.

Wastewater Treatment and Water Quality

A proposal for any scale of development will be supported if:

c. appropriate water treatment and pollution control measures have been incorporated into the proposed foul and surface-water drainage systems to minimise the risk of water pollution
d. the quality of ground, surface or water bodies will not be harmed by the construction or operation of the development
e. opportunities have been explored and taken to maintain or improve water quality, including through nature based solutions
f. it has taken into account the capacity of existing off-site and waste water infrastructure and:

    i. can make provision for improvements related to the impact of the proposal where appropriate in agreement with the Council and Anglian Water; or
    ii. can demonstrate that capacity will be in place prior to occupation or in a phased approach in agreement with the Council and Anglian Water

g. it can demonstrate that measures have been taken prior to occupation to mitigate concerns raised by Environment Agency and Natural England or another responsible authority that the requirements of the Water Framework Directive and the Habitats Directive could be compromised,
h. It can demonstrate that measures have been taken prior to occupation to address concerns by the Middle Level Commissioners or other Internal Drainage Board on the basis of flood risk in the system they manage, as may be applicable

If acceptable permanent solutions are not possible, proposals will not be supported.

Non-Mains Drainage

There is a presumption in favour for development to discharge wastewater via a mains sewer connection, a proposal that includes non-mains drainage will only be supported where it can demonstrate that:

i. it has applied the surface water drainage hierarchy;
j. the solution can be operated and managed for the lifetime of the development
k. a mains connection is not feasible in terms of cost and/or practicality; and;
l. that measures have been taken prior to occupation to mitigate concerns raised by Environment Agency, Natural England or another responsible authority that the requirements of the Water Framework Directive and the Habitats Directive could be compromised,

4.129 The Stage 2 Water Cycle Study identified that, of the 34 Water Recycling Centres (WRC) currently serving communities in Huntingdonshire, 28 of these are expected to serve growth from planning commitments or adopted local plans. Of those that are expected to serve future growth, four WRCs are currently exceeding their permit limits and three are likely to exceed permit during plan period requiring upgrades and inclusion in Anglian Water's next Asset Management Plan, 16 further WRC may require upgrades or a change of permit limit in the longer-term during the plan period, no significant constraints have been identified that would impede this. As a result, the local plan polices need to address future capacity of areas to include the phasing of some developments to allow for capacity to be available. This does not mean that a site cannot or should not be developed, but instead reflects the requirement for new infrastructure to order to accommodate growth. It should be remembered that the water companies have a statutory duty to serve new development under the Water Industry Act 1991.

4.130 Our Water Cycle Study also notes that growth during the local plan period will also increase the discharge of treated wastewater from WRCs in Huntingdonshire. There is a potential for this to cause a deterioration in water quality in watercourses, and this must be carefully considered. 'A deterioration in water body status is not acceptable under the Water Framework Directive.' As detailed in The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. The sensitivity analysis suggests that ammonia concentrations in watercourses within Huntingdonshire may be most sensitive to increases in the discharge of treated wastewater.

4.131 It should be noted that matters such as network and Water Recycling Centre capacity are fluid and will be influenced by a wide range of factors or time including future funding of infrastructure and improvements and as such the most up to date information must be considered at the time of application.

4.132 Paragraph 187 of the National Planning Policy Framework requires planning policies and decisions to contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as water quality, taking into account relevant information such as river basin management plans.

4.133 Population growth will result in increased wastewater flows within the network, placing additional strain on current infrastructure and elevating the risk of sewer flooding, as well as the likelihood of storm overflow activation where applicable. Expansion in population or higher per capita consumption can reduce available capacity at WRCs, necessitating investments in enhanced treatment facilities.

4.134 Applicants must demonstrate that water quality both on site and downstream are protected and enhanced in agreement with the responsible agencies regarding water treatment works capacity during construction and for the lifetime of the development.

4.135 A development proposal may affect the water environment in several ways. Impacts leading either to deterioration in the status of a water body or to the water body being unable to achieve its Water Framework Directive objectives can only be permitted in wholly exceptional circumstances. Proposal will need to provide detailed evidence of exceptional circumstances and will only be deemed acceptable on the agreement of the relevant authorities.

4.136 The planning system can reduce strain on wastewater networks by separating foul and storm flows and restricting new surface water connections. Retrofitting SuDS in existing neighbourhoods and integrating them into new developments at the planning stage, improves surface water management. Redeveloping brownfield sites allows for separating surface water from foul sewage, minimizing sewer overflows.

4.137 Anglian Water is the designated sewerage undertaker and holds a statutory duty under the Water Industry Act to provide, improve, and extend a system of public sewers for both domestic and trade flows. Their responsibilities include cleansing and maintaining these sewers and any lateral drains to ensure effective drainage within the serviced area. There is also an obligation to arrange for the emptying of these sewers, typically through sewage treatment works or, where necessary, direct discharges to watercourses with adequate and appropriate services. Any concerns raised by Anglian Water should be addressed in the proposal to support water quality throughout the development's duration.

4.138 The Water Framework Directive Regulations 2017 (WFR) provide a framework for the Local Planning Authority to manage the water environment, and requires that a river basin management plan is prepared for each river basin district with its main target that all inland and coastal waters in the EU should reach "good ecological status". Therefore the impacts of a proposal will be assessed by the Local Planning Authority to ensure the development complies with the aims of the WFR regulations. The main causes include sewage discharges from the water industry, agricultural activities, and pollution from urban and highway runoff. Improved planning of new developments and transport infrastructure, including nature-based solutions, can help address these issues.

4.139 The policy requires consultation with the EA and Anglian Water Services (AWS) to ensure that the waste water flows from proposed development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Where upgrades are necessary a proposal will need to provide plans detailing the upgrades, which will be used as the basis for planning conditions as part of a planning permission.

4.140 Private sewage treatment facilities or non-mains drainage should only be used where it is not feasible for a development to be connected to a public sewer, because of the greater risk of failures leading to pollution of the water environment posed by private sewerage systems compared to public sewerage systems. Lack of capacity or plans to improve capacity in the sewer is not a valid reason for a development to install a private sewerage system. The applicant should explore how a lack of capacity may be overcome so that their development can be connected to a public foul sewer. In these cases, if an applicant decides to apply to the Environment Agency for a water discharge permit for private treatment facilities, it is unlikely that a permit would be granted.

4.141 Proposed developments should only include non-mains drainage if it can be demonstrated that a mains connection is not feasible in terms of cost and/or practicality. The Building Regulations 2010 and Government Guidance contained within the PPG for Water Supply, Wastewater and Water Quality (paragraph 020 ID: 34-020-20140306) sets out a hierarchy of drainage options that must be considered and discounted in the following order:

- Connection to the public sewer
- Connection to a private sewer that drains to a public sewer
- Package sewage treatment plant or septic tank
- Cesspool

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, Environment Agency, Internal Drainage Board, Middle Level Commissioners, Local Lead Flood Authority and Anglian Water.
Delivery mechanism	Through the determination of planning applications

Timescale	Throughout the plan period
Monitoring indicators	• Number of planning permissions granted contrary to water service providers

Managing surface water

4.142 The purpose of this policy is to outline our approach to managing surface water flooding associated with future development, ensuring that users and residents are not exposed to undue risk from surface water flooding and that new developments do not increase flood risk elsewhere. This policy ensures that developments consider surface water flood impacts and implement adequate measures for water management to proactively support sustainable growth.

Policy LP 23

Managing Surface Water

A proposal will only be supported where surface water has been considered from the outset as an integral part of the design process following the National Standards for Sustainable Drainage Systems and the proposal:

a. incorporates sustainable drainage systems (SuDS) in accordance with the Cambridgeshire Flood and Water Supplementary Planning Document (SPD) or successor documents where standards exceed the National Standards for Sustainable Drainage Systems;
b. applies the surface water hierarchy as set out in the National Standards for Sustainable Drainage Systems for a proposal that requires new surface water connections to an existing surface water sewer in liaison with the Lead Local Flood Authority
c. if located in a Critical Drainage Area, incorporates enhanced sustainable drainage systems in consultation with the Environment Agency and Lead Local Flood Authority to reduce existing rates of surface water runoff and replicate natural ground and surface water flows
d. includes the incorporation of rainwater harvesting, unless demonstrated to be inappropriate;
e. takes into account standing advice or guidance from the appropriate authorities and has agreed details of discharge if the drainage system directly or indirectly discharges to a watercourse or system managed by the Local Planning Authority, Local Lead Flood Authority, Environment Agency, Middle Level Commissioners, or an Internal Drainage Board;
f. demonstrates that all attempts have been made to reduce the pressure on the sewerage network, reduce the use of storm overflows and reduce the risk of flooding from surface water and other sources in consultation with Anglian Water; and
g. demonstrates there is no adverse impact on, or unacceptable risk to, the quantity or quality of water resources or on meeting the objectives of the Water Framework Directive and the Habitats Directive.

A proposal that includes surface water drainage will be required to demonstrate that the design is in compliance with the National Standards for Sustainable Drainage Systems and provides local improvements to receiving or nearby groundwater and surface waters (where reasonable and practical to do so) taking into account locally specific evidence and their successor documents including:

h. Anglian River Basin Management Plan;
i. Anglian Water Drainage and Waste Water Management Plan;
j. Huntingdonshire Integrated Water Management Studies;
k. Conservation objectives for designated ecological sites including Portholme, the Ouse Washes, Woodwalton Fen, Orton Pits, the Great Fen and those designated on the Local Plan Policies Map; and
l. Cambridgeshire and Peterborough Local Nature Recovery Strategy.

SuDS for hard-standing areas for parking of 50 or more cars, or equivalent areas will be expected to include appropriate additional treatment stages/ interceptors to ensure that any pollution risks are suitably addressed.

In order to safeguard against the pollution of ground water the use of deep infiltration SuDS, such as deep borehole soakaways, will not be accepted in most circumstances. Exemptions will only be made in exceptional circumstances if the proposal is for land uses that pose a very low pollution risk and are supported by an adequate risk assessment, conceptual site model and detailed design.

4.143 Huntingdonshire is served by two companies Anglian Water (water supplier and sewerage undertaker) and Cambridge Water (water supplier) both of which are identified by the Environment Agency as being in serious water stress. This is defined in the Water Industry (Prescribed Conditions) Regulations 1999 as areas where "'the current household demand for water is a high proportion of the current effective rainfall which is available to meet that demand; or, the future household demand for water is likely to be a high proportion of the effective rainfall which is likely to be available to meet that demand'. The Environment Agency identified through the Future Fens Baseline Report that sea level rise will restrict Huntingdonshire's fluvial water gravity discharge to the North Sea at a much decelerated rate via the Denver Complex further down the catchment. Further reports associated with the Future Fens 2100+ programme will provide further options on planning, investment and management choices.' As such, the management of surface water is an important tool to address these issues.

4.144 The use of multifunctional SuDS to manage surface water is advocated in the NPPG and National Standards for Sustainable Drainage Systems for the opportunities they bring to reduce the causes and impacts of flooding, remove pollutants from urban run-off at source and combine water management with green space with benefits for amenity, recreation and wildlife.

4.145 From April 2015, Local Planning Authorities (LPA) were given the responsibility for ensuring that sustainable drainage is implemented on all major developments, including developments for ten or more homes, or commercial developments creating 1,000 m^2 of new floor space.

4.146 National Planning Practice Guidance sets out approaches to natural flood management. Natural flood management techniques use natural processes to manage flooding, they also can assist in providing additional benefits to people, the environment and wildlife. Techniques proposed include measures such as land management e.g. tree planting, making green space to allow flood water to flow or collect and removing impermeable surfaces to allow water to soak away.

4.147 These and other benefits are explored in the Cambridgeshire Flood and Water Supplementary Planning Document (SPD) that was produced jointly by the local planning authorities in Cambridgeshire with support from a wide range of partners. The guidance in the SPD or successor document, and in partnership with the Cambridgeshire Surface Water Planning Guidance, the Cambridgeshire and Peterborough Local Nature Recovery Strategy and the Cambridgeshire Green Infrastructure Strategy, should be followed to ensure that SuDS are successfully integrated within the development, particularly the design principles for Green Infrastructure and SuDS. When designing Green Infrastructure and SuDS, consideration should be given to plant species that require little or no water.

4.148 For new surface water connections to an existing surface water sewer a proposal will need to ensure the surface water hierarchy has been followed as set out in the National Standards for Sustainable Drainage Systems and that the applicant can demonstrate that they have liaised with the Lead Local Flood Authority (LLFA). If LLFA are satisfied that, based upon evidence, no other option is feasible then a connection point may be made to the surface water sewer at a rate agreed with LLFA, subject to there being existing capacity or the provision of network reinforcement to accommodate the flow. A planning condition will be required to ensure no additional flow will be connected until, any identified upgrades have been delivered and sufficient capacity in the network has been demonstrated.

4.149 All surface and foul water flows should be separated. For a changed surface area for example in the case of brownfield redevelopment draining to a combined sewer, via an existing connection, a proposal must utilise all practicable opportunities to reduce surface water flow to the combined sewer network, in terms of volume and discharge flow rate.

4.150 A Critical Drainage Area (CDA) is an area that has critical drainage problems these are designated by the Environment Agency. In these locations, there is a need for surface water to be managed to a higher standard than normal to ensure any new development will contribute to a reduction in flooding risks in line with NPPF. These higher standards are determined by the Environment Agency. As at April 2026 there were no CDAs within the District; the location of these and future CDAs can be found at Areas with critical drainage problems - data.gov.uk. If a proposal is located in a Critical Drainage Area it will be expected to incorporate enhanced sustainable drainage systems in consultation with the Environment Agency and Lead Local Flood Authority to reduce existing rates of surface water runoff and replicate natural ground and surface water flows

4.151 Rainwater harvesting is the process of collecting water from roofs and other above ground surfaces such as roads or pathways via a system of above ground pipes and tanks. This water would normally drain into a sewer, evaporate or be absorbed into the ground. Rainwater harvesting systems can vary in scale significantly. Small scale systems such as the use of water butts can help people with watering gardens and washing cars. Large scale, more complex systems with underground storage tanks connected to properties by pipework and pumps can provide water for higher demand uses such as flushing toilets and in washing machines. Harvested rainwater is not suitable for drinking. However, rainwater harvesting reduces demand on mains water, freeing up drinking water for others, lowering water bills for households and businesses, and reducing the need to abstract water from rivers, lakes and groundwater. Large-scale developments and above (as defined in the glossary) will be expected to incorporate an element of rainwater harvesting in development unless it is deemed inappropriate or unviable to do so and should consider the benefits of community scale systems.

4.152 As an area in serious water stress the National Standards for Sustainable Drainage Systems also requires that rainwater harvesting shall be considered. Evidence from Huntingdonshire's Strategic Flood Risk Assessment (Level 1) also notes that Huntingdonshire has experienced a number of historic surface water / drainage related flood events caused by a number of mechanisms from insufficient storm and combined drainage capacity to poor surface water management. If a 'significant' flood event occurs, where necessary and appropriate, the LLFA is required to carry out an investigation to identify what happened, who was affected and what actions should be taken or planned. Previous Section 19 reports produced by Cambridgeshire County Council as the Lead Local Flood Authority note surface water as being a major contributor to flood events in the areas of Alconbury, Broughton, Brampton, Buckden, Godmanchester, Kimbolton, Old Hurst, Ramsey, St Ives, St Neots and Woodwalton. These area and others identified in further Section 19 reports are notably susceptible to surface water flood risk.

4.153 When designing SuDs a proposal must ensure it takes into account standing advice or guidance from the appropriate authorities such as Local Lead Flood Authority, Environment Agency, Middle Level Commissioners, or an Internal Drainage Board as set out in the National Standards for Sustainable Drainage Systems. It is important to ensure that if the drainage system directly or indirectly discharges to a watercourse or system managed by the Local Planning Authority, Local Lead Flood Authority, Environment Agency, Middle Level Commissioners, or an Internal Drainage Board that agreement is reached regarding the approach to design mitigation or discharge rates. Development proposals requiring alteration to the sites natural drainage must seek prior written permission in the form of a consent or permit from the relevant organisation to ensure that that any works do not endanger life or property by increasing the risk of flooding, or cause harm to the water environment. Further detail can be found through Cambridgeshire County Council as the Lead Local Flood Authority which provides a map of watercourses across the county.

4.154 There are 29 storm overflows and 18 storm tanks overflows located on the sewer network and at WRCs in Huntingdonshire. 14 storm overflows in Huntingdonshire meet the new minimum requirement for all overflows, which is to meet a 'rainfall target' of 10 spills per year for the years 2022, 2023 and 2024, indicating that significant investment will be required within some of these catchments to achieve this target. These can be found in the Council's Water Cycle Studies (or successor documents). It is important that a proposal does not increase this frequency. A proposal can contribute to improving storm overflow frequency by ensuring SuDS divert storm water away from the sewer network, thus reducing the volume that reaches the Water Recycling Centre or by separating foul and storm flow. This can provide additional benefits especially where a brownfield development site is currently connected to a combined sewer. Where a surface water connection to a combined sewer cannot be avoided, a greenfield runoff rate from the site can be specified which can result in a betterment on existing brownfield sites.

4.155 Surface water can also be better managed by retrofitting SuDS in existing residential areas, and in new development, ensuring SuDS are incorporated into designs at the master planning stage to maximise the potential benefits. Redevelopment of brownfield sites with previously combined sewerage systems offer the potential to separate surface water from foul and reduce discharges from sewer overflows. Anglian Water has published Surface Water Risk Management Guidance that provides a comprehensive approach to how they will assess different types of site in terms of surface water connections.

4.156 The Water Framework Directive Regulations 2017provide a framework for the Local Planning Authority to manage the water environment, and requires that a river basin management plan is prepared for each river basin district with its main target that all inland and coastal waters in the EU should reach “good ecological status". Therefore the impacts of the proposal will be assessed by the Local Planning Authority to ensure the development complies with the aims of the Water Framework Directive regulations.

4.157 The Conservation of Habitats and Species Regulations aims to maintain or restore species and habitats to favourable conservation status, preventing further decline and promoting recovery. As such the deliberate killing, disturbance, and destruction of habitats of the protected species listed in Annex IV is strictly prohibited. Therefore the impacts of proposals will be assessed by the Local Planning Authority to ensure the development complies with all aspects of the Habitat Directive.

4.158 Water stress also causes deterioration of the water environment in both the quality and quantity of water, and consequently restricts the ability of a waterbody from achieving a "Good Status" under the Water Framework Directive 2017 (as amended). The latest Water Framework Directive assessment data shows that all of the watercourses in the Huntingdonshire area have moderate or poor overall status. Reasons identified by the Environment Agency for not achieving good status include the water industry (sewage discharges), agriculture, rural land management (livestock, arable and land drainage). Another principal source of pollution is from urban and highway runoff. This can be managed through design of new development and transport infrastructure including nature-based solutions.

4.159 As such locally specific evidence and studies have been identified within the policy to guide the design of SuDs, supporting local opportunities and opportunities to improve groundwater, surface water and water quality. In Huntingdonshire there are a number of Special Areas of Conservation, Special Protection Areas, Sites of Special Scientific Interest, National Nature Reserves and Ramsar sites which can be identified on the Local Plan Policies Map. Conservation objectives for these sites are managed by a number of organisations including but not limited to Cambridgeshire County Council, Natural England, the Wildlife Trust for Bedfordshire Cambridgeshire and Northamptonshire. The Great Fen Vision and Masterplan identify conservation objectives for the area alongside a number of projects.

4.160 Community Flood Action Groups can also provide further information on local flood issues, as can local surface water management plans. As of April 2026 Community Flood Action Groups in Huntingdonshire included Alconbury, Alconbury Weston, Brampton, Brington, Broughton, Ramsey, Wistow, Houghton and Wyton, Molesworth, St Ives and St Neots.

4.161 Standard 4 of the National Standards for Sustainable Drainage Systems (SuDS) sets out the requirements for surface water relating to land uses that present a higher risk to surface and groundwaters. Such areas may include large areas of hard standing and present a pollution risk to surface and ground water for example, car parking, regular vehicle movement, vehicle refuelling facilities or washing operations, or small areas handling hazardous or highly polluting materials. A proposal for land uses with a higher risk to surface and groundwaters will be expected to include appropriate additional treatment stages or intercept and contain runoff to ensure that any pollution risks are suitably addressed. The Cambridgeshire Flood and Water Supplementary Planning Document (2017) or successor document includes advice about how sustainable drainage systems can be used for such areas and the provisions that could be necessary to address contamination risks.

4.162 In order to safeguard against the contamination of ground water the use of deep infiltration SuDS, such as deep borehole soakaways, will not be accepted in most circumstances. Exemptions will only be made in exceptional circumstances if the proposal is for land uses that pose a very low contamination risk and are supported by an adequate risk assessment, conceptual site model and detailed design. Reference should also be had to the requirements of policy 'Preventing and reducing ground contamination and groundwater pollution'

4.163 For all other types of development, planning conditions may be applied to secure details of foul and surface water drainage where it is deemed necessary by the Local Planning Authority.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, Environment Agency, Internal Drainage Board, Middle Level Commissioners, Local Lead Flood Authority and Anglian Water.
Delivery mechanism	Through the determination of planning applications, SPD's, Master Plans, design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning permissions granted contrary to the advice of a responsible agency on flooding or water quality grounds

Enabling water efficiency

4.164 The purpose of this policy is to outline our approach to managing water efficiency and Integrated Water Management. Huntingdonshire is subject to considerable stress due to its position within one of the driest regions in the country. As such the availability of water and impact of new water demand on the environment has led to delays or restrictions on the granting of planning permissions. Whilst some of the issues will be addressed by external organisations such as water companies, local planning policies play a significant role in delivering the sustainable use of water resources to address the water scarcity issues, where able, seeking to ensure sufficient water supply to serve all new and existing developments.

Policy LP 24

Water Efficiency

A proposal for new residential development will be supported where it can demonstrate that it is designed to utilise no more than 90 litres per person per day of mains supplied/ potable water.

A proposal for new or redevelopment of non-domestic development (excluding public buildings such as schools and hospitals) will be supported where it can demonstrate:

a. it can achieve a minimum of 3 credits in WAT01 water consumption issue category, or an equivalent standard set out in any future update to BREEAM; and
b. it has undertaken an assessment of non-domestic supplies if required by Anglian Water or Cambridge Water meeting any additional requirements as a result.

A proposal for non-household development including public buildings, such as schools and hospitals should, where practical and viable, take opportunities to implement higher water efficiency standards allowed for under the building regulations.

A proposal must be accompanied by a statement to demonstrate how policy requirements have been met.

Should government policy or legislation relating to water efficiency and integrated water management be of a more stringent or significant departure from the above, after the adoption of this plan, the more stringent standard will be applied.

4.165 A proposal for a new residential dwelling must adopt an integrated approach to water management and demonstrate water efficient design including sustainable drainage, water quality and biodiversity, as detailed within other policies within the plan.

4.166 The Environment Agency's Water Stressed Areas – 2021 Classification identifies that Huntingdonshire is affected by serious water stress and the Environment Improvement Plan 2023 introduces a National Water Target that requires 20% reduction in public water supply in England per head of population by 2038 to be achieved by both new and redevelopment of existing sites.

4.167 Huntingdonshire have produced Stage 1 and 2 Water Cycle Studies (WCS) which provide further information about the capacity of the water environment and water services infrastructure to accommodate the supply of water required for growth during the plan period. The study details that the level of water stress in Huntingdonshire is serious and therefore demonstrates sufficient justification to adopt higher water efficiency targets currently allowed for under the building regulations of 110 l/p/d (usage based on litres, per person, per day) which have been tested by the whole plan viability assessment.

4.168 The 2023 Written Ministerial Statement (WMS) urges local planning authorities in seriously water-stressed areas to adopt stricter water standards in Local Plans and planning permissions. This updates the 2015 WMS, which previously prohibited requiring tighter water efficiency standards than those in the Building Regulations 2010.

4.169 The Shared Standards in Water Efficiency for Local plans 2025 sets out a collaborative and collective approach to deliver sustainable growth in the east of England. Annex C demonstrates and gives examples of a fittings-based approach to new residential development that can feasibly achieve a total consumption of 85 l/p/d.

4.170 A Water Efficient Design Statement or sustainability statement as part of a Design and Access Statement can be used to demonstrate how the above policy requirements can be achieved. This could include baseline and full calculations to demonstrate the expected water use within the proposed development such as water efficient fixtures and fittings, rainwater/ stormwater harvesting and reuse or greywater recycling, or the identification of water saving design measure that have been used to meet the water efficiency standards.

4.171 For non-domestic development, where a minimum of 3 credits in WAT01 water consumption cannot be achieved. The applicant will be required to justify and evidence why full credits/ WAT01 is not possible/viable for the development.

4.172 A proposal for non-household development including public buildings, such as schools and hospitals should, where practical and viable, take opportunities to implement higher water efficiency standards allowed for under the building regulations.

4.173 Applicants are advised to seek early advice from relevant water authorities to confirm sufficient supply capacity exists for their development. It is recommended businesses undertake water efficiency audits before new water supplies are requested.

4.174 Water efficient devices such as low flush toilets and aerated taps / shower heads as well as water efficient white goods (dishwashers and washing machines) could be installed. The fitting of smart meters helps to support and encourage reducing water usage and to help identify leaks. Rainwater and surface water harvesting, greywater recycling and wastewater recycling are also recommended as ways to reduce water demand.

4.175 A proposal for residential developments of 200 residential units and above and commercial developments are encouraged to consider incorporating greywater recycling and/or rainwater harvesting into development at the master planning stage in order to reduce water demand.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, Environment Agency, Anglian Water and Cambridge Water.
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning permissions granted contrary to the l/p/d

The ten characteristics of well-designed places

Section C:

Our Development Management Policies

C.1 This section contains policies that will help people making planning applications to understand the requirements of sustainable development in Huntingdonshire and to help the Council determine planning applications efficiently:

Section C - Our Development Management Policies

This section contains policies which set out the Council's detailed requirements for planning applications. It includes policies relating to:

- design and creating sustainable places;
- economy and employment;
- housing types and tenures;
- community;
- natural and historic environment.

Chapter 5:

How will we create well designed places?

Introduction

5.1 The Huntingdonshire Futures Place Strategy places great importance good design recognising its importance in place shaping and creating attractive and resilient communities with a high quality of life.

5.2 The National Planning Policy Framework (NPPF) identifies good design as a key aspect of sustainable development and contends that it is indivisible from good planning. The choices made during the design stage of a development can affect a wide range of issues from the value of the development through to its longevity. This is increasingly important in the context of climate change whereby buildings and communities must become more resilient to a changing environment and efficient in terms of energy usage. Good design helps to create distinctive places where people feel welcome and want to live, work and spend their free time. It includes both the aesthetic - how a place looks and feels, and the functional - how a place works, with the overall aim of supporting the health and wellbeing of everyone affected by a development. Investing in design also makes commercial sense as there is clear evidence that it can add value to development projects. This chapter sets out the Council's policy approaches in creating well designed places.

5.3 Policy 'Design context and character' identifies responding to context and character as the key principle to achieving well designed developments and refers to the primary local and national documents which should inform the design of development proposals. Policy 'Creating high quality places and spaces' provides additional detailed policy requirements, promoting consideration of all elements of design to achieve successful new places. The placemaking requirements for larger developments are set out in Placemaking for larger scale developments. Policy 'Ensuring amenity for new buildings and neighbours' seeks to ensure that the design of new development contributes to public health and provides for a high quality of life for residents, users and neighbours.

5.4 Following these overarching design policies are a series of climate related policies. The NPPF requires plans take a proactive approach to mitigating and adapting to climate change in line with the Climate Change Act 2008 including reducing greenhouse gas emissions. The Council's approach to reducing embodied carbon and reducing operational energy consumption are set out in policy 'Minimising embodied and operational carbon in new buildings'. It seeks to reduce emissions through the reuse of buildings with a presumption against demolition unless this is required, sustainable construction and reuse of materials, and use of design principles that maximise energy savings. Policy 'Making existing buildings more energy efficient' sets out support for retrofitting recognising that the vast majority of buildings in 2050 have already been built and over time will require some form of retrofitting to bring them up to higher energy efficiency and climate adaptability.

5.5 Residents and users of new developments generate additional journeys by vehicle, bicycle or foot. Policy 'Supporting active and sustainable travel' seeks to ensure that any negative impacts of these additional journeys, such as additional traffic, are mitigated, and that the proportion of journeys made by public transport, cycle and foot increases. Providing sufficient, discreet parking for vehicles and cycles on a development can significantly influence the feel of a place, and can encourage the enjoyment and active use of public space. Policy 'Parking provision and vehicle movement' seeks to ensure appropriate levels of well designed parking provision for vehicles and cycles at residential and in non-residential developments. This is intended to support the overall aim of encouraging more people to use public transport or to travel by bicycle or foot, balanced with being realistic about the options available for achieving this in a rural district. The rural nature of the district is recognised and travel by private car will still be the chosen mode of transport for some. Building regulations require electric vehicle charging points within new development, so policy 'Providing electric vehicle charging points' provides policy criteria on the design and location of charging points.

5.6 Pollution control regimes are largely governed by legislation outside the planning process. However, planning has a key role to play in preventing development from causing pollution. Planning also has a role in controlling the risk of pollution arising from contamination and possible impacts on human health, property and the wider environment. Policies 'Preventing and reducing air pollution' and 'Preventing and reducing ground contamination and groundwater pollution' set out the Council's approach.

Design context and character

5.7 The purpose of this policy is to set out the mechanisms for achieving high standards of design for all developments.

Policy LP 25

Design context and character

A proposal will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings, including natural, historic and built environment, to help create distinctive, high quality and well-designed places. In order to achieve this a proposal will need to have applied the guidance contained in the Council's Huntingdonshire Design Guide SPD (2017), the Huntingdonshire Landscape and Townscape Assessment SPD (2022) or successor documents, applicable conservation area character statements and neighbourhood plan design guides.

A proposal could also have regard to relevant advice or guidance that promotes high quality design, details the quality or character of the area or describes how the area should develop in the future.

5.8 For new development to be successful their integration into the local context is essential. Good design addresses social and environmental concerns as well as visual and functional ones. New developments should create places that are attractive, safe and accessible, and respond well to the local environment. Development of all scales should make a positive contribution towards the quality of the built environment in Huntingdonshire, making it more attractive to residents, visitors and investors.

5.9 The National Design Guide and the National Model Design Code - Part 1 provides the mechanisms for recognising well designed places, outlining and illustrating the government priorities for well designed places in the form of ten characteristics supporting the NPPFs policy to refuse development of poor design which fails to improve the character and quality of an area and the way it functions. The Huntingdonshire Design Guide SPD (2017) sets out important design principles to help create successful new development within the Huntingdonshire context. The Council undertook a compatibility check of the Design Guide SPD against the requirements set out in the National Model Design Guide (NMDG) and National Model Design Code (NMDG). The compatibility check confirms that Huntingdonshire's Design Guide SPD 2017 meets the requirements of both the NMDG and the NMDC 10 characteristics of a well-defined place and go over and above the minimum requirements as set out in the paragraph 35 (page 7) of the NMDG and paragraph 27 (Page 6) of the NMDC. This means Huntingdonshire's Design Guide SPD 2017 can be considered up to date and be used as a material consideration in the determination of planning applications.

5.10 Huntingdonshire's Design Guide SPD aim is to influence and raise the quality of design and layout of new development in Huntingdonshire by providing practical advice to all those involved in the design and planning process on what the Council considers to be good, environmentally friendly and sensitive design. The Design Guide SPD is to be used alongside the Huntingdonshire Townscape and Landscape Assessment SPD (2022) (or successor documents) which details the typical townscape features of the towns, their structural traits, characteristic architectural styles and locally used materials. Where proposals are located within a conservation area, the design must apply the requirements of the relevant conservation

character statement. In respect of landscape, there are nine character areas which will influence the scale and form of development across the district. Development proposals should complement the existing built form, respect the fundamental character of the landscape and not introduce incongruous elements.

5.11 Many documents and other resources are likely to be useful in informing the design of proposals. When seeking to understand the surroundings, a proposal should have regard to resources that detail the quality or character of the surroundings, including, but not limited to, neighbourhood plans, village design statements/ codes and parish plans. Where they exist, documents such as urban design frameworks, design briefs, design codes and masterplans for nearby areas show how the quality and character of the surroundings is expected to develop in the future; these can also inform the design of a proposal. There may also be other advice and guidance available that promotes high standards or sets out best practice for design in certain situations, which should be referred to. A very useful source of advice at the national level is the Design Council.

5.12 Relevant advice relating to movement through and around developments includes the Manual for Streets and Manual for Streets 2. Advice in these documents together with that within the Council's Huntingdonshire Design Guide SPD will enable successful new streets and public spaces to be created. Further guidance to support creative approaches to development is available at the national level.

5.13 The Council offers a pre-application advice service. This can assist with establishing the key issues likely to influence the decision making process for a particular development proposal. Detailed design aspects can also be considered and revisions suggested that may be necessary to make a scheme acceptable. The process can also provide an indication of the likelihood of support being forthcoming if the proposal is brought forward as a planning application.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Landowners, Parish Councils, developers
Delivery mechanisms	Through the determination of planning applications, SPDs, Master Plans, Design Guides and Codes, Neighbourhood Plans
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning applications refused where the grounds of refusal was based on their adverse impact on their surroundings

Creating high quality places and spaces

5.14 The purpose of this policy is to set out the Council's approach to achieving high standards of design.

Policy LP 26

Creating high quality places and spaces

New development and advertisements will be expected to incorporate key placemaking principles by being well designed based upon a thorough understanding of constraints and appraisal of the site's context to ensure the delivery of attractive, usable and long lasting buildings and spaces.

A proposal will be supported where it can be demonstrated that it:

Integration and Design

a. implements a cohesive design through the use of a limited palette of quality, durable materials with an attention to detail particularly where different elements and materials meet, considering local vernacular;
b. secures a distinctive environment for the development through high quality hard and soft landscaping and boundary treatments;
c. ensures that public and private amenity spaces are clearly defined and are designed to be functional, inclusive, usable and safe;
d. successfully integrates the functional needs of the development including garden storage, refuse and recycling, cycle parking and storage and car parking so that their dominance is minimised;
e. successfully integrates utilities apparatus and renewable and low carbon sources of energy; and
f. incorporates climate resilience measures to ensure adaptability to potential changes in climate including overheating.

Streets and spaces shaped by buildings

g. creates attractive and appropriately scaled built frontages to positively enhance the streetscape, avoiding the introduction of incongruous and/or intrusive elements into key views and vistas;
h. delivers a balanced mix of compatible buildings and uses, promoting variety, choice and economic activity;
i. enables the wider area to achieve a coherent and integrated built form including considering potential future development or redevelopment of adjoining sites - this should consider connectivity via roads and pedestrian and cycle access between sites

East of getting around

j. promotes accessibility and permeability for all by creating safe and welcoming places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport;
k. does not impede pedestrian and vehicular movements or impact on public safety;
l. provides recognisable and understandable places, routes and points of reference;

Well designed public spaces

m. promotes a sense of place to include attractive walkable streets, squares and other public spaces with a defined sense of enclosure, with multi-functional green spaces and corridors;
n. incorporates tree planting and biodiversity improvements which can also be beneficial in providing shade within developments;
o. creates development that will function well and is safe and secure to use;

5.15 Good design contributes positively to making places better for people. It should also create environments that support active and healthy lifestyles and physical and social engagement. It requires a thorough understanding of site context, as well as consideration of how to ensure that the buildings and spaces created on a site are attractive, usable and durable including adaptable and resilient to a changing climate.

5.16 The criteria in this policy promote consideration of the appropriate design response to create high quality places and spaces. It reflects the principles within the National Design Guide and the National Model Design Code - Part 1 as well as the principles of Active Design by Sport England and the Huntingdonshire Design Guide SPD (2017). which provides a more localised focus to these design principles. The Design Guide SPD explains both why the issues raised in the criteria are important, and how they can be addressed successfully. The text below expands upon criteria only where additional explanation to that provided in the Design Guide is considered helpful. Policy 'Supporting active and sustainable travel' provides further guidance on active and sustainable travel elements.

5.17 The Huntingdonshire Local Housing Needs Assessment (2025) identifies that by 2046 there will be a 38% increase in the population aged 65 or over. A significant proportion of this older population, and of those aged under 65, will have a physical or mental disability which means that navigating and moving through a place can be difficult. For this reason, criterion j. requires that a proposal should promote accessibility and permeability for all, whatever their mobility. Providing recognisable places, routes and points of reference can help everyone, including those with a mental disability such as dementia, to navigate through a place.

5.18 Hard boundary treatments should be avoided in favour of boundary features such as hedges that form connecting corridors for wildlife rather than hard barriers. However, where walls and fences are the only viable option they should include small holes at ground level so animals such as hedgehogs, reptiles and amphibians can move around a housing development along wildlife corridors. Additional measures that should be included within the design of a proposal are bee blocks, bird boxes and feeders, insect hotels and bat boxes. These solutions may not be appropriate for all sites and types of developments but offer a selection of some of the measures that can be incorporated into developments to increase biodiversity.

5.19 Amenity space, both public and private are important to enhance the quality of life and enjoyment of places providing a balance to built development. All new residential units will be expected to have direct access to an area of private amenity space appropriate to the housing type and expected number of occupants such as private garden, roof garden , balcony, glazed winter garden or ground level patio. These spaces should be separated from any shared amenity areas and should consider the location and context of the development including the character of the surrounding area. When considering private amenity space, the design should address issues of overlooking and enclosure, which may detrimentally impact upon the proposed dwelling and any neighbouring dwellings and the orientation of the amenity space in relation to the sun at different times of the year. When incorporating private amenity space a proposal must also demonstrate that the design is of a shape, size and location that allows the effective and practical use of the space by residents. The Huntingdonshire Design Guide SPD (2017) provides further design guidance on how public and private amenity space should be considered.

5.20 Garages can provide parking and protection for cars as well as storage space that is attractive to prospective owners and residents. "Parking provision and vehicle movement" sets out the Council's policy requirements in relation to garaging and parking in more detail. The requirement to consider parking within this policy emphasises that discreet garaging and parking should be integrated into the overall design of a development.

5.21 Climate change and its impacts should also be considered within proposals in order to help future proof development. As such buildings should be designed in a way that are climate resilient particularly to the impact of overheating (see Approved Document O of the Building Regulations) now and in the future. Alongside this policy other climate adaptability and energy efficiency policies in this plan must also be used: 'Minimising embodied and operational carbon in new buildings' and 'Making existing buildings more energy efficient'. For water efficiency, see policy 'Enabling water efficiency'. Trees are an important way to keep temperatures down and can make living environments more pleasant in period of extreme hot weather. The benefits of tree coverage for addressing overheating should also be considered within the design process alongside policies 'Protecting our trees, orchards, woodlands, hedges and hedgerows' and 'Managing surface water'.

5.22 Also, providing trees and natural solutions such as tree planting, soft landscaping, green roofs, sustainable drainage and natural and semi-natural green spaces are an important way to keep temperatures down and can make living environments more pleasant in periods of extreme hot weather. The benefits of tree coverage for addressing overheating should also be considered within the design process. Trees and vegetation also help to capture more carbon from the atmosphere.

5.23 Energy efficiency for residential buildings is managed through the Building Regulation system. There is still a role for planning to seek energy efficiency for residential development through aspects that fall outside the remit of building regulations. A proposal for residential development should therefore seek to

promote energy efficiency by adopting best practice in all aspects of design including but not limited to site layout, building orientation, the layout of rooms and uses within buildings and the use of landscaping for shelter and shade. Such measures can be incorporated through the design process without adding to costs.

5.24 For advertisements requiring advertisement consent [2] relevant design criteria in this policy, particularly a, b, g and k, should be followed. The scale, materials and design should be in keeping with the architectural and scenic features of the local area. Materials and colour should be carefully selected, in order that the advertisement becomes a functional, integral part of the overall design of the development, and not an ugly appendage. The impact, both individually and cumulatively, on visual amenity, light pollution, highway and public safety and functional need are key considerations. Illuminated advertisements can have a particularly significant impact on the street scene, and a proposal for an internally illuminated fascia or projecting box sign will be carefully considered.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning applications refused where the grounds of refusal were based on failure to create high quality places and spaces

Ensuring amenity for new buildings and neighbours

5.25 The purpose of this policy is to ensure that the physical environment created by new development protects and promotes a standard of amenity for future occupiers and users, and surrounding uses.

Policy LP 27

Ensuring amenity for new buildings and neighbours

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. A proposal will therefore be required to ensure:

a. adequate availability of daylight and sunlight for the proposed use, minimising the effects of overshadowing and the need for artificial light;
b. the physical relationships arising from the design and separation of buildings are not oppressive or overbearing, and in particular will not result in overlooking causing loss of privacy;
c. that predicted adverse noise impacts, including internal and external levels, timing, duration and character, will be acceptable;
d. that predicted adverse impacts from the following sources or will be made acceptable:

    i. obtrusive light;
    ii. contamination;
    iii. air pollution;

2 Many advertisements do not require advertisement consent. The specification of what requires consent is provided in the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

iv. water pollution;
v. odour;
vi. poor ventilation;
vii. dust;
viii. vibration; and
ix. overheating

e. adequate and accessible waste storage is provided, avoiding adverse impacts;
f. the risk and perceived risk of crime is minimised, including through applying relevant guidance from Secured by Design;
g. that all homes, businesses and main town centre uses are capable of being served by ultra fast broadband through the integration of appropriate measures such as open access ducting to industry standards; and
h. that there would be no adverse effect on safety near a notifiable installation and no increase in the number of people that would be put at risk in the vicinity of a notifiable installation.

5.26 Good design is not solely a visual concern; it contributes significantly to people's enjoyment of buildings and the spaces between them. Design also has important social and environmental dimensions, such as the potential for a high quality public realm that contributes to public health, a more inclusive environment, quality of life and sustainability.

5.27 A common concern when development is proposed is that of its potential impact on neighbouring uses. More intensive forms of development make more efficient use of land and buildings, but have greater potential to impact on their surroundings. A key role of the planning system is to ensure that new development does not have an adverse impact on the amenity of existing properties and that adequate levels of amenity will be enjoyed by future occupiers of the proposed development. This policy sets out the criteria that will be used to assess whether a proposal will have a significant impact upon amenity. Further guidance on is contained in the Huntingdonshire Design Guide SPD (2017) or successor documents and also the National Model Guide (2021) or successor documents.

5.28 Careful design, layout and orientation are essential to ensure proposals do not adversely affect others. To ensure the wellbeing of occupiers it is important to ensure that new developments do not materially alter light levels outside the development and/ or have the potential to adversely affect the use or enjoyment of nearby buildings or open spaces. Aspects that will need careful consideration include whether the proposal will block daylight or affect the privacy of neighbouring buildings, particularly in the habitable rooms of a property. Where developments have an impact on the daylight or sunlight of adjoining buildings, a more detailed analysis will be required in accordance with BRE digest 209 Site Layout Planning for Daylight and Sunlight (2022, third edition) or successor documents.

5.29 Development management decisions will consider noise impacts in an integrated manner alongside other potential impacts of the proposed development. The planning process is key for local authorities to manage land use and prevent conflicts, especially regarding noise. Developments must be suitably located and designed to avoid unacceptable noise impacts on communities and protect noise-sensitive developments. Good acoustic design is required to ensure opportunities are taken to incorporate effective design interventions early in the process, which will enable residential development to meet required standards and provide an acceptable acoustic environment.

5.30 Required mitigation may include considerations such as careful site layout, design, distance, acoustic screening, landscaping, orientation of buildings, locating additional windows on quieter facades and screening of sensitive rooms/areas by non-sensitive ones etc siting of buildings, landscaping and building design. The NPPF provides overarching guidance, supplemented by the Noise Policy Statement for England and the Planning Practice Guidance, which acknowledge the subjective nature of noise. Where appropriate the Council will interpret these using national and industry standards, including

British Standards and World Health Organisation guidance to assess and manage noise. Residents value the ability to open windows, especially in rural areas and therefore the council will usually require that internal noise standards are met even with windows partially open. This should be achieved through good acoustic design. External amenity areas must also be assessed and meet appropriate standards. Achieving this may require careful siting, orientation, design, and acoustic screening. Where pollution issues are likely to arise developers are encouraged to engage in pre-application discussions early to address noise sources effectively.

5.31 Minimisation of disturbance through obtrusive light, poor air quality, odour, poor ventilation, vibration and dust emissions are also important in providing a reasonable quality of life for occupiers and to safeguard biodiversity and the quality of the environment. Aspects that will need careful consideration include how the use of artificial light will impact on wildlife. Such considerations apply equally to proposals to extend and alter existing buildings as they do to new developments.

5.32 Wastewater infrastructure facilities such as pumping stations and water recycling centres can impact amenity, encroachment on these assets should be avoided due to the proximity of sensitive receptors and potential loss of amenity due to odour and /or noise arising from the operation of these facilities. The Minerals and Waste Plan identify WRC's and includes policies that are relevant to proposals within 400m of a water recycling centre.

5.33 Huntingdonshire has been one of the best performing local authorities in the country for recycling. In order to maintain this performance, new buildings need to be designed to help residents and users to reduce waste generation and recycle more. This includes provision of convenient space for storage of recyclables and green waste awaiting collection, usually in wheeled bins. Reference should be had to Building Regulations Approved Document H (section 6) which sets out requirements for waste storage as well as the RECAP Waste Management Design Guide SPD (2026) or successor documents adopted by Cambridgeshire County Council and the Waste Collection policies produced by Huntingdonshire District Council.

5.34 Good design helps ensure the successful integration of new development into existing neighbourhoods through taking account of community and individual safety considerations and minimising opportunities for crime. Building regulations include security standards (see Approved Document Q) that apply to new housing. Aspects of Secured by Design that deal with the external environment such as the spaces between and around buildings should be incorporated into the design process.

5.35 A reliable internet connection is now considered as an essential utility used at home, for education and to facilitate homeworking supporting economic and business growth. The 'Connecting Cambridgeshire' programme is working with the Government and suppliers to ensure that as many premises can access gigabit-capable broadband. It will be important for all new residential, employment and commercial developments to provide the infrastructure to enable connection to be made to fibre optic broadband infrastructure as the main technology for delivering at least ultra fast connections. This should be designed and installed as an integral part of development to avoid the visual impact and future disturbance caused by retrofitting. It is recognised that the availability of broadband infrastructure will vary across the district. The expectation is that where such infrastructure is not readily available nearby, provision is made for ducting and cabinets to enable easy connection at a later date.

5.36 The storage of hazardous substances are referred to as notifiable installations and are covered by separate consenting processes. The policy requires that there would be no adverse effect on safety near a notifiable installation and that there would be no increase in the number of people that would be put at risk in the vicinity of a notifiable installation. The distances involved will depend on a number of factors including the details of the development proposed and the substances and potential hazard of the installation. Detailed advice should be sought from the Council's Environmental Heath service.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered providers, applicants
Delivery mechanism	Through the determination of planning applications, supplementary plans, masterplans, design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications refused where grounds of refusal included detriment to neighbouring properties

Minimising embodied and operational carbon in new buildings

5.37 The purpose of this policy is to set out our approach to minimising embodied and operational carbon through sustainable construction and materials practices and support development that is energy efficient, working towards reducing carbon emissions.

Policy LP 28

Minimising embodied and operational carbon in new buildings

Minimising the embodied carbon of development

All development should, where practical and viable, take opportunities to reduce the development's embodied carbon content, through the careful choice, use and sourcing of materials. Modern Methods of Construction (MMC) could also be utilised.

A proposal on previously developed land must reuse materials already on site within the proposal where it is possible to do so.

There is a presumption against demolition and in favour of the re-use of existing buildings. Where demolition is undertaken, applicants must set how materials will be either reused within the proposal or disposed of.

Minimising operational energy consumption in new buildings

All new homes and non-residential buildings must be developed to at least the national standards at the point an application is made.

To maximise energy efficiency, a development proposal should demonstrate through a proportionate Design and Access Statement that it has considered the following design principles, identifying where these have been incorporated into the design of the development:

1. orientation of buildings - such as positioning buildings to maximise opportunities for solar gain, and minimise winter cold wind heat loss
2. form of buildings - creating buildings that are more efficient to heat and stay warm in colder conditions and stay cool in warmer conditions because of their shape and design
3. fabric of buildings - such as using materials and building techniques that reduce heat and energy needs. Ideally considering the use of materials with a lower embodied carbon content and/or high practical recyclable content

4. heat supply - providing net zero carbon heat supply, for example, no connection to the gas network or use of oil or bottled gas
5. renewable energy generation - generating enough energy from renewable sources on site (and preferably on plot) to meet reasonable estimates of all regulated and unregulated total annual energy demand across the year

Applicants should also have regard to the advice set out in the Environmentally Sustainable Design and Construction Technical Advice Note (November 2025) or successor documents.

5.38 Embodied carbon includes emissions and removals of carbon associated with materials and construction processes throughout the whole life cycle of an asset. These emissions can be minimised by the sustainable use materials and the reuse and recycling of material after demolition.

5.39 Modelling in the Position statement and analysis of baseline and forecast future emissions (November 2024) and the Assessment of spatial strategy options (December 2024) shows that a significant proportion of emissions related to new development in Huntingdonshire in the plan period will result from embodied carbon.

5.40 New buildings should integrate sustainable building and construction practices like modern methods of construction as well as sustainable materials within their proposals to lower the levels of embodied carbon emitted to create new buildings. Our supporting document The contribution of sustainable design to achieving Net Zero (November 2024) provides further detail on this.

5.41 Modern Methods of Construction (MMC) is a way of reducing embodied carbon and refers to a collective term for a wide range of non-traditional building processes focusing on the use of sustainable materials and off-site manufacturing, including modular construction where units are fully fitted out off site, panelised systems (such as timber or light-steel frames), site-based MMC such as thin-joint blockwork and subassemblies and components (such as prefabricated chimneys, porches etc.). Offsite manufacturing is often associated with an enhanced speed of construction, minimal defects in structures, and reduced wastes and energy consumption due to the pre-casting and fabrication of building segments, reducing onsite activities.

5.42 Reducing embodied carbon also contributes to other sustainability targets and priorities, for example, use of recycled content, recyclability of building materials, and reduced waste materials to landfill can all result from a focus on reducing embodied carbon and also contribute to waste reduction targets. Similarly, benefits to the local community can accrue from reduced on-site energy generation and cleaner fabrication processes which mitigate the impact of the development site on the local area; the use of more local sourcing and local supply chains can also support jobs and the economy in the local area (or if not local, at regional or national level).

5.43 The policy sets a presumption against demolition. As carbon has already been emitted in the construction of these buildings by retaining the original structure as much as possible the carbon emissions can be saved in the upfront stage of a building's life. Demolishing buildings can result in waste which further increases the carbon impact of demolition. The materials that result from full or partial demolition should be reused within the development where possible. Where even this is not possible and materials have to be disposed of, this must be done in a sustainable and environmentally friendly manner.

5.44 Enhanced national standards to increase energy efficiency of new buildings are expected through Building Regulations. The Future Homes and Buildings Standard (FHBS) aims to ensure that new homes constructed from when the standards are introduced will produce between 75% and 80% less carbon emissions compared to those built under the Building Regulations Part L 2013. The FHBS is also centred on the vision of new buildings being 'zero carbon ready'. This relates to the Government's expressed intention for developments to transition to zero carbon status as the electricity grid decarbonises. The key components

of the 'zero carbon ready' building are, therefore, that the building achieves high standards of energy efficiency, and either has a low carbon (electric) heating system from the outset or is designed to accommodate one at a later date.

5.45 The policy identifies a series of actions that promote energy efficiency and reflect best practice in all aspects of design. Such measures can be incorporated through the design process without adding to costs. The more effort that is put into steps 1-3 of the above policy, the more reward can be achieved, and the least amount needs to be achieved by steps 4 and 5. In addition, the Council's Environmentally Sustainable Design and Construction Technical Advice Note (November 2025) provides guidance to individuals, developers, businesses and communities on the pathway to net zero. It provides practical guidance for all scales of development on site-specific design and sustainable construction, and is intended to complement the Huntingdonshire Design Guide Supplementary Planning Document (2017), which sets out principles for good urban design and includes approaches to achieving more sustainable development.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications refused based on non-compliance with national energy efficiency standards • Amount and % of housing and employment floorspace developed on previously developed land • Amount and % of new homes and employment floorspace created via conversion or change of use

Making existing buildings more energy efficient

5.46 The purpose of this policy is to set out the Council's approach to supporting retrofitting and making existing buildings more energy efficient.

Policy LP 29

Making existing buildings more energy efficient

Where a proposal involves the change of use, conversion, or extension to an existing building, a development proposal must demonstrate through a proportionate Design and Access Statement that it has considered opportunities to improve the energy efficiency of that building as set out in the Environmentally Sustainable Design and Construction Technical Advice Note (November 2025) or successor documents, identifying where these opportunities have been incorporated into the design of the development*.

Measures that enhance the building's climate adaptability will in principle be supported*.

*for any heritage asset, improvements in energy efficiency or climate adaptability of that asset should be consistent with the conservation of the asset's significance (including its setting) and be in accordance with national and local policies for conserving and enhancing the historic environment.

5.47 While we can plan for new buildings to be adaptable and long-lasting, particularly to a changing climate, we have to recognise that the vast majority of buildings in 2050 (the national target to be net carbon zero) have already been built. For example, approximately 80% of the homes that will exist in 2050 have already been built.

5.48 If we are to successfully decarbonise housing and buildings more generally, retrofitting is where the real challenge lies: we need to increase their energy efficiency, change their gas or oil heating system for low carbon heating systems and generate more renewable energy on their roofs. In addition to housing, existing non-residential buildings can also be retrofitted to improve their energy efficiency. As well as the positive impact energy efficient buildings can have on reducing carbon emissions, they can also bring social and economic benefits by making buildings cheaper to run and manage.

5.49 Sustainable retrofit can be achieved by adopting a whole building approach which not only focuses on energy efficiency measures but also incorporates adaptations that respond to a changing climate such as overheating. Integrating fabric measures, such as insulation, new windows, draught proofing, and low carbon building services (particularly in relation to ventilation, heating, controls and renewables) along considering the use of the building can help buildings respond to climate change. Some of these measures do not require planning permission and can largely be undertaken via permitted development. However, works that involve buildings in conservation areas and to listed buildings will still require consent. It is advised to check the Planning Portal before undertaking any works. Consideration should be had to Historic England's advice note on Adapting Historic Buildings for Energy and Carbon Efficiency.

5.50 The Council's Environmentally Sustainable Design and Construction Technical Advice Note (November 2025) supports and complements the implementation of the Council's Climate Strategy, guiding individuals, developers, businesses and communities on the pathway to net zero. It provides practical guidance for all scales of development on site-specific design and sustainable construction, and is intended to complement the Huntingdonshire Design Guide Supplementary Planning Document (2017), which sets out principles for good urban design and includes approaches to achieving more sustainable development. A proposal should outline in their Design and Access Statement where they have applied measures identified in the Sustainable Design and Construction Technical Advice Note within their development.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications where this policy applied

Supporting active and sustainable travel

5.51 The purpose of this policy is to ensure that developers fully consider how the opportunities and impacts of the range of travel and transport modes are addressed in their proposals.

Policy LP 30

Supporting active and sustainable travel

New development will be expected to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by active and sustainable travel modes as defined in the 'Glossary'. It should contribute towards delivery of inclusive mobility to people of all ages, mobility capabilities and socio-economic circumstances in order to reduce the potential for social exclusion.

Active travel

A proposal will be supported where it is demonstrated that it is accessible, or can be made accessible, by active modes of travel through connection to, and extension of, existing pedestrian, cycle and equestrian routes, where practicable and that:

a. future residents, occupiers or users of the development will benefit from genuine choice through opportunities to travel by active travel modes
b. it contributes to maintaining, improving and adding to connectivity for pedestrians, cyclists, users of wheeled mobility aids and equestrian users as appropriate to the development proposed to provide direct and attractive access to community facilities and key destinations
c. active travel routes are well defined, lit and feel safe with natural surveillance wherever possible
d. it responds to the needs of people with disabilities, care and support needs including reduced mobility

All routes must be provided to an adoptable standard and all pedestrian and cycle routes will be formalised as rights of way unless otherwise agreed with the Council and the Highways Authority.

Where a proposal would affect an existing public right of way or other formal non-motorised users' route, this route should be protected or enhanced within the proposed development. Where this is not possible it should be diverted to a safe, clear and convenient alternative route. The stopping up of paths/ routes will only be acceptable where all opportunities to provide a safe, clear and convenient alternative have been investigated and proved to be unsuitable.

Sustainable transport

A proposal for sustainable transport infrastructure will be supported where it is demonstrated that it contributes towards:

e. ensuring that future residents, occupiers or users of the development will benefit from genuine choice through opportunities to travel by sustainable non-motorised modes
f. maintaining, improving and adding to rail, bus and community transport connectivity, including new and enhanced services, facilities, active travel connections to bus stops, and bus priority measures;
g. the delivery of a mobility hub to support a sustainable transport interchange
h. the provision of infrastructure to facilitate public and shared transport using electric and other sustainable fuelling

5.52 Sustainable and active forms of travel are fundamental to high quality places and space connecting communities and are fundamental in helping transition to a low carbon future. This policy provides further detail on incorporating active and sustainable travel working alongside the policy creating high quality places and spaces which incorporates the principles within the National Design Guide and the National Model Design Code - Part 1 as well as the principles of Active Design by Sport England and the Huntingdonshire Design Guide SPD (2017).

5.53 The Council has a limited role in provision of active and sustainable travel infrastructure and operations, but will work with the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and other relevant stakeholders to support additional infrastructure and deliver transport priorities. Development should contribute to the delivery of these schemes and priorities wherever appropriate many of which are identified in the Cambridgeshire Local Cycling and Walking Infrastructure Plan. The NPPF identifies that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in a Local Plan. On that basis, at the strategic site allocations where sustainable transport and active travel options are currently minimal the capacity of the proposed development means that there is the means to significantly improve sustainable transport and active travel opportunities over the plan period and beyond.

5.54 Huntingdonshire's rural nature means that a significant proportion of journeys are made by car. For many people, walking or cycling are a feasible alternative to using the car for shorter journeys. Even for longer trips there may be the opportunity to make part of the journey by walking or cycling. Chapter 3 'How Huntingdonshire will grow and change' seeks to reduce the need to travel long distances by directing development to locations which have, or have the potential to provide, the greatest access to services and facilities and where sustainable travel modes and public transport are well provided for. This should enable a greater proportion of trips to be made by walking or cycling.

5.55 The active travel elements of any scheme should consider the guidance provided by Active Travel England which includes a toolkit and case studies to assist with design and more locally Cambridgeshire's Active Travel Strategy (March 2023).

5.56 In addition to active transport measures, developers will need to demonstrate that safe access can be achieved through compliance with the Department for Transport's Local Transport Note 1/20: Cycle Infrastructure Design and Inclusive Mobility guide

5.57 Sustainable travel modes are defined as being any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport. To support further use of sustainable travel modes, a development proposal should seek to utilise and where possible provide safe, coherent and easy to use footpaths and cycle routes, including linking to or providing new sections for the existing network. Provision should be appropriate to the character of the area so linking to or providing new bridleways will only be required where appropriate. Particular attention should be paid to the requirements relating to movement in policy 'Creating high quality places and spaces' and the Huntingdonshire Design Guide SPD (2017). Where appropriate, routes for non-motorised users (NMU) provided in development proposals should seek to support and connect with wider programmes for sustainable transport routes, such as those set out in, the Local Transport and Connectivity Plan (or successor document) setting out the CPCA's long-term strategy to make transport in Cambridgeshire and Peterborough better faster, greener, and more accessible for everyone.

5.58 Development proposals should also provide opportunities for people to use public transport (and community alternatives to public transport) both for local journeys, and to access the wider public transport network. For example, this may involve agreements to facilitate new bus stops or designing a development so that there is a short pedestrian path to the nearest bus stop. Physical features within developments to support greater use of public transport should be prioritised over revenue funding for enhanced services, the impact of which can be short term.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number and % of housing completions by settlement type • Number and % of planning permissions granted for major development supported by a Transport Assessment, Transport Statement and/or Travel Plan

Parking provision and vehicle movement

5.59 The purpose of this policy is to ensure that new development provides sufficient space and parking provision to meet the needs of the users and residents and minimise impacts on neighbouring uses.

Policy LP 31

Parking Provision and Vehicle Movement

A proposal will be supported where it incorporates appropriate provision for on site servicing, movement and parking of vehicles including commercial, service and emergency vehicles and incorporates appropriate parking for cycles. These should all comply with design and security guidance set out in the Huntingdonshire Design Guide SPD (2017) or successor documents.

A clear justification for the space for vehicle movements and level of vehicle and cycle parking proposed will need to be provided taking account of:

a. highway safety and access to and from the site
b. servicing requirements
c. the accessibility of the development to a wide range of services and facilities by public transport, cycling and walking
d. the needs and number of potential occupiers, users and visitors, now and in the future for the proposed use(s) specified
e. the amenity, as defined by other policies within the plan, of existing and future occupiers and users of the development and nearby property
f. opportunities for shared provision, where locations and patterns of use allow this

Minimum levels of car parking for disabled people as set out in national guidance [(3)] will be required.

A proposal for overnight lorry parking facilities may be supported in established employment areas within market towns where it would not prejudice residential amenity and safety, or on land adjacent to a junction on the strategic road network.

Cycle parking must be secure, covered and easily accessible:

g. A proposal that includes residential development will be expected to provide at least one clearly identified secure cycle space per bedroom for all dwellings (C3 Use Class), unless it can be demonstrated that this is unachievable. Cycle storage space must not impede garden amenity space and must be placed in an accessible location within the site
h. A proposal for employment uses will be expected to provide at least one clearly identifiable space per employee, unless it can be demonstrated that this is unachievable. Cycle storage space must not impede the function of the employment space and must be placed in an accessible location within the site
i. A proposal that includes new main town centre uses of 600m^2 or more net internal floorspace will be expected to provide and identify the location of at least one cycle space for every 25m^2 of net internal floorspace or part thereof, or otherwise demonstrate why a different level of provision is appropriate
j. A proposal for a new non-residential building over 2,500m^2 of net internal floorspace should provide dedicated changing, showering and storage locker facilities for cyclists
k. A proposal that includes short stay communal cycle parking will be expected to provide a minimum of 5% of parking spaces suitable for tricycles, adaptive cycles, scooters and cargo bikes/trailer parking

A proposal for specialist housing for older people or a residential or nursing home should provide secure parking and charging space for mobility scooters as appropriate to the nature of the proposed residents.

3 Traffic Advisory Leaflet (TAL) 05/95 – Parking for Disabled People, Department for Transport (1995), Inclusive mobility: making transport accessible for passengers and pedestrians by the Department for Transport (2022) and BS 8300-1:2018 Design of an accessible and inclusive built environment. External environment - code of practice (2018) or successor documents

5.60 The NPPF is clear that transport issues should be considered from the earliest stages of plan making, and should ensure patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. While there is a strong emphasis on reducing the need to travel by private vehicles given the semi-rural nature of Huntingdonshire vehicle ownership is high and likely to remain so at least in the short to medium term. This policy seeks to ensure that safe and appropriate provision is made for the movement and parking of all types of vehicle including cars, lorries, cycles and mobility scooters.

5.61 The National Design Guide details that parking standards are set locally and will vary in response to local conditions, and should be sensitively integrated into the built form to avoid dominance of the development or street scene. Well-designed residential and commercial car and cycle parking should be conveniently sited so that it is well used. When deciding upon the level of parking provision to include the potential impact on highway safety and street congestion must be considered. Insufficient parking or reliance on unallocated spaces can lead to overburdened parking provision pushing drivers to park on the highway or in other locations which may impede the safe passage of pedestrians, the flow of traffic, or accessibility for service and emergency vehicles. Provision should also be considered in relation to how the needs of users may change over time. Off-street provision should be prioritised to avoid on-street parking problems such as pavement parking or congested streets. Parking will be safe and meet the needs of different users including occupants, visitors and people with disabilities.

5.62 An innovative design led approach to the movement and parking of vehicles is encouraged having regard to the character of the area and the appearance of the proposed development. This should be in accordance with the standards laid out in chapter 3.5 of the Huntingdonshire Design Guide SPD (2017) or successor documents. However, it is important to ensure adequate parking provision for people with impaired mobility for whom parking in convenient locations is essential.

5.63 New development should facilitate access for commercial, service and emergency vehicles that is appropriate to the nature of the use. Residential developments should meet the Council's refuse collection requirements as set out in the Huntingdonshire Design Guide SPD (2017) or successor documents, including providing sufficient space for the Council's refuse freighters to access and service the development. For commercial buildings, servicing should be designed such that it does not dominate the street scene or provide a barrier to movement through the wider area.

5.64 Areas for parking and servicing should be planned for in a comprehensive manner including as part of surface water management. Reference should be had to policy 'Managing surface water' and to the Cambridgeshire Flood and Water SPD (2017) or successor documents which provide advice on how sustainable drainage systems can be used for such areas.

5.65 In order encourage cycling new development should also provide cycle parking which is readily available, secure and easily accessible. For residential uses, secure cycle spaces can be provided within garages if they are large enough (see Huntingdonshire Design Guide SPD (2017) or successor documents for guidance on garage sizes) and not impede on the amenity space to be provided within the proposal as this can adversely impact the living conditions of residents. When determining the number of cycles spaces for a residential development, the national space standards on maximum occupancy will provide the minimum number of cycle spaces to be provided. For non-residential uses a combination of spaces should provide appropriately for the differing short term needs of visitors and longer term needs of employees. To encourage people to cycle to work appropriate facilities are required for changing, showering and storage of items such as cycle helmets.

5.66 A proposal that includes short stay communal cycle parking will be expected to provide a proportion of parking spaces suitable for tricycles, adaptive cycles, scooters and/or cargo bikes/trailer. Typically it is recommended that 5% of parking should be provided for non-standard cycles (the Department for Transport Cycle Infrastructure Design – Local Transport Note 1/20) to accommodate people with mobility impairments.

A proposal for high traffic venues such as schools, nurseries, community venues retail and places of employment must consider the provision of additional capacity reflective of the location, visitor profile and land use.

5.67 To support people living in sheltered housing, nursing or care homes, specialist supported accommodation who may receive relatively frequent visits from a wide range of healthcare staff, carers and vehicles including ambulances, a proposal for this type of development must incorporate appropriate space for vehicle movements and parking of these users and vehicles. Where appropriate to the anticipated residents' needs secure parking and charging space for mobility scooters should also be provided.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered providers, applicants
Delivery mechanism	Through the determination of planning applications, SPDs, masterplans, design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number of new homes permitted with no off street parking • Number of cycle storage spaces permitted per dwelling/ per non-residential unit

Providing electric vehicle charging points

5.68 The purpose of this policy is to set out the Council's approach to how electric vehicle charging points should be integrated within proposals.

Policy LP 32

Providing electric vehicle charging points

New development will make provision for electric vehicle charging points in accordance with Part S of National Building Regulations or successor documents.

The location of charging points in development proposals must be appropriately located to allow for easy and convenient access from the charge point to the parking space(s), and be designed and located in a way which:

a. minimises the intrusion of the charge point on the wider use and access of the land;
b. minimises the risk of vehicle collision with the charge point;
c. minimises impacts on heritage assets and their settings; and
d. includes space for maintenance and replacement of electric vehicle charging infrastructure.

5.69 In 2021, Huntingdonshire's biggest sector of emissions is transport, accounting for some 36% of emissions. The government has committed to ending the sale of new cars powered solely by internal combustion engines from 2030, with all new cars and vans being fully zero emission by 2035. Electric vehicles (EV) are a means to reduce emissions from transport. With such a technological shift on the horizon, it is imperative that there are enough charging points for a variety of vehicles including emergency

vehicles and that the built environment and infrastructure is ready. The Cambridgeshire and Peterborough Combined Authority have an Electric Vehicle Infrastructure Strategy which seeks to boost EV charging across the region.

5.70 In December 2021 the Building Regulations were updated with a new Part S being added which addresses Infrastructure for Charging Electric Vehicles. These regulations come into effect in June 2022 and require the provision of charging points in both residential and non-residential developments, with specific levels of requirements set out for uses. This requires at least one EV charging point for all new homes (including flats) with a minimum power rating of 7kW (mode 3 charging) provided the associated parking space is not within a covered car park. The total cost of compliance (including equipment and installation) is currently capped at £3,600 per charging point. If costs exceed this, the number of charge points required may be reduced and cable routes / ducts provided to allow the future installation of EV chargers. Some EV charging can be delivered through permitted development. There may be times when EV charging is capable of charging at greater speeds than the minimum 7kW such as fast 22kW and rapid 43kW.

5.71 As a result of Building Regulations this policy does not seek the basic provision of electric vehicle charging points, but, given that we will all be expected to drive electric vehicles throughout the course of this local plan, it seeks to ensure that the location of electric vehicle charging points are well situated to ensure that they will be readily accessible to future users.

5.72 Applicants should carefully consider the placement of electric vehicle chargers from the outset, along with the required cable routes between the charger and the parked vehicle. Most provision will likely be off-street, on driveways or in car ports/ garages but this may present challenges for terraced houses where parking is located on the street, as trailing cables could pose a trip hazard; trailing cables across public highway are not permitted under section 178 of the Highways Act 1980. To mitigate this risk, channel systems could be utilised to secure the cable in place. The County Council is trialling an EV charging channel solution and will consider if the use of cable channels will be permitted for use in the county to secure the cable in place. While these channels do not require planning permission, residents must gain approval through a Section 178 (S178) licence agreement with the Highway Authority to authorise their use, and planning permission for a home EV charge point may be required. Cambridgeshire County Council's policy on On-Street Electric Vehicle Infrastructure should also be consulted.

5.73 With smart charging technology, EVs can be charged at times when electricity demand is low, helping to balance the grid and integrate more renewable energy sources. Advanced charging infrastructure allows EVs to not only draw power from the grid but also feed electricity back into the grid during peak demand periods, acting as a distributed energy storage system.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers,
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications that provided new electric vehicle charging points

Preventing and reducing air pollution

5.74 The purpose of this policy is to set out the Council's approach in relation to how development proposals affect and are affected by air quality.

Policy LP 33

Preventing and reducing air pollution

A proposal for large scale major development will need to be accompanied by an Air Quality Assessment where:

a. it has the potential to increase traffic within 200m of an internationally or nationally protected nature conservation site
b. it would conflict with an Air Quality Action Plan
c. any part of the site is located within 50m of an Air Quality Management Area (AQMA), a Clean Air Zone (CAZ), or a Smoke Control Area (SCA)
d. a significant proportion of the traffic generated would go through an AQMA, a CAZ or a SCA, or
e. any part of the site is located within 100m of a monitoring site where the annual mean level of nitrogen dioxide exceeds 35µg/m3

An Air Quality Assessment should be proportionate to the nature and scale of the proposal and the level of concern about air quality, but should assess:

f. the existing state of air quality surrounding the site
g. how the proposal could affect air quality during construction and operational phases including how to overcome any issues
h. the extent to which people could be exposed to poor air quality, and
i. how biodiversity could be affected by changes in air quality as a result of the proposal

A proposal will need to be accompanied by a low emissions strategy where the air quality assessment shows that the proposal would:

j. have a significant adverse effect on air quality
k. have an adverse effect on the air quality factors that led to the affected AQMA being designated
l. cause a significant increase in the number of people that would be exposed to poor air quality, or
m. lead to a designated nature conservation site or protected species that is sensitive to poor air quality being adversely affected by changes in air quality

The low emissions strategy will include measures that mitigate the impacts of the proposed development by contributing to the improvement of air quality and/ or the reduction of emissions relating to the designation of the affected AQMA/ CAZ/ SCA , prioritising actions identified in relevant Air Quality Action Plans/ CAZ/ SCA action plans or equivalent documents.

In other circumstances, where identified as necessary based on a transport assessment/ statement, measures to reduce air pollution arising from traffic and traffic congestion may also be required.

5.75 Poor air quality is the biggest environmental threat to public health, and therefore minimising air pollution and improving air quality will bring health benefits. Lowering emissions will also contribute to reducing the overall climate impact of developments and supports the Local Plan's ambitions towards a net zero Huntingdonshire by 2050.

5.76 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment. Development should, wherever possible, help to improve local environmental conditions such as air quality and opportunities to improve air quality or mitigate impacts should be identified. The planning system therefore plays a vital role in enhancing local air quality, reducing exposure to pollution, and supporting public health and well-being. While land-use planning and development controls may not

offer immediate solutions, they are essential in preventing or mitigating future air quality issues. Integrating air quality considerations into development design can lead to lower emissions and a healthier environment for people and for nature. Good design considering air quality from the outset is the most effective and straightforward approach to achieving low-emission development. The primary local impacts on air quality in Huntingdonshire are from road transport, therefore highlighting the importance of supporting development that reduces the need to travel and that is sustainably located to key services and facilities as well as be well-served by sustainable transport options (including EV charging points and infrastructure).

5.77 Air pollution can adversely affect internationally protected sites and biodiversity through processes such as eutrophication (nitrogen), acidification (nitrogen and sulphur) and direct toxicity (ozone, ammonia and nitrogen oxides). These impacts can result in harm to biodiversity and the conservation of these sites. With regard to potential risks from road traffic emissions, Natural England and Highways England are in agreement that protected sites falling within 200 metres of the edge of a road affected by a proposal will need to be considered further. Guidance on air quality considerations are set out in planning practice guidance.

5.78 Historically, four AQMAs were designated within the district at Huntingdon, Brampton, St Neots, and Fenstanton. These were designated as annual mean nitrogen dioxide levels had exceeded the objective of 40µg/m³. The primary source of nitrogen dioxide in these areas was and continues to be vehicle emissions. Environmental Health conducts ongoing air quality monitoring around the district and publishes annual Air Quality Monitoring Reports to assess compliance with national air quality objectives.

5.79 Following improvements in traffic management and the realignment of the A14, monitoring data from these locations showed sustained compliance with air quality objectives over a number of years. As a result, the Council undertook a formal review of the AQMAs in 2023, and in January 2024, the Brampton, St Neots, and Fenstanton AQMAs were revoked, leaving only the Huntingdon AQMA in place. Monitoring data collected throughout 2024 demonstrated continued compliance with air quality objectives within the Huntingdon AQMA. When considered alongside previous years' data, this provides a robust evidence base to assess the ongoing need for the AQMA designation. The improvements are likely attributable to the relocation of the A14 trunk road away from the town centre. Based on current evidence, further exceedances are considered unlikely. Therefore, the Council intends to review the status of the Huntingdon AQMA in 2025, in line with government guidance. Should the Huntingdon AQMA be revoked, the district would no longer have any designated AQMAs. However, it remains possible that new AQMAs may be required during the plan period, depending on future developments and changes in local air quality. In the interim an Air Quality Strategy will be developed and should be taken into account during the planning process.

5.80 Where a transport statement/ assessment shows that it is likely that a significant proportion of road trips generated by the proposed development would go through an AQMA an air quality assessment will be required. An air quality assessment will also be required where the annual mean level of nitrogen dioxide exceeds 35µg/m^3 as adverse impacts could lead to a new AQMA being designated.

5.81 Currently, the Council does not have any designated CAZs or Smoke Control Areas (SCAs). However, over the course of the plan period, it may become necessary to introduce such measures in response to emerging air quality concerns. Both CAZs and SCAs are targeted interventions aimed at improving air quality: CAZs focus on reducing pollution from transport sources, while SCAs are designed to limit emissions from domestic burning. Local authorities have the power to designate these areas, regardless of whether an AQMA is in place. Development proposals within or affecting a CAZ or SCA will require an Air Quality Assessment. Where a Low Emission Strategy is needed, it should prioritise actions outlined in any relevant CAZ or SCA action plans, as well as the Council's Air Quality Strategy.

5.82 Air quality and air pollution should be considered during both the construction and operational phases of development. Activities such as demolition, construction, and remediation of contaminated land can contribute to air pollution and impact local air quality. Particular attention should be given to dust and particulate emissions during these processes, especially for larger developments where a Construction

Environmental Management Plan (CEMP) is likely to be required. DEFRA have released interim planning guidance on PM2.5 , this guidance, along with any future updates, should be taken into account during the planning process to ensure developments appropriately consider and mitigate fine particulate emissions from the earliest design stages.

5.83 Open fires and wood-burning stoves have become increasingly popular in recent years; however, the smoke they produce contributes to particulate air pollution. DEFRA has issued guidance on the use, fuel types, and maintenance of these systems, and further information is available on the Council's website.

5.84 Whether or not effects are considered to be significant is a judgement for the Council. Where an air quality assessment shows that as a result of the proposed development the affect on air quality could be significant, the proposal will need to be supported by a low emissions strategy. Such a strategy should concentrate on identifying measures that will tackle the air quality issues identified in the assessment. Actions with permanent or long lasting effects should be prioritised as well as actions identified in any applicable air quality action plans or air quality strategy.

5.85 Where pollution issues are likely to arise pre-application discussions should be held with the Council, the relevant pollution control authority and stakeholders with a legitimate interest. An air quality assessment should be undertaken for proposals that may adversely affect or be affected by poor air quality.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers,
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning applications refused in an AQMA based on air quality impacts • Number of planning permissions granted which require a low emissions strategy

Preventing and reducing ground contamination and groundwater pollution

5.86 The purpose of this policy is to set out the Council's approach in relation to ground contamination and groundwater pollution.

Policy LP 34

Preventing and reducing ground contamination and groundwater pollution

Where ground contamination of a site and/ or adjacent land is possible, due to factors including but not limited to existing or previous uses, the risks of ground contamination, including ground water and ground gases, will need to be investigated by a competent person.

Where investigation shows that development could result in an unacceptable risk or a controlled waters receptor (principal or secondary aquifer) exists a risk assessment will be required. If the risk assessment shows that the risk is acceptable the proposal will be supported, subject to appropriate arrangements being put in place to ensure that work stops if unexpected contamination comes to light.

If the risk assessment shows that risks will not be acceptable, then a more detailed investigation or remediation scheme will be required. Only where the more detailed investigation or remediation scheme shows that the risks can be made acceptable will the proposal be supported, subject to appropriate arrangements being put in place to ensure that work stops if unexpected contamination comes to light.

Where remediation is necessary a strategy or scheme for its implementation and, where appropriate, maintenance will need to be agreed, which demonstrates that:

a. the site is safe for development;
b. there would be no adverse health impacts to future/ surrounding occupiers;
c. there will be no deterioration of, or minimal impact on, the environment as a result of contamination; and
d. be carried out in a sustainable manner

Upon completion of the agreed remediation strategy/scheme a Verification Report will need to be submitted to demonstrate compliance with the scheme.

Protection of Groundwater

A proposal within a Source Protection Zone (SPZ) 1 or within 50m of a private potable groundwater source that includes any of the following development types will only be supported where adequate safeguards against possible contamination can be agreed, implemented and maintained:

- septic tanks, waste water treatment works, chemicals storage tanks or underground storage tanks;
- sustainable drainage systems with ground infiltration;
- oil pipelines;
- storm water overflows and below ground attenuation tanks;
- activities that involve the disposal of liquid waste to land;
- cemeteries and graveyards; or
- other types of development identified in the Environment Agency's Groundwater Protection guides, or successor documents.

A proposal within SPZ 2 or 3 or on a principal or secondary aquifer will be considered on a risk based approach with the exception of development involving sewerage, trade and storm effluent to ground or deep soakaways, which will only be supported where it can be demonstrated that these are necessary, are the only option available and adequate safeguards against possible contamination of groundwater can be agreed, implemented and maintained.

A proposal in any SPZ will be expected to provide full details of the proposed construction of new buildings and construction techniques, including foundation design.

5.87 5Contaminated land is land that has been polluted by substances such as chemicals, gases, oil or asbestos, and poses a significant threat to people or animals, waters (rivers, lakes and groundwater), ecosystems, and property. The Council has a Land Contamination Strategy which sets out the procedures for inspection of land for contamination.

5.88 Failing to deal adequately with contamination could cause harm to human health, property and the wider environment. It could also limit or preclude new development. It could also undermine compliance with European Directives such as the Water Framework Directive. The planning system works alongside a number of other regimes including:

- The system for identifying and remediating statutorily defined contaminated land under Part 2A of the Environmental Protection Act 1990[(4)];
- Building Regulations, which require reasonable precautions to be taken to avoid danger to health and safety caused by contaminants in ground to be covered by buildings and associated ground; and
- Environmental Permitting Regulations, under which an environmental permit from the Environment Agency or Local Authority is normally required to cover the treatment and/ or redeposit of contaminated soils if the soils are 'waste' and under the same regulations, a site condition report is required for any facility where there may be a significant risk to land or groundwater (including where one is necessary to satisfy the requirements of the Industrial Emissions Directive).

5.89 Contamination can arise from a wide variety of activities and sources, both anthropogenic and natural. Contamination by previous land uses on or adjacent to the land, as well as natural hazardous geological units and invasive/ harmful plants, can present a potential source of contamination to land and/ or pollution of groundwater.

5.90 The onus is on the developer to ensure that all proposals are situated on land where it will be safe and suitable for the proposed use. In some circumstances remediation works will be required to make land safe prior to development. For example, if a site's previous use was a petrol station, there will be a need to ensure that fuel is not left on-site in tanks or in the ground from spillages that may cause a hazard to the health of future users or pollute the groundwater. In some cases where there is contamination, the level and type may make land unsuitable for certain uses.

5.91 When considering individual proposals in relation to all land subject to or adjacent to previous industrial use and also where uses are being considered that are particularly sensitive to contamination, the possibility of contamination should be assumed. Planning conditions will be applied in order to secure appropriate pollution prevention or mitigation measures as appropriate.

5.92 For the purposes of this policy sensitive developments include residential uses, schools, hospitals as well as children's playing areas, sports fields and allotments. The Department for Environment Food & Rural Affairs Industry Profiles provide details on the processes and substances associated with common industrial uses and should be referred to when determining whether the possibility of contamination should be assumed.

5.93 Pre-application discussions with the Council, the relevant pollution control authority and stakeholders with a legitimate interest, for example drainage and Sustainable Drainage Systems (SuDS) Approving Bodies will be useful where contamination is an issue. A preliminary risk assessment (desk-top study and reconnaissance survey) should be undertaken as a requirement for validating relevant planning applications. All investigations and subsequent remediation should be carried out in accordance with the Environment Agency's Land Contamination Risk Management or equivalent or successor procedures by a competent person. Planning permission will only be granted when it can clearly be demonstrated that the development can proceed as proposed without causing pollution to controlled waters or significant risks to human health. Planning conditions will be applied to manage any outstanding detailed surveys, investigation, modelling, remediation and verification. Planning Practice Guidance provides current requirements. On those parts of the site where infiltration SuDS are proposed, details of ground permeability, groundwater levels and ground quality will need to be supplied with applications to demonstrate the site's suitability for the selected SuDS, and prospects for successful remediation. Further technical guidance on the management of contaminated land including how to investigate, assess and manage the risks is drawn together by the Environment Agency in land contamination: technical guidance.

4 The government has published statutory guidance on Part 2A which concentrates on addressing contaminated land that meets the legal definition and cannot be dealt with through any other means, including through planning.

5.94 Groundwater provides a third of the drinking water in England and Wales, and maintains the flow in many rivers. It is crucial that development does not cause contamination of these sources so that the water is safe for human consumption. The Environment Agency has identified source protection zones (SPZs) and maintains maps showing the three main zones: inner (zone 1), outer (zone 2) and total/ source catchment (zone 3) in addition to a range of sub-zones. There are four small areas of SPZs within Huntingdonshire and can be viewed on Magic Map. The largest SPZ is located to the south-east of the town of Huntingdon in the east of the district. There are some smaller SPZs including an area to the north-west of St Neots and those alongside the district boundary to the south at Waresley and to the south-east of Great Gransden. Private potable groundwater sources should be treated as a SPZ1 with a 50m radius.

5.95 Particular new activities represent an intrinsic hazard to groundwater and are unlikely to be acceptable. The hazard may result from a combination of the activity type, its duration and the potential for failure of controls. Close to sensitive receptors a precautionary approach should be taken even where the risk of failure is low as the consequences may be serious or irreversible. Anyone considering development proposals within a source protection zone that could potentially affect groundwater should hold pre-application discussions with the Council and the Environment Agency. Applicants should refer to the Environment Agency's Groundwater protection guides in relation to potentially hazardous development proposed within a SPZ.

5.96 Land instability is not considered to be a problem for development in Huntingdonshire for which specific policy provision is required. However, in circumstances where land instability may potentially pose a risk to development the national guidance set out in the NPPG will be followed.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers,
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of planning permissions granted with an agreed contamination mitigation strategy • Number of planning permissions for the specified development types granted in a SPZ 1 where adequate safeguards against possible contamination have not been agreed

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Chapter 6:

How will we support a strong local economy?

Introduction

6.1 This chapter sets out the Local Plan's approach to supporting our existing local businesses and allowing opportunities for expansion, redevelopment and adaption whilst also providing opportunity for wider growth and ensuring the vitality of town centres aligning with the National Planning Policy Framework (NPPF). The policies draw on strategies such as the UK's Modern Industrial Strategy (2025), Huntingdonshire's Economic Growth Strategy 2025-2030 and the Cambridgeshire and Peterborough Local Growth Plan (LGP) whilst also looking towards the future Spatial Development Strategy and are supported by evidence in the Economic and Employment Needs Assessment 2025 (EENA).

6.2 Established Employment Areas can be subject to pressure from higher value uses such as retail or housing development. Protecting these areas whilst also creating conditions where businesses can invest, expand and adapt not only to changing market conditions, but also to requirements for increased energy performance requirements is a key objective of 'Protecting and enhancing established employment areas'.

6.3 Half of all employment and two thirds of businesses are located within rural Huntingdonshire. Agriculture, forestry and fishing industries dominate the land use. Our rural parts of the district face unique challenges such as smaller customer bases, infrastructure limitations, and limited local job opportunities. However, they also present opportunities for farm diversification and tourism. Our rural economy already shows signs of adaptation as many farms have branched into holiday accommodation and home-based businesses. Our policies 'Expansion and diversification of rural businesses', "Shaping new businesses in the countryside" and 'Helping tourism and recreation in the countryside'look towards guiding development in response to these issues.

6.4 The UK's Modern Industrial Strategy (2025) highlights the importance of the Oxford to Cambridge growth corridor as a means of strengthening clusters, whilst the LGP identifies priority growth sectors such as life sciences, advanced manufacturing, agri-tech, digital and defence, and energy and green tech supported by a need for skills development and supporting infrastructure. Evidence concludes that Huntingdonshire is well positioned to facilitate these ambitions through key locations including Alconbury Enterprise Zone, Hinchingbrooke Hospital and RAF Wyton. 'Enabling key clusters and innovation-led growth', aligns with these visions and the NPPF, addressing wider opportunities for growth especially where Britain can be a global leader in driving innovation creating new business networks and clusters and providing for needs not anticipated in the plan.

6.5 National policy requires planning for the locational needs of storage and distribution networks to support efficient and sustainable goods movement. The EENA identified a lack of growth in this sector in comparison to surrounding authorities identifying a demand for logistics parks and warehouses and the need for 'last mile' logistics in our market towns and villages. The strategic road network connections of the A1, A14 and A428 provide opportunities to facilitate this. The policy 'Enabling logistics and distribution' treats this sector as a distinct segment setting expectations for any further growth above the identified local need.

6.6 Key retail, services and facilities are predominantly based around the four market towns, acting as centres for nearby settlements. Our policy on 'Promoting town centre vitality and viability'recognises that permitted development rights and increasing use of online shopping have changed the profile of our town centres. Adaptation is crucial for town centres to survive in their role as focal points for their local communities and destinations for retail and services for people living in nearby villages.

6.7 The Council also understands the importance of concentrations of local retail, services and community uses in areas which have no town centres. These can help residents to meet day-to-day needs, reducing the need to travel. Our policies 'Supporting local centres' and 'Local Services and facilities outside Designated Centres' looks positively towards uses that can complement and support our local centres and retaining those facilities where possible. Policy 'Defining our retail hierarchy' identifies these areas including how to address new local centres that will be provided as part of new development.

Protecting and enhancing established employment areas

6.8 The purpose of this policy is to protect our established employment areas which can be subject to pressure from higher value uses such as retail or housing development, whilst also creating conditions where businesses can invest, expand and adapt not only to changing market conditions, but also to requirements for increased energy performance requirements. Focusing development within on land well-related to these established employment areas sets out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth.

6.9 Established Employment Areas are shown on the Policies Map and are listed in the supporting text.

Policy LP 35

Protecting and enhancing Established Employment Areas

Areas of land and buildings that contribute to the local economy and provide on-going employment opportunities have been identified as Established Employment Areas as shown on the Policies Map. A proposal for business development within use classes E(g)(i) office, E(g)(ii) Research and Development of products and processes, E(g)(iii) light industrial, B2 general industrial, and B8 storage and distribution will be supported on land within an Established Employment Area (EEA) or on land well-related to and capable of being integrated with an Established Employment Area.

A proposal for redevelopment or intensification of an Established Employment Area for uses E(g)(i-iii), B2 and B8 will be supported where it can be demonstrated that it can support the delivery of modern premises with improved environmental performance and does not detrimentally impact the surrounding area.

A proposal that requires the relocation of businesses from within an EEA to land well-related and being capable of being integrated with an Established Employment Area for the purposes of modernisation will be supported if it can be demonstrated that the existing Established Employment Area will be retained for future business development.

A proposal for a use within an Established Employment Area not included within the use classes identified above will only be supported where it demonstrates that:

a. it will not adversely affect the role and continuing viability of the Established Employment Area as an attractive and suitable location for employment uses;
b. it will be compatible with surrounding employment uses taking account of amenity and public safety issues;
c. it will not significantly reduce the range, availability and suitability of land and buildings of the proposed use in the nearest settlement; and
d. the sequential approach to site selection, as set out in 'Promoting town centre vitality and viability' , has been followed if the proposal includes main town centre uses.

6.10 This policy recognises the importance of existing clusters of businesses within Huntingdonshire and their contribution to providing on-going employment opportunities within the district. These are defined as Established Employment Areas (EEA). The Economic and Employment Needs Assessment 2025 (EENA) noted the importance of EEAs in contributing to approximately over half of the employment floorspace in Huntingdonshire, much of which is occupied by small and medium sized enterprises. The EEAs also have a key role in contributing to the balance between residential, employment and other uses which are essential in the promotion of sustainable communities. The Council is committed to promoting sustainable economic growth and is supportive of measures and proposals that enable employment areas to provide land and premises for businesses to invest, expand and adapt.

6.11 Employment sites face pressure from higher value uses like housing and retail, potentially restricting business growth if lost. Low vacancy rates for industrial floorspace suggest a need to protect Established Employment Areas (EEAs) to retain space for start-ups and expanding businesses, especially in the short to medium term. Allowing EEA expansion on land well-related to EEAs supports local business growth and cluster expansion enhancing opportunities for the local workforce. The policy permits various uses, ensuring flexibility to adapt to market changes.

6.12 Energy performance certificates show that by 2028, about half of non-domestic properties in Huntingdonshire may not meet Minimum Energy Efficient Standards, rising to nearly 80% by 2030. Relocating businesses to land well-related and capable of being integrated with EEAs enables them to adapt to net zero goals, lower energy costs, and attract occupiers, while also freeing up EEA land for further employment redevelopment or intensification to meet changing market demands. This approach supports modernisation, job growth, and sustainable use of employment sites. Any proposal should include a business case demonstrating that vacated land will be retained for future business use.

6.13 The EENA identifies EEAs with the potential for redevelopment or intensification. A proposal for redevelopment and intensification must demonstrate that it can support the delivery of modern premises with improved environmental performance in compliance with policies 'Enabling water efficiency'and 'Minimising embodied and operational carbon in new buildings',and does not detrimentally impact the surrounding area in relation to transport and amenity policies. The EENA, through its site-specific assessment of EEAs, identifies potential restrictions, impacts and opportunities that should be referred to as a starting point to demonstrate the benefits of a redevelopment or intensification proposal.

6.14 Vacant land and buildings can diminish the vitality of employment areas, may fall into disrepair, and may attract antisocial behaviour, reducing their appeal. Balancing the retention of property for economic growth with the reality of limited reuse prospects is necessary. Keeping employment sites during economic downturns supports long-term recovery. Loss of employment land within an EEA must be justified by a strong business case due to its importance. This approach enables Huntingdonshire to adapt to market shifts and maintain suitable vacancy rates, supporting business movement, expansion, and investment throughout the Local Plan period.

6.15 Determining whether a proposal for uses other than business (E(g)(i-iii), B2 and B8) would adversely affect the role and continuing viability of the EEA is a matter of judgement. An element of 'frictional vacancy' (the amount of vacant space) within an EEA allows occupiers to relocate adjusting for business needs or expansion, attracting new occupiers and providing sufficient choice for efficient leasing (properties being available). This rate is often considered to be between 5% and 8%. Therefore, consideration for uses other than business must focus on whether, if the proposal were to be granted, the EEA would retain a 'critical mass' of employment uses and sufficient supply of existing premises, and occupiers, to encourage further businesses to locate within the area and (potentially) encourage further expansion.

6.16 Proposed alternative uses within EEAs should be compatible with the established surrounding uses prioritising amenity and public safety. Industrial estates and business parks often have large vehicle traffic, noise, and 24-hour work patterns. New uses that would be sensitive to impacts from existing businesses will not be supported unless adequate safeguards can be put in place to ensure the new use does not jeopardise the continued operation of the EEA. The Council will seek to resist new uses likely to generate complaints about noise, odour, or other amenity issues emanating from current activities through the application of planning conditions. Appendix C of the EENA outlines potential restrictions, impacts and opportunities that must be considered as part of a proposal.

6.17 The addition of complementary uses can support the operation of an Established Employment Area by providing services and facilities which assist the functioning of other businesses such as a café or childcare nursery. These will be supported where the proposal demonstrates that adequate amenity and safety levels can be achieved.

6.18 Proposals for uses within an EEA that are not included in use classes E(g)(i-iii), B2, or B8 must show they will not significantly limit the range, availability, or suitability of land and buildings for employment uses in nearby settlements. These settlements, as outlined in 'How Huntingdonshire will grow and change', provide important services and support sustainable growth. EEAs in these areas help maintain economic sustainability by supporting both urban and rural economies. Retaining employment in sustainable locations reduces travel, congestion, emissions, and improves air quality and public health—key goals in 'Section B: Our Strategy for Huntingdonshire to 2046'.

6.19 Established Employment Areas have been designated in the following locations (see table below). An indication of the main uses/cluster typology is recorded to show the EEA's function enabling applicants to understand opportunities for agglomeration and expansion; clusters may be varied in types of employment use or dedicated to specific uses. A number of allocations within the local plan constitute extensions to established employment areas. Once developed these allocations will form part of the EEA boundary, for clarity these are:

- 'Ramsey 1: RAF Upwood phase 4 (Upwood)'
- 'Kimbolton 2: South East of Bicton industrial Estate, Stow Road'
- 'Sawtry 6: North of Black Horse Industrial Estate'
- 'Yaxley 1: Eagle Business Park, phase 3, Broadway'
- 'Great Gransden 1: South of Caxton Road'
- 'Great Paxton 2: North of Harley Industrial Park, Paxton Hill'
- 'Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services'
- 'North Huntingdon 2: Land North of A141 between the Racecourse and A1307'
- 'Fenstanton 1: Galley Hill'

Location (Parish)	Established Employment Area	Main Uses/Cluster Typology
Alconbury Hill	Crossways Distribution Centre	Industrial estate, dedicated facility*
Alwalton	Minerva Business Park	Business park
Earith	Earith Business Park	Industrial estate
Fenstanton	Lakeside Technology Park	Industrial estate
Godmanchester	Cardinal Park	Industrial estate
Godmanchester	Chord Business Park / Roman Way Centre	Industrial estate
Great Gransden	Hardwicke Road Industrial Estate	Industrial estate
Great Gransden	Sand Road Industrial Estate	Industrial estate
Great Paxton	Harley Industrial Park	Industrial estate
Great Staughton	Airfield Industrial Estate (Little Staughton)	Industrial estate, dedicated facility (airfield)
Holywell-cum Needingworth	Parsons Green Business Park	Business park
Houghton and Wyton	Upland Industrial Estate	Industrial estate
Houghton and Wyton	Houghton Hill Industries	Industrial estate

Huntingdon	Ermine Business Park	Industrial estate, business park
Huntingdon	Hinchingbrooke Business Park	Industrial estate, business park
Huntingdon	St Peter's Road Industrial Estate	Industrial estate, business park
Huntingdon	Stukeley Meadows Industrial Estate	Industrial estate, business park
Kimbolton	Bicton Industrial Estate / Harvard Industrial Estate	Industrial estate
Needingworth	Needingworth Industrial Estate	Industrial estate
Ramsey	Highlode Industrial Estate	Industrial estate
Ramsey	Upwood Air Park	Industrial estate
Sawtry	Black Horse Business Park	Industrial estate
Sawtry	Brookside Industrial Estate	Industrial estate
Sawtry	Oakwood Business Park	Industrial estate
Somersham	West Newlands Industrial Estate	Industrial estate
St Ives	Compass Point Business Park	Business park
St Ives	Marley Road Industrial Area	Dedicated facility*
St Ives	Somersham Road Industrial Area	Industrial estate
St Neots	Colmworth Business Park	Industrial estate, business park
St Neots	Cromwell Road Industrial Estate	Industrial estate
St Neots	Howard Road Industrial Estate	Industrial estate
St Neots	Little End Road/ Alpha Drive Business Park	Industrial estate
St Neots	Station Road Industrial Area	Industrial estate
The Stukeleys	Alconbury Weald	Industrial estate; business park/Enterprise Zone
Warboys	Warboys Airfield Industrial Estate (N.B. Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan identifies an Area of Search for waste recycling and recovery in this location.)	Industrial estate
Yaxley	Broadway Business Park	Industrial estate
Yaxley	Eagle Business Park	Industrial estate

* Dedicated facility: an EEA dedicated to the operation of one company

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions, Supplementary Plans (where applicable) and design codes
Timescale	Throughout the plan period
Monitoring indicators	• Amount and type (use class) of development completed within EEAs • Amount of development completed or committed on land well-related and capable of being integrated with an Established Employment Area for uses E(g)(i to ii), B2, and B8.

Expansion and diversification of rural businesses

6.20 The purpose of this policy is to enable the sustainable development, diversification and expansion of rural businesses and farms, both through conversion of existing buildings and new buildings (where necessary) which are appropriately located and respond to their countryside location. By supporting diversification and improving access, the Local Plan can help rural communities become more economically self-sufficient and resilient, whilst deconcentrating risk and providing a more diverse supply of employment sites.

Policy LP 36

Expansion and diversification of rural businesses

In the countryside there are limited and specific opportunities for sustainable development related to supporting a prosperous rural economy. A proposal for the expansion of an existing business in the countryside or farm diversification will only be supported where it fulfils the requirements of one of the following categories.

Expansion of an existing business

A proposal for the expansion of an established existing industrial or rural business within its existing operational site or on land outside of its existing operational site in the open countryside will be supported where it is demonstrated that:

a. opportunities to reuse existing buildings have been fully explored; and replacement or new build are only proposed where it can be demonstrated that no suitable reuse opportunities are available
b. it is operating in premises that are at or close to full occupancy and/or operational capacity has a proven need arising from new or expanding operational functions
c. it avoids the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a) particularly Grade 1 where possible and should use land of lower agricultural value in preference to land of higher agricultural value; and,
d. the scale, character and siting of the proposal will not have a detrimental impact on its immediate surroundings and the wider landscape.

A rural business is one which has a legitimate reason to be located in the countryside, including but not limited to minerals, agriculture, horses, horticulture or forestry.

Farm diversification

A proposal for farm diversification will be supported where it is demonstrated that:

a. development in terms of scale, nature, location and layout do adversely impact the existing agricultural uses or its future operation, and the facilities to be provided would constitute a viable business proposition on a long-term basis
b. opportunities to reuse existing buildings have been fully explored; and replacement or new build are only proposed where it can be demonstrated that no suitable reuse opportunities are available, and
c. it avoids the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a) particularly Grade 1 where possible and should use land of lower agricultural value in preference to land of higher agricultural value

Any proposal for new buildings, conversions and extensions must demonstrate that it will be of a high quality design, appropriate in terms of siting scale, form, massing, character, and appearance having regard to the surrounding rural area and its setting in the wider rural landscape.

6.21 Huntingdonshire is mainly rural, with half of all jobs and two-thirds of businesses in the rural area, playing a key role in the district's economy. Rural regions face challenges like smaller customer bases, limited infrastructure, and fewer local jobs. However, opportunities such as farm diversification and business expansion can strengthen the local economy. Supporting these efforts helps rural communities become more self-sufficient and resilient.

6.22 The policy advocates a brownfield first approach understanding the importance of agricultural land to food production in compliance with the NPPF which asks for the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings. Therefore a proposal must demonstrate in the first instance that any opportunities to reuse buildings have been explored. Buildings suitable for reuse include those which are considered to be structurally sound and not requiring significant remediation, which can be demonstrated through a structural survey.

6.23 A proposal must demonstrate that it has a genuine requirement for expansion or intensification to ensure no unnecessary impact on the character and setting of the countryside. This can be provided through a robust business plan demonstrating the demand for the development, occupancy and/or operational capacity required to fulfil business requirements and evidence to demonstrate that the expansion will be viable on a long-term basis, for example over 5 years.

6.24 Agriculture is a vital part of Huntingdonshire's economy, supporting UK food production, reducing food miles and maintaining the countryside's working character. The district contains large areas of best and most versatile agricultural land, which should generally be retained for farming. Proposals should therefore avoid high-quality agricultural land where possible. The importance of wildlife habitats will also be considered and increased recreational use should only be facilitated where no significant environmental damage will result.

6.25 Where the need for a replacement building, conversion or extension of existing building is demonstrated (in the case of business expansion and farm diversification), opportunities to make the most efficient use of land and improvements to curtilage, improved scale and massing and landscape impact must be provided. This ensures that development respects the character of the countryside and rural location. Any new building (and parking and other structures/storage) should be modest in scale and sited in or adjacent to an existing group of buildings. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). In less accessible locations, positive weight will be given to proposals that demonstrably offset their accessibility by clearly delivering other environmental benefits. A proposal must also provide evidence to verify that development is compatible with uses in the surrounding area in terms of noise, smell, dust, pollution, lighting, or operations at unreasonable hours.

6.26 Farms may diversify to support long-term viability, including non-agricultural uses such as farm shops, industrial, commercial or office use of outbuildings or new forms of agriculture, provided farming remains the dominant land use. Proposals must demonstrate long-term viability through a business case and show that activities are complementary and subsidiary to the farm operations, delivering benefits to the rural economy such as employment. Where the site generates additional employee or customer movements, locations that are more accessible to public transport and adequate active travel, with appropriate infrastructure will be considered more appropriate. Well-conceived farm diversification projects will be of an appropriate scale for the location and fit into the landscape. Farm shops must be genuine outlets for locally produced goods, with conditions limiting the type of goods sold and proportion of externally sourced products

6.27 Cultural and tourist facilities, and visitor attractions are considered by the NPPF to be primarily a 'main town centre use'. A development proposal for tourist related development as part of farm diversification will be considered under policy 'Helping tourism and recreation in the countryside'. A proposal for development adjacent to or involving use of a water body or river will also be considered in the context of policy 'Supporting water related development'.

6.28 Applicants will be expected to demonstrate that any alternative proposal does not have a significant negative impact upon the vitality and viability of the local economy of the surrounding rural area/settlements.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Amount, and type (use class) and floorspace of development completed within the countryside

Shaping new businesses in the countryside

6.29 The purpose of this policy is to enable the sustainable development of business with a genuine need to be located in the countryside (with the exception of tourism and recreation which is addressed in Helping tourism and recreation), both through conversion of existing buildings and well-designed, new buildings, whilst ensuring that they are appropriately located and respond to their countryside location.

Policy LP 37

Shaping new businesses in the countryside

In the countryside there are limited and specific opportunities for sustainable development related to supporting a prosperous rural economy specifically for businesses that are based on minerals, agriculture horses, horticulture or forestry, , or other industry where there are demonstrable operational advantages to being located in the countryside.

A proposal for new business development in the countryside for business uses classes E(g)(i) office, E(g)(ii) research and development of products and processes, E(g)(iii) light industrial, B2 general industrial, and B8 storage and distribution will only be supported for a business where it:

a. is demonstrated that there are no suitable sites available on allocated employment sites, within Established Employment Areas (EEAs), or on land well-related or capable of being integrated with an EEA;
b. involves the reuse of land in use or last used for business uses (classes E(g)(i-iii), B2 and B8), or
c. involves the reuse or replacement of existing buildings

In all cases office uses (E(g)(i)) will be limited to a total of 600m^2 floorspace.

A proposal must be accompanied by a robust business plan and evidence that demonstrates:

i. the demand for the development;
ii. that the facilities to be provided would constitute a viable business proposition on a long-term basis;
iii. it avoids the irreversible loss of the best and most versatile agricultural land (Grade 1 to 3a*) particularly Grade 1 where possible and should use land of lower agricultural value in preference to land of higher agricultural value; and
iv. the scale, character and siting of the proposal will not have a detrimental impact on its immediate surroundings and the wider landscape and does not detract from or prejudice existing agricultural undertakings and their future operation

6.30 The Council recognises that the ideal location for businesses is in areas that are readily accessible to an active workforce. However, there are instances where there will be a need for new business development in the countryside. Huntingdonshire's rural economy makes a significant contribution to the district's success. As such the primary justification for new employment-related development in the countryside is whether a rural location is essential to the successful operation of the business or the business is dependent upon natural resources only available in limited locations. The agriculture, forestry and fishing industries dominate the land use of rural areas.

6.31 The policy advocates a brownfield first approach understanding the importance of agricultural land to food production in compliance with the NPPF which asks for the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and provision of well-designed, new buildings. Therefore a proposal must demonstrate that any opportunities to sustainably locate development within our EEAs (some of which support the more rural locations in the district) or through the reuse buildings or land last used for business uses have been explored. Buildings suitable for reuse include those which are considered to be structurally sound and not requiring significant remediation, which can be demonstrated through a structural survey.

6.32 To ensure that a proposal has a genuine requirement for new business development in the countryside a proposal must demonstrate that there is a proven need arising. This information will be provided through the submission of a robust business plan that demonstrates the demand for the development, and that there is a business case to demonstrate that the expansion will be viable on a long-term basis, for example over 5 years.

6.33 The rural economy's locational needs often depend on natural resource availability or amenity value. There are many accessibility and infrastructure constraints when developing in the countryside including narrow roads that can limit vehicular movements and capacity, lack of public transport services which restrict travel options and a lack of suitable active travel routes for employees. It is therefore important that a proposal can demonstrate that the scale development does not have a detrimental impact on aspects such as the local transport network and residential amenity.

6.34 The Council recognises the importance of agriculture to the rural economy and UK food production. Therefore, when considering the sustainability of the proposal, the value of the land for agriculture will be considered and areas of high grade agricultural land should be avoided.

6.35 Opportunities to make the most efficient use of land and improvements to curtilage, improved scale and massing and landscape impact must be provided. This ensures that development respects the character of the countryside and rural location. Any new building (and parking and other structures/storage) should be modest in scale and sited in or adjacent to an existing group of buildings (where applicable). In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). In less accessible locations, positive weight will be given to proposals that demonstrably offset their accessibility by clearly delivering other environmental benefits. A proposal must also provide evidence to verify that development is compatible with uses in the surrounding area in terms of noise, smell, dust, pollution, lighting, or operations at unreasonable hours.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Amount, and type (use class) and floorspace of development completed within the countryside

Enabling key clusters and innovation-led growth

6.36 The sequentially preferable locations for a new strategic business cluster is on previously developed land and land within market towns and service centres and on land within or well-related and capable of being integrated with Established Employment Areas within market towns and service centres (including Alconbury Enterprise Zone),

6.37 The purpose of this policy is to enable the potential for new business clusters of the right type to support regional and national sectoral needs, whilst ensuring that they are sustainably and appropriately located, accessible to a local work force and contribute towards the Council's net zero ambition. New business clusters are those as specifically named and identified within the Cambridgeshire and Peterborough Combined Authority's Local Growth Plan, that contribute towards meeting the identified need of the future Spatial Development Strategy or that fulfil wider regional or national need as identified in relevant strategies. The inclusion of a employment and skills strategy enables businesses to retain and access talent to support the emerging sectors and improve local opportunities for residents.

6.38 The policy does not apply to employment development within strategic mixed use allocations, criteria for these is set out the relevant allocation policy in Section D Our development Sites.

Policy LP 38

Enabling key clusters and innovation-led growth

A proposal for a new strategic business cluster for advanced manufacturing, research and development, life sciences, defence, digital tech, clean energy, creative industries and agri-tech may be supported where it can be demonstrated:

a. that all reasonably available previously developed sites, allocations and land within or well-related and capable of being integrated with Established Employment Areas within market towns and service

centres (including Alconbury Enterprise Zone) have been investigated and justified why they are not appropriate for the proposed development;

b. it can be sustainably located within or adjacent to and/or capable of being integrated with a market town or service centre;
c. It has good access to local labour supply and is, or can be made, accessible to the local workforce through public transport, walking and cycling;
d. that there is a proven need for a new strategic business cluster as demonstrated through the Cambridgeshire and Peterborough Combined Authority Local Growth Plan, Spatial Development Strategy or national strategy;
e. that the scale, character and location of the development responds positively to both its immediate surroundings and the wider landscape;
f. that it does not adversely impact on the amenity of occupiers of nearby properties;
g. that appropriate utilities infrastructure is available to support the proposed development;
h. it avoids grade 1 agricultural land unless it can be demonstrated that the benefits of the proposal significantly outweigh the loss of the agricultural land taking into account economic, environmental and sustainability benefits of the land;
i. it is maximising opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse;
j. it is of outstanding or innovative design and the layout, access, parking, landscaping and facilities are appropriate to the site and its surroundings; and
k. it provides opportunity for flexible workspaces to enable adaptation and a range of suitable units, including for start-ups, SMEs, and incubator units

A proposal for a cluster specifically related to the defence sector will also be supported if it is located within or well-related to existing military bases if it can be demonstrated that it meets criteria c to k.

Appropriately scaled leisure, and social facilities ancillary to the employment uses to meet the needs of workers within the cluster will be supported.

All proposals will be required to:

l. complete a public master planning exercise agreed with the Council;
m. submit a master plan or design code including phases of development;
n. submit a landscape and visual impact assessment; and
o. submit an employment and skills strategy

6.39 This policy recognises the wider ambition of the Government and the Cambridgeshire and Peterborough Combined Authority Local Growth Plan and future Spatial Development Strategy to support growth within the Ox-Cam Arc across a number of key sectors including advanced manufacturing, research and development, life sciences, defence, digital tech, clean energy, creative industries and agri-tech. Huntingdonshire is well located providing opportunity as an affordable and complementary location to support growth across the Arc (in comparison to key locations such as Cambridge) with strategic transport connectivity. The co-location of businesses from multiple sectors are considered to be a favourable approach to cluster development that facilitate increased innovation, productivity, collaboration and reduction in transport miles thus reducing emissions.

6.40 The policy directs new cluster development towards the most sustainable locations for growth in the first instance, that being on previously developed land and land within market towns and service centres and on land within or well-related and capable of being integrated with Established Employment Areas within market towns and service centres, Alconbury Enterprise Zone presents a key large-scale opportunity for

the creation of a flagship for innovation-led employment (e.g. defence, advanced manufacturing, research and development, autonomous vehicles, low-carbon technologies) imbedded within the growing population of Alconbury Weald.

6.41 Some proposals may be unsuitable for existing EEAs due to operational needs or sector-specific requirements (e.g. proximity to transport infrastructure) and may need to locate in the countryside. To minimise the loss of agricultural land and landscape impacts, proposals must demonstrate a sequential approach to site selection. Reasonably available sites include those of sufficient scale that are appropriately located with, adjacent to and/or capable of being integrated with a Market Town or Service Centre, and accessible to the local workforce by active travel. Locating close to employment markets and population centres can reduce out-commuting by providing higher-skilled jobs (EENA) and help upskill the local workforce to support growth and resilience (EGS). Proposals incorporating previously developed land alongside greenfield land will be preferred to wholly greenfield schemes.

6.42 A proposal must demonstrate the need for further growth in this sector aligning with the Cambridgeshire and Peterborough Combined Authority Local Growth Plan, future Spatial Development Strategy or national strategies and that there is a proven need for further strategic growth. Huntingdonshire District Council is working to develop a defence and innovation cluster that would establish the district as a leading location for geospatial intelligence, geospatial AI and defence technology. The district is well placed to do so and is home to three strategically significant Royal Air Force bases: RAF Wyton, RAF Alconbury, and RAF Molesworth. Huntingdonshire District Council and the Ministry of Defence signed a Statement of Intent on 11 December 2025, establishing a partnership to support the development of a defence cluster in the district. The agreement set out how both organisations would work together to grow Project FAIRFAX at the Wyton Campus into a nationally significant centre for defence intelligence and innovation, bringing together government, industry and academia.

6.43 Evidence should demonstrate justification of additional sectoral need above that set out in policy 'How much development do we expect?' and supporting text, synergies with local, regional and national strategies, supply and demand for the proposed use and provide evidence of a secured anchor tenant or tenants to avoid the submission of speculative applications.

6.44 The scale of development associated with new business clusters can, if poorly planned, significantly affect surrounding areas and the wider landscape. High-density employment can also increase movement on active travel routes and transport networks through site operations and commuting. In line with other policies in the Plan, a proposal should demonstrate through a masterplan or design code that these impacts including visual, noise, light, air can be mitigated or managed. It will be expected to demonstrate how the scheme can integrate into the local environment through landscaping and minimisation of hardstanding and demonstrate how it responds positively to the wider landscape through a landscape and visual impact assessment. A proposal must also demonstrate that the development will not adversely impact on the amenity of occupiers of nearby properties resulting from visual, noise, air, light, air and dust pollution, public safety and increased impact on the transport network.

6.45 The Local Plan plans for growth to 2046 and includes appropriate infrastructure to support this, therefore a development proposal of strategic scale will be required to demonstrate that the proposal does not adversely impact existing infrastructure required to meet committed growth across the plan period and that there is sufficient infrastructure within the identified headroom to accommodate the additional growth as a result of the proposal. Where available infrastructure cannot support the proposal evidence must be provided to demonstrate that on site provision or mitigation will be provided to enable development. Early discussion with water companies is encouraged to ensure that any non-domestic water use can be supplied.

6.46 Huntingdonshire is well placed to support growth in the Ox-Cam Arc, between the innovation economy of Greater Cambridge and the industrial economies of Peterborough and the Fens. Given the pull of established clusters, proposals must demonstrate how they will create the conditions for a successful employment cluster, including outstanding or innovative design that attracts investment. Proposals must also maximise opportunities to contribute to net zero beyond Local Plan requirements, including renewable

energy generation, energy-efficient buildings and water reuse, where viable, reflecting the growing importance of sustainability in business site selection and tenant demand for reductions in day-to-day operation and energy costs, enhanced environmental performance and overall sustainability.

6.47 The district is home to a healthy amount of SMEs although start-up rates lag slightly behind national levels. Sectors such as advanced manufacturing, life sciences, digital tech, creative industries and agri-tech offer higher productivity and wages, which can create an innovation spill over effect benefitting local supply chains and communities. Creating the conditions where firms in these industries can start, grow, and collaborate will therefore be beneficial to local businesses creation, innovation and resilience. To encourage local economic growth and collaboration a proposal should demonstrate how it can incorporate the opportunity for flexible workspaces to enable adaptation and a range of suitable units, including for start-ups and SMEs.

6.48 To ensure a comprehensive vision for the proposal a public master planning exercise as agreed with the Council must be completed. The nature of the master planning process should be proportionate to the scale of development proposed, but should include setting a vision and design principles for the proposal, consideration of options, and justification for selecting a preferred option. A development proposal should be supported by a design code, as an integrated part of the master planning process. The use of design codes can be applied where the detailed design of different parts of the overall development will be handled separately, or where development will be implemented over two or more phases or by more than one developer. The NPPG contains useful advice and guidance on masterplans and design codes.

6.49 Due to the size of new employment clusters of strategic scale, a proposal must set out a phased development strategy, this will prevent the irreversible loss of agricultural land if market conditions or demand change over time. Delivery phases must be agreed with the Council. Subsequent phases will only be eligible for release when it can be demonstrated that the current phase is operating at or close to full occupancy.

6.50 Changing work practices mean innovation clusters increasingly include standard amenities such as breakout spaces and on-site recreation (e.g. gyms and cafes) to support collaboration and knowledge exchange. Place-making is central to cluster development, alongside energy performance, public transport and active travel. Leisure and social facilities will be supported where they are ancillary to the main business use and do not materially reduce the availability and suitability of land and buildings for the proposed uses in the nearest Market Towns and Service Centres

6.51 The Government published its Defence Investment Plan in 2026; the defence sector covers military establishments, defence technology companies, and supply-chain industries serving armed forces. Some uses relating to this sector will have geographically distinct requirements due to the need for security and access to defence institutions. As such a proposal for a cluster specifically related to the defence sector will also be supported if it is located within or well-related to existing military bases if it can be demonstrated that it meets criteria c to k and provides a positive solution to security of the surrounding area and land uses. If not located in proximity to existing military bases a proposal must meet criteria a to k.

6.52 The policy supports inclusive economic growth by raising skills, aligning with the CPCA Local Growth Plan, the Huntingdonshire Economic Growth Strategy and the Economic and Employment Needs Assessment. Proposals must submit an Employment and Skills Statement for all phases, secured by condition or legal agreement, and demonstrate how jobs, training/apprenticeships, local supply chains and other social value will support the district's priorities and community wellbeing. Applicants should engage early with the Council's Economic Development Team to align proposals with local needs and skills gaps; the Council will work with applicants to ensure commitments are relevant, measurable and monitored.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions, Supplementary Plans (where applicable) and design codes
Timescale	Throughout the plan period
Monitoring indicators	• Amount and type (use class) of development completed as approved through this policy, including the identification of cluster typologies

Enabling logistics and distribution

6.53 The Economic and Employment Needs Assessment 2025 (EENA 2025) notes that Huntingdonshire is well placed to capitalise on the storage and distribution sector due to its positioning on major strategic road networks. It is recognised that there is strong demand for logistics parks and warehouses along the A14/A1 corridor.

6.54 The purpose of this policy is to address the need for logistics and distribution in new locations which fall outside the scope of policy 'Protecting and enhancing established employment areas', which represent sustainable and established locations for employment uses and growth. The policy ensures a sequential approach to the location of strategic logistics and distribution and sets expectations for development based around location, design and sustainability. This will make sure that the economic benefits of the sector are captured whilst also ensuring that these space-intensive uses do not undermine other goals such as preserving land for higher value-added uses or avoiding undue environmental harm.

6.55 The policy also enables 'last mile' logistics and distribution depots to serve the local population where they can be demonstrated that they are in sustainable locations and accessible to a local employment market.

Policy LP 39

Enabling logistics and distribution

Strategic

The sequentially preferable locations for strategic logistics and distribution (main use class B8) are identified within D 'Our Development Sites' as allocations 'North Huntingdon 2: Land North of A141 between the Racecourse and A1307', 'Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services', and 'Fenstanton 1: Galley Hill' A proposal for strategic logistics and distribution not within these sites may be supported where it can demonstrated:

a. that allocations 'North Huntingdon 2: Land North of A141 between the Racecourse and A1307', 'Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services' and 'Fenstanton 1: Galley Hill' are operating at close to or full occupancy;
b. that there is a proven need for additional strategic logistics and distribution as demonstrated through the Cambridgeshire and Peterborough Combined Authority Local Growth Plan and Spatial Development Strategy;
c. that all reasonably available previously developed sites have been thoroughly investigated and justify why they are not appropriate for the proposed development.

d. that the impact of the scale, character and location of the development on both its immediate surroundings and the wider landscape are minimised;
e. that it does not adversely impact on the amenity of occupiers of nearby properties;
f. it is or can be made readily accessible to the Strategic Road Network by road and/or rail accompanied by a HGV routing plan;
g. that appropriate utilities infrastructure is available to support the proposed development;
h. that is or can be made accessible to the local workforce through public transport, walking and cycling; and
i. it is maximising opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse.

A proposal will be required to submit:

i. completion of a public master planning exercise agreed with the Council;
ii. submission of a master plan or design code, including phases of development; and
iii. submission of an employment and skills strategy

Last Mile

A proposal for 'Last Mile' logistics not within or on land well-related and capable of being integrated with an Established Employment Area must be located within Market Towns, Service Centres or Local Service Villages and will be supported where it can demonstrate:

j. that the scale, character and location of the development does not adversely impact both its immediate surroundings and the wider landscape
k. that it does not adversely impact the amenity of occupiers of nearby properties;
l. that it does not negatively impact highway safety and/or the road network;
m. that it is or can be made accessible to the local workforce through public transport, walking and cycling; and
n. that it can facilitate sustainable last-mile delivery, including by cycle, cargo bike and electric vehicles

6.56 Last mile logistics typically will not exceed 9,000 sqm across a single site on a minimum 2 ha site (less in urban areas). This represents the upper limit of what Turley and the British Property Federation consider to be last mile fulfilment, before premises transition into the regional distribution centre typology [(5)]. The role of 'last mile' logistics is to receive shipments from heavy goods vehicles for redistribution via light goods vehicles across a catchment distribution area. These facilities are best located on the edge of urban areas which are accessible to the strategic and local road networks. Last mile logistics can also enable the 'greening' of last mile distribution by enabling shorter distances for distribution compatible with electric vehicles, reducing emissions in our urban areas. Strategic logistics and distribution is defined for the purposes of this policy as anything exceeding 9,000sqm . It is noted that logistics and distribution uses whilst predominantly B8, will include ancillary elements of other use classes to support the operation of the site including office, light industrial and complementary B2 uses.

6.57 The EENA 2025 identifies the need for 433,000sqm of logistics and distribution across the Plan period. This need excludes committed development through approved planning applications, land available and adjacent to our Established Employment Areas which are capable of providing smaller scale logistics and distribution networks.

6.58 There is concern that logistics sprawl could consume large areas of land for relatively low employment density. The Local Plan therefore allocates strategic employment land in locations accessible to the Strategic Road Network and large workforce catchments, including Peterborough and Huntingdon. 'North

5 Turley/BPF, 2019. What Warehousing Where? Understanding the Relationship between Homes and Warehouses to Enable Positive Planning identified in EENA 2025

Huntingdon 2: Land North of A141 between the Racecourse and A1307', 'Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services' and 'Fenstanton 1: Galley Hill' are expected to provide around 456,000 sqm of logistics and distribution floorspace and are the Council's preferred sites. Proposals for additional strategic logistics and distribution growth must demonstrate these allocations are operating at or close to full occupancy.

6.59 In addition, a proposal must demonstrate the need for further growth in this sector. A proposal for development will be required to demonstrate that there is a proven need for further strategic growth. Evidence should demonstrate justification of additional sectoral need, synergies with local, regional and national strategies, supply and demand for the proposed use and provide evidence of a secured anchor tenant or tenants to avoid the submission of speculative applications. A proposal for development over and above the identified floorspace by sector as outlined in the EENA 2025 (or successor document) should demonstrate exceptional circumstances.

6.60 It is acknowledged that to meet strategic need a proposal may have to be located within the countryside, however to avoid the large-scale loss of agricultural land and landscape impact a proposal must demonstrate that a brownfield first approach has been taken to the identification of land. Reasonably available sites will include sites of a scale that are capable of incorporating the proposed development and that are appropriately located with and can be made readily accessible to the Strategic Road Network by road and/or by rail for the purpose of operations. A proposal that incorporates previously developed land alongside the use of greenfield land, will be considered more suitable than wholly greenfield proposals.

6.61 Due to the scale of development and buildings associated with strategic logistics and distribution development if not planned appropriately can have a significant impact on its immediate surroundings and the wider landscape. Spatially, logistics is characterised by large-footprint facilities such as warehouses and distribution centres. Modern warehouses are increasingly expansive meaning logistics facilities need significant land, which is preferably flat and unconstrained. A proposal should demonstrate through a masterplan or design code that these impacts including visual, noise, light, air can be mitigated or managed. A proposal will be expected to demonstrate how the scheme can integrate into the local environment through landscaping and minimisation of hardstanding. A proposal must also demonstrate that the development will not adversely impact on the amenity of occupiers of nearby properties resulting from visual, noise, air, light, air and dust pollution, public safety and increased impact on the transport network.

6.62 The compatibility of a proposal for 24hr operations will need to be addressed for both criteria d and e. HGV routing plans must address the impact of a proposal in terms of highway safety, capacity and the impact on the amenity of other road users, residents, and the environment. This can include how a proposal will manage HGV movements through designated strategic routes, restricting access to unsuitable roads, and implementing specific routing agreements for new developments which will be enforced through planning condition or Section 106 agreement. Opportunities to incorporate an element of freight logistics will also be encouraged due to its capacity to reduce carbon emissions.

6.63 The Local Plan plans for growth to 2046 and includes appropriate utilities infrastructure (such as water and electricity supply and wastewater) to support this identified growth, a strategic development proposal not located within an allocated site will be required to demonstrate that the proposal does not adversely impact existing infrastructure required to meet growth across the plan period and that there is sufficient infrastructure within the identified headroom to accommodate the additional growth as a result of the proposal. Where available infrastructure cannot support the proposal evidence must be provided to demonstrate that on site provision or mitigation will be provided to enable development.

6.64 Net zero and energy efficient buildings are becoming increasingly fundamental to site selection decisions for new, expanding and existing businesses, with a building's environmental performance and overall sustainability greatly influencing future occupants choice of new commercial space. Greener stock not only cuts carbon emissions but also makes the local economy more resilient (reducing operating costs). This aligns with national policy encouraging upgrading of building stock for a modern economy and the UK's Modern Industrial Strategy (2025) which signals ongoing support to help freight and logistics businesses

overcome challenges, including reliance on fossil fuels. The Department for Transport's Future of Freight: a long-term plan all supports a shift towards net zero. Therefore, to meet Council and wider national policies and strategies a proposal must demonstrate that it has taken action to maximise opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse above the requirements set out in the Local Plan.

6.65 To ensure a comprehensive vision for the proposal a public master planning exercise as agreed with the Council must be completed. The nature of the master planning process should be proportionate to the scale of development proposed, but should include setting a vision and design principles for the proposal, consideration of options, and justification for selecting a preferred option. A development proposal should be supported by a design code, as an integrated part of the master planning process. The use of design codes can be applied where the detailed design of different parts of the overall development will be handled separately, or where development will be implemented over two or more phases or by more than one developer. The NPPG contains useful advice and guidance on masterplans and design codes. maximising the use of sustainable design and construction techniques.

6.66 Due to the scale of strategic logistics and distribution, a proposal must set out a phased development strategy, this will prevent the irreversible loss of agricultural land if market conditions or demand change over time. Delivery phases must be agreed with the Council. Subsequent phases will only eligible for release when it can be demonstrated that the current phase is operating at or close to full occupancy.

6.67 The policy supports inclusive economic growth by raising skill levels in the district, aligning with the CPCA Local Growth Plan, Huntingdonshire Economic Growth Strategy and Economic and Employment Needs Assessment. A proposal must provide an Employment and Skills Statement covering all development phases. To support the Economic Growth Strategy and Employment Needs Analysis for Huntingdonshire, it is essential to foster a skilled workforce aligned with the district's evolving economic priorities and to ensure that development projects contribute meaningfully to the area's social and economic wellbeing. This requires developers to consider not only the creation of jobs and business opportunities, but also the incorporation of social value—such as supporting local supply chains, offering training and apprenticeships, and enhancing community infrastructure—into their proposals. Close collaboration with the Council's Economic Development team from the earliest stages of planning is crucial to achieving these aims. By engaging early, developers can gain insight into local employment needs, skills gaps, and social priorities, ensuring their developments both support the Economic Growth Strategy and deliver lasting benefits to Huntingdonshire's communities.

6.68 Established Employment Areas (EEAs) provide substantial element of B8 floorspace and are sustainable locations that support local employment, distribution and service delivery across the district. The Department for Transport's Future of Freight: a long-term plan highlights the growing importance of 'last-mile' logistics driven by e-commerce and home delivery. Limited additional last-mile provision may therefore be appropriate outside EEAs, or on land capable of integration with EEAs, within Market Towns, Service Centres and Local Service Villages, focused on smaller depots/local storage rather than the largest warehouses. Proposals must demonstrate no unacceptable impacts on neighbouring amenity (including visual, noise, air, light and dust), public safety or the transport network, and be supported by a Design and Access Statement demonstrating suitability to the site and its setting and accessibility for the local community.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions
Timescale	Throughout the plan period

Monitoring indicators	• Amount and type (use class) of development completed for B8 (storage and distribution)

Helping tourism and recreation in the countryside

6.69 The purpose of this policy is to support opportunities to improve and enhance the visitor economy by promoting supporting sustainably located smaller scale tourism opportunities in rural areas to sustain the rural economy

Policy LP 40

Helping tourism and recreation in the countryside

A proposal for a new or expanded tourism, sport or leisure use in the countryside will be supported where it can demonstrate that:

a. it is well-related to a defined settlement unless there are robust operational or sustainability reasons why it needs to be located elsewhere
b. it does not cause harm to, and where appropriate, enhances the ecological, landscape and heritage significance of the proposed location
c. the impact of the scale, character and location of the development on both its immediate surroundings and the wider landscape are minimised
d. adequate servicing can be provided, including water supply, electricity and for sewage and waste disposal
e. the proposal maximises sustainable travel opportunities, including walking, cycling and public transport. A proposal which would have significant adverse impact in terms of the amount or nature of traffic generated will be refused
f. it will not have an adverse impact on any internationally or nationally designated wildlife site through increased visitor pressure

Where tourist accommodation is approved appropriate planning conditions will be used to prevent occupation as a person's permanent sole or main residence.

A proposal for tourist accommodation, including touring caravan and camping sites, should be supported by a robust business plan demonstrating that it is viable in the long term.

6.70 There is a strong visitor economy offer in Huntingdonshire with attractive natural assets such as the River Great Ouse and the Great Fen and vibrant rural areas creating a strong sense of place. In 2024, the visitor economy in Huntingdonshire contributed £371 million to the economy with 4.92 million people visiting the area (EGS). The tourism sector supported 2,639 jobs, reflecting a 1.3% increase compared to the previous year.

6.71 The Local Industrial Strategy identifies the role of the visitor economy and business tourism as a complementary sector within Cambridgeshire and Peterborough. Huntingdonshire's Economic Growth Strategy highlights the importance of the visitor economy for future economic prosperity in the district and is supported by a Visitor Accommodation Needs Assessment highlighting the key findings, future demand drivers and future opportunities to expand the accommodation offer. The EENA identifies that it is important to ensure that rural areas and smaller settlements in Huntingdonshire are not left behind by focusing on rural economic development measures including tourism.

6.72 The Council seeks to enhance the benefits to be obtained from tourism, sport and leisure development and will support proposals for high quality tourism development, particularly those that promote year round activities where they protect the natural or heritage assets of the district. Tourism investment and visitor spending can support the management and conservation of historic and natural sites and may benefit local communities by supporting local shops and services.

6.73 A number of future projects within and surrounding Huntingdonshire could increase the demand for tourism related activities in the future. The Fens Reservoir project, whilst securing long term water supply, will also create economic benefits for nearby towns such as Ramsey through visitor spend if created as a nature and recreational destination. The recently approved Universal Studios scheme in Bedford lies just outside the boundary of Huntingdonshire's administrative boundary and has the potential to stimulate investment in new hotels, leisure, and food and drink businesses in south-west Huntingdonshire, especially in St Neots, creating a spillover tourism economy.

6.74 A proposal may be supported where a countryside location is justified such as a direct relationship to a heritage asset, a landscape or water feature or within an area of woodland. A proposal should therefore demonstrate why a countryside location is necessary. The greatest concern when considering a proposal for tourism or recreation related development within the countryside is the potential impact on the surrounding area. It is critical that any proposal conserves the natural beauty, wildlife and heritage value of the area as these represent the district's primary tourist assets. When considering the sustainability of the proposal, the value of the land for agriculture will also be considered as areas of high grade agricultural land should be avoided to protect their role in food production.

6.75 A high proportion of trips to the district are from day visitors and one of the greatest challenges is to encourage overnight stays and longer breaks. Tourist accommodation, including touring caravan and camping sites, facilitates longer visitor stays with potential to increase the contribution of visitors to the local economy. However, a proposal should demonstrate that it expects to be viable and is supported by thorough research and a business plan, particularly for new build tourist accommodation. Where tourist accommodation is proposed in locations where new dwellings would not normally be acceptable planning conditions will be imposed restricting the use to holiday accommodation. This policy is intended to guide the smaller scale, lower impact proposals which may be appropriate within a countryside setting. A proposal for tourist accommodation, including touring caravan and camping sites, should be supported by a robust business plan demonstrating that it is viable in the long term for example over 10 years.

6.76 A proposal for development in association with strategic sites such as the Great Fen and Grafham Water will be considered under policies 'Promoting green and blue infrastructure' and 'Supporting water related development'.

6.77 Tourist facilities and visitor attractions are considered by the NPPF to be primarily a 'main town centre use'; larger tourist attractions or events which may generate significant visitor numbers are more appropriately located in towns or key service centres where there are public transport opportunities. Within built-up areas a proposal for tourist related development will be considered under policy 'Promoting town centre vitality and viability'

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Number of permissions granted for tourism, sport and recreation in the countryside by use.

Defining our retail hierarchy

6.78 The purpose of this policy is to set out our retail hierarchy as required in NPPF paragraph 90 to assist with promoting the concentration of retail and other main town centre uses within existing town centres in preference to edge or out of centre locations. It also recognises the role played by local centres both within individual neighbourhoods of our market towns and within our service centres in promoting local sustainability and access to local retailing for day to day items.

Policy LP 41

Defining our Retail Hierarchy

Each town centre and local centre to which this policy applies is defined on the Policies Map.

Town Centres

Town centres are designated within Huntingdon, St Neots, St Ives and Ramsey. These are the principal concentrations of retail and town centre uses in Huntingdonshire.

Policy requirements on supported uses within town centres can be found in 'Promoting town centre vitality and viability'alongside the approach to main town centre proposals outside town centres.

Local Centres

Existing local centres are designated within specific Market Town neighbourhoods and within Service Centres as follows. These provide day to day retail and related services to local communities and are protected to promote the sustainability of individual communities. Policy requirements on supported uses within Local Centres can be found in 'Supporting local centres'

a. Local Centres within Market Town neighbourhoods are:

Huntingdon and Lodge Farm new community:

- Huntingdon Retail Park St Peter's Road
- Tesco and Tower Fields St Peter's Road
- Stukeley Road Retail Park
- Oak Drive

St Neots:

- Barford Road
- Great North Road, Eaton Ford
- Great North Road, Eaton Socon
- Longsands Parade
- Love's Farm Centre, Kester Way

St Ives:

- Kings Hedges
- Needingworth Road – Abbey Retail Park/ Aldi/ Morrisons
- The Rainbow Centre, Burleigh Hill

Ramsey and Bury:

- Tesco, St Mary's Road
- Stocking Fen Road

b. Local Centres within Service Centres are identified as:

- Alconbury Weald - The Boulevard
- Brampton - High Street
- Buckden - High Street
- Buckden - Hunts End
- Fenstanton - High Street
- Godmanchester - The Causeway
- Godmanchester St James' Retail Centre, Butcher Drive
- Kimbolton - High Street
- Little Paxton - Great North Road
- Sawtry - Glatton Road Co-Op
- Sawtry - Green End Road
- Sawtry - The Green
- Somersham - High Street
- Warboys - Clock Tower area
- Yaxley - Bentley Road Rainbow Co-Op
- Yaxley - Lansdowne Road
- Yaxley - Main Street (west)
- Yaxley Main Street (east)

c. Future Local Centres

The following site allocations are each expected to provide local centres appropriate to the scale of need arising from their own new community: 'North Huntingdon 3: Lodge Farm, North of A141', 'Hemingford Abbots 1: The Lattenburys' and 'North Huntingdon 4: Wyton Airfield'. These will be added to the Policies Map as the local centre is provided. At least one local centre must be included within the masterplan for each of these schemes. If the scale of any individual retail or other main town centre use proposed exceeds 600m^2 net internal floorspace it should be justified by a comprehensive retail impact assessment addressing both Huntingdon and St Ives town centres.

6.79 This policy sets out the hierarchy of retail and service centres around Huntingdonshire's Market Towns and Service Centres as guided by the Local Plan 'Settlement Hierarchy'. Key clusters of retail and service provision have been identified and boundaries are shown on the Policies Map. Within each Market Town a town centre is defined with a primary shopping area identified inside this which contains the greatest concentration of retail shops and services and facilities which depend on high numbers of people directly using them. The policy aims to protect the core areas of the Market Towns, their neighbourhoods and Service Centres to promote the vitality and viability of the Town Centres and Local Centres as focal places attracting shops and services where the cluster of provision aids in their attractiveness to customers.

6.80 Successful town centres need to respond to changing retail trends and diversify their retail and commercial offer to continue to attract customers in. Hence, primary shopping frontages are no longer defined to support greater flexibility in uses and reflect the expanded scope of use class E.

6.81 Local Centres have been defined for the first time to identify the smaller scale clusters of shops and services that serve local communities. These are shown on the Policies Map and are found within neighbourhoods of the Market Towns and within Service Centres. Within the Market Towns these Local Centres are typically focused within the core of traditional communities that have merged to form part of the town or been established more recently as a purpose designed parade of shops and services or a retail park. Similarly, some Service Centres have a single clear cluster of retail and service properties, often on a long established High Street, others have several clusters. Local Centres can promote sustainability and community identity where they provide a local focal point for residents to access shops and services either through trips specifically to them which may be undertaken easily by active travel or as a stop-off at the beginning or end of a longer journey.

6.82 As the new communities and urban extensions designated in this Local Plan are delivered they are expected to include Local Centres to provide local shops and services to their communities as they grow. In time these will be classified as Local Centres and added to the Policies Map.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Use class and amount of retail floorspace gained or lost within defined Town Centres and Local Centres

Promoting town centre vitality and viability

6.83 NPPF paragraph 90 advises that planning policies should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation.

6.84 It is acknowledged that retail is a rapidly evolving sector with national evidence [(6)] indicating that online shopping has risen from less than 1% of retail sales in 2000 to 27% by mid-2025. Changes to permitted development rights in August 2021 to allow the change of use Class E uses such as shops, offices and restaurants to residential use subject to prior approval applications have also restricted the ability of planning to seek to protect such uses in chosen locations. On the positive side this does allow for an increase in people living in town centres to support the services and facilities there. Adaptation is crucial for town centres to survive in their role as focal points for their local communities and destinations for retail and services for people living in nearby villages benefitting from fewer or no retail and main town centres uses.

Policy LP 42

Promoting Town Centre Vitality and Viability

Primary Shopping Areas

Within each defined Town Centre a Primary Shopping Area is defined on the Policies Map.

Each Primary Shopping Area is the focus for retail use within its town centre. A proposal for uses of any scale in class E (commercial, business and service uses) or class C1 (hotels) will be supported within the Primary Shopping Area where it will:

a. complement the retail function and positively support the vitality of the Primary Shopping Area by enhancing the quality and diversity of retail, leisure, entertainment, health, arts, heritage, cultural facilities and tourist provision
b. contribute to maintaining active frontages for ground floor uses
c. not give rise either alone or cumulatively to a detrimental impact on the character and amenity of the Primary Shopping Area
d. provide improvements to the public realm, shop front aesthetics, heritage assets or signage

6 LSH-Revo's report 'Shaping Tomorrow's Places (June 2025)

e. not cause unacceptable harm or loss of amenity to town centre residents
f. support the operation of any existing market or provide an additional market which adds diversity

A proposal for residential use of upper floors of properties within the defined Primary Shopping Area will be supported.

Town Centre areas beyond the Primary Shopping Area

Part of each defined Town Centre lies outside the Primary Shopping Area. Within this portion of each Town Centre a development proposal of any scale will be supported:

f. for a class E main town centre use or class C1 (hotels) that complements uses within the defined Primary Shopping Area
g. for a scheme that enhances gateway sites and approaches into the Town Centre
h. which improves pedestrian or other active travel connectivity and safety throughout the Town Centre
i. that provides enhanced or additional public green space and landscaping
j. that provides higher density residential accommodation

Main town centre uses elsewhere within a Market Town

To conserve and enhance the role of each defined Town Centre, a development proposal involving more than 600m^2 of net internal floorspace on land elsewhere within the Market Town will only be supported where it is accompanied by a retail impact assessment and sequential test in accordance with NPPF paragraphs 91 and 94. The defined centre for a retail proposal is the Primary Shopping Area and for all other main town centre uses it is the defined Town Centre boundary. The assessment must successfully demonstrate in order of preference that:

j. for retail use only, no suitable site or premises is available within the defined Primary Shopping Area, then
k. for any main town centre use, no suitable site or premises is available within the defined Town Centre
l. no suitable site or premises is available on the edge of the defined Town Centre
m. no suitable site or premises is available within a defined Local Centre within the relevant Market Town

Hot food takeaways

A proposal for a hot food takeaway within a Market Town will be supported within a defined town centre irrespective of its distance from a primary or secondary school. Outside of these designated areas a proposal will only be supported where it:

n. is more than 400 metres walking distance from the nearest gate of a primary or secondary school; and
o. does not create a cluster of 3 or more hot food takeaways

6.85 The NPPF definition of main town centre uses is set out in the 'Glossary' to this Local Plan. In summary, these include retail shops, places to eat and drink, places for leisure and entertainment, offices and places supporting arts, culture and tourism.

6.86 Huntingdonshire Futures Place Strategy 2050 promotes the reinforcement of our high streets. In support of this our long-term investment, through the St Neots Masterplan and Vision documents for Huntingdon, Ramsey and St Ives [7], look to provide focus on some development projects which would help reinvigorate our market towns and enable the council and stakeholders to pursue funding opportunities.

7 Vision Documents - Huntingdonshire.gov.uk

6.87 To promote future vitality and place-making in line with the Place Strategy and Vision documents the primary intention of the policy is to ensure that the ground floor elements of buildings in each designated Primary Shopping Area are in active use.

6.88 A proposal for development for retail or other main town centre uses involving any scale of net internal floorspace will be supported within designated town centres where it enhances the role and distinctive qualities of the specific town centre. This is set out in Policy 'Defining our retail hierarchy'.

6.89 To support the Town Centres as the primary focus for retail and other main town centre uses a local threshold of 600m2 has been determined at which level a sequential assessment of site availability and an impact assessment are required. Thisis in place of the default threshold of 2,500m2 of gross floorspace set out in NPPF paragraph 94. The 600m2 threshold has been locally determined based upon a survey of the size of retail properties within Huntingdonshire's Market Towns looking at the size of premises typically occupied by national or regional operators and the smaller units occupied by a wider range of national and independent local operators.

6.90 For a proposal for any other main town centre use, a proportionate sequential test should be carried out in accordance with NPPF paragraphs 91-92. In these circumstances edge of centre locations are those well connected to, and up to 300 metres from the Town Centre boundary. For retail purposes, edge of centre locations are those well connected to, and up to 300 metres from the Primary Shopping Area. For office development, this includes locations outside of the town centre but within 500 metres of a public transport interchange. This should be appropriate to the scale and type of retail or leisure floorspace being proposed. Dependent upon the scale of the proposed scheme this may need to consider the potential impact beyond the settlement in which the development is proposed.

6.91 To promote healthier communities NPPF paragraph 97 promotes limitations on the proximity of hot food takeaways to places where children and young people congregate outside town centres. The policy reflects the local interpretation of this allowing for hot food takeaways within a defined Local Centre regardless of the proximity to a primary or secondary school to reflect the reality of Local Centres within our Market Towns and Service Centres which may easily be within walking distance of the local primary or secondary school. The policy also seeks to prevent clustering of hot food takeaways to minimise impact on the amenity of local residents. Distance to hot food takeaways is to be measured on foot from any gate that provides access to the primary or secondary school. 400m is considered a reasonable walking distance as outlined within the Urban Design Compendium.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Use class and amount of retail floorspace gained or lost within defined Town Centres

Supporting local centres

6.92 The purpose of this policy is to support the sustainability of local centres within Service Centres and individual neighbourhoods within Market Towns by protecting and supporting opportunities to enhance local retail and other business, service and community uses that can help residents to meet day to day needs locally thereby reducing the need to travel.

Policy LP 43

Supporting Local Centres

Local Centres

Within a defined Local Centre a proposal to provide or extend an existing shop, service or facility within classes E a-f, F1 or F2 will be supported where it:

a. will strengthen the sustainability of the Market Town neighbourhood or Service Centre
b. is of an appropriate scale to serve local needs
c. comprises a maximum of 600m^2 net internal floorspace for a retail or other main town centre use within use class E unless the existing property already exceeds this in which case no further extensions will be supported

Loss of Services and Facilities in Local Centres

Where permitted development rights do not apply, the loss of an existing local service or facility within a defined Local Centre will only be permitted where it is clearly demonstrated that:

d. its retention is not feasible as the property has been effectively marketed for at least 12 months at a price which reflects its use, condition and local market values without realistic market interest, and
e. full consideration has been given to any potential opportunities to retain the existing use as part of a shared or combined service or facility to improve viability, or
f. equivalent or enhanced alternative provision will be provided in a location with an equal or better level of accessibility for the local community

Hot food takeaways

A proposal for a hot food takeaway will be supported within a defined Local Centre in a Market Town neighbourhood or Service Centre irrespective of its distance from a primary or secondary school. A proposal for a hot food takeaway outside a local centre will only be supported where it:

g. is more than 400 metres walking distance from the nearest gate of a primary school, and
h. does not create a cluster of 3 or more hot food takeaways

6.93 Access to local services and facilities supports the quality of life for residents and promotes sustainability by reducing the need to travel for some activities and items. Within Market Town neighbourhoods the Local Centres vary in character from parades of smaller shops and service providers meeting day to day needs to retail parks providing large scale units and clusters of leisure and entertainment services that draw customers from a wide area. Local Centres provide the core of shops and services within our Service Centres although some benefit from other dispersed shops and community facilities. Provision within Local Service Villages is typically more dispersed and within Villages provision tends to be sporadic or non-existent.

6.94 A proposal for development of retail or other main town centre uses creating no more than 600m^2 additional net internal floorspace will be supported within these designated local centres as set out in Policy 'Defining our retail hierarchy'

6.95 The policy seeks to support and concentrate provision of shops, services and facilities that will draw from more extensive areas into defined Local Centres to help sustain their concentration of provision, particularly where this can be beneficial for facilitating or encouraging access by public transport or active travel modes.

6.96 The following site allocations are each expected to provide local centres appropriate to the scale of need arising from their own new community: 'North Huntingdon 3: Lodge Farm, North of A141', 'Hemingford Abbots 1: The Lattenburys' and 'North Huntingdon 4: Wyton Airfield'Lodge Farm Huntingdon, The Lattenburys and Wyton Airfield. These will be added to the Policies Map as the local centre is provided. At least one local centre must be included within the masterplan for each of these schemes. If the scale of any individual retail or other main town centre use proposed exceeds 600m^2 net internal floorspace it should be justified by a comprehensive retail impact assessment addressing both Huntingdon and St Ives town centres.

6.97 Education services should in most cases be located near the communities they serve, however, it is recognised that schools, community meeting halls and local community uses classified as use class F2 may be preferably located where more extensive areas of land are available so these are not limited to being within Local Centres and may be supported anywhere within Market Towns, Service Centres, Local Service Villages and Villages to support their local communities.

6.98 The loss of local services or community facilities can have a significant impact on the vitality of a local community and people's quality of life. The policy seeks to protect existing services and facilities within defined Local Centres to maintain the quantity of provision available locally although the policy allows for loss of specific premises where enhanced provision is proposed in an equally accessible location, or for healthcare facilities where they are formally declared surplus to operational healthcare requirements as part of a published strategy or transformation plan

6.99 To promote healthier communities NPPF paragraph 97 promotes limitations on the proximity of hot food takeaways to places where children and young people congregate outside town centres. The policy reflects the local interpretation of this allowing for hot food takeaways within a defined Local Centre regardless of the proximity to a primary or secondary school to reflect the reality of Local Centres within our Market Town neighbourhoods and Service Centres which may easily be within walking distance of the local primary or secondary school. The policy also seeks to prevent clustering of hot food takeaways to minimise impact on the amenity of local residents. Distance to hot food takeaways is to be measured on foot from any gate that provides access to the primary or secondary school. 400m is considered a reasonable walking distance as outlined within the Urban Design Compendium. To ensure that communities in local service villages and villages still have the opportunity to access new hot food takeaway services these are only restricted to avoid primary schools and clustering of takeaways.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Use class and amount of retail floorspace gained or lost within defined Local Centres

Local Services and facilities outside Designated Centres

6.100 The purpose of this policy is to guide development of services and facilities that are outside the defined designated centres known as Town Centres and Local Centres to ensure a sequential approach to local services and facilities whilst protecting the local offer in settlements with limited services and facilities thereby reducing the need to travel.

Policy LP 44

Services and facilities outside Designated Centres

Local Centres

Outside a Town Centre or a Local Centre of any Market Town neighbourhood and Service Centre, and within a Local Service Village or Village, a proposal for a shop, service or facility within use class E(a) and E(c) will only be supported where a sequential test successfully demonstrates that no suitable site or premises is available within a defined Town Centre or Local Centre.

A proposal for a commercial, business or service use within use class E(e) and E(f), or a learning or non-residential institutional use within use class F1, or a local community use within use class F2 will be supported within the settlement boundary of any Market Town, Service Centre, Local Service Village or Village.

Loss of Services and Facilities Outside Designated Centres

Where permitted development rights do not apply, the loss of a local service or community facility within use class F2 or a sui generis public house will only be supported where:

d. its retention is not feasible as the property has been effectively marketed for at least 12 months at a price which reflects its use, condition and local market values without realistic market interest, and
e. full consideration has been given to any potential opportunities to retain the existing use as part of a shared or combined service or facility to improve viability, or
f. equivalent or enhanced alternative provision will be provided in a location with an equal or better level of accessibility for the local community

Hot food takeaways

A proposal for a hot food takeaway in a Local Service Village or Village will will be supported within a defined Local Centre in a Market Town neighbourhood or Service Centre irrespective of its distance from a primary or secondary school. A proposal for a hot food takeaway outside a local centre will only be supported where it:

j. is more than 400 metres walking distance from the nearest gate of a primary school, and
k. does not create a cluster of 3 or more hot food takeaways

6.101 The policy guides development of services and facilities that are outside the defined designated centres known as Town Centres and Local Centres to ensure a sequential approach to local services maintaining the vitality and viability of town centres and local centres in the first instance whilst providing the opportunity for local services and facilities in settlements with limited provision thereby reducing the need to travel and creating more sustainable communities.

6.102 An impact assessment in accordance with NPPF paragraph 94 is also to be submitted for any proposal involving establishment of more than 600 m2 of net internal retail or leisure floorspace. This should be appropriate to the scale and type of retail or leisure floorspace being proposed. Dependent upon the scale of the proposed scheme this may need to consider the potential impact beyond the settlement in which the development is proposed.

6.103 Education services should in most cases be located near the communities they serve, however it is recognised that schools, community meeting halls and local community uses classified as use class F2 may be preferably located where more extensive areas of land are available so these are not limited to being within Local Centres and may be supported anywhere within Market Towns, Service Centres, Local Service Villages and Villages to support their local communities.

6.104 The loss of local services or community facilities can have a significant impact on the vitality of a local community and people's quality of life. The policy seeks to protect existing services and facilities within small settlements with no defined town or local centre to maintain the quantity of provision available locally although the policy allows for loss of specific premises where enhanced provision is proposed in an equally accessible location or for healthcare facilities where they are formally declared surplus to operational healthcare requirements as part of a published strategy or transformation plan.

6.105 To promote healthier communities NPPF paragraph 97 promotes limitations on the proximity of hot food takeaways to places where children and young people congregate outside town centres. The policy reflects the local interpretation of this allowing for hot food takeaways within the defined town centre of a Market Town, or Local Centre regardless of the proximity to a primary or secondary school to reflect the reality of town centres and Local Centres within our Market Towns and Service Centres which may easily be within walking distance of the local primary or secondary school. The policy also seeks to prevent clustering of hot food takeaways outside of these areas to minimise impact on the amenity of local residents. Distance to hot food takeaways is to be measured on foot from any gate that provides access to the primary or secondary school. 400m is considered a reasonable walking distance as outlined within the Urban Design Compendium. To ensure that communities in local service villages and villages still have the opportunity to access new hot food takeaway services these are only restricted to avoid primary schools and clustering of takeaways.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, businesses
Delivery mechanisms	Through decision-making on planning permissions.
Timescale	Throughout the plan period
Monitoring indicators	• Use class and amount of retail, community and hot food takeaway floorspace gained or lost within defined Local Centres • Use class and amount of community floorspace gained or lost within defined Local Centres

Chapter 7:

How will we support homes for all?

Introduction

7.1 This chapter sets out the Local Plan's approach to supporting homes for all. A diverse mixture of housing sizes, types and tenures is essential to help develop and maintain inclusive and sustainable communities suitable for people with wide ranging housing needs. The National Planning Policy Framework (NPPF) requires that housing needs are met including addressing the needs of groups with specific housing requirements with the overall aim to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

7.2 The Local Housing Needs Assessment (2025) or successor document provides evidence on affordable housing needs and the needs of specific groups such as older people, looked after children, people with care and support needs, and people wishing to self or custom build their own homes to provide a comprehensive picture of housing needs for Huntingdonshire in the period 2021 to 2046. 'Providing affordable homes' seeks to help address the need identified in the Local Housing Needs Assessment which identifies that there is substantial need for affordable housing (defined in the 'Glossary') in Huntingdonshire up to 2046. The policy requires that proposals for developments involving 10 or more homes include some affordable housing provision to help support mixed and inclusive communities and encourage diversity in the supply of new homes. Rural exceptions housing is a mechanism to encourage the building of new affordable homes targeted at local people who have an established connection to a place but are unable to afford suitable market housing there to meet their needs. Policy 'Promoting rural exceptions housing' sets out the Council's approach to delivering such affordable housing that helps to deliver much needed affordable housing development prioritised for people with a local connection.

7.3 Also responding to evidence in the Local Housing Needs Assessment, 'Promoting a mix of housing' seeks to promote new housing that considers local housing needs and which contributes to diversity and choice in the supply of new homes. Policy 'Ensuring accessible and adaptable homes' sets a requirement for homes to meet the government's optional accessibility standards to make sure that new homes are built to higher standards to enable more people to access and move around within them easily. Given the increasing number of older people in Huntingdonshire, policy 'Supporting specialist housing' supports the delivery of a range of specialist housing and residential institutions, setting out broad location and design requirements.

7.4 Other needs are met through 'Facilitating self and custom build homes' which supports people who wish to build or commission their own new homes rather than purchase one from a developer and seeks to enhance the opportunities for plots to become available to assist in diversifying the housing market to provide more choice for people. Policy 'Supporting houses in multiple occupation' provides an approach to homes which are not occupied by a single person or family but by a number of unrelated people and small groups in varying combinations, who share facilities. Specialist evidence regarding the accommodation needs of Gypsies, Travellers, Travelling Showpeople, Boat dwellers and other caravan dwellers is presented in the Gypsy and Traveller Assessment (2024). Pitches for Gypsies, Travellers and Travelling Showpeople are a form of specialist housing provision meeting specific cultural accommodation needs. Policy 'Supporting sites for Gypsies, Travellers and Travelling Showpeople' supports the provision of such sites in locations with good access to education and health, whilst seeking to protect the countryside.

Promoting a mix of housing

7.5 This policy seeks to promote new housing that considers local housing needs and which contributes to diversity and choice in the supply of new homes and so supporting mixed and inclusive communities.

Policy LP 45

Promoting a mix of housing

A proposal for major scale development that includes 10 or more new homes will be supported where it provides a mix of sizes, types and tenures which help achieve sustainable, inclusive and mixed communities. This should be demonstrated by showing how the mix of housing proposed has regard to the following documents or their successors:

a. the Huntingdonshire Local Housing Needs Assessment
b. the Peterborough Strategic Housing Market Assessment (where applicable in the northern part of Huntingdonshire)
c. the Council's Housing Strategy and Tenancy Strategy
d. local assessments of housing need and demand within the relevant town or parish for the proposed scheme

To facilitate a mix of housing types a proposal for major scale development that includes 10 or more new homes will be supported where it:

e. demonstrates that it will make effective and efficient use of land
f. prioritises higher densities at more accessible locations such as in and adjoining town centres, in and adjoining local centres and near transport hubs

7.6 A diverse mixture of housing sizes, types and tenures is essential to help develop and maintain inclusive sustainable communities suitable for people with wide ranging housing needs. The Huntingdonshire Local Housing Needs Assessment (LHNA) (Table 8.16) provides indicative guidance on the preferred size mix of housing by tenure across the district as a whole as at 2025 which should form a starting point for the mix of homes proposed. The policy does not set out a prescribed numerical mix in acknowledgement of the impact on the appropriate mix for a specific development scheme of its location and physical characteristics, the mix in the surrounding area and market demand. The LHNA also recognises the benefits of diversifying the housing stock, particularly in areas with few smaller or lower cost housing options. Given the ageing population of the district as a whole appropriate 'downsizing' accommodation will be supported.

7.7 The most up to date evidence available should be used at the time an application is prepared including any update to the LHNA. Other evidence may support provision of a specific mix of housing types within a proposed development. The northern part of the district crosses over with the Peterborough housing market area and guidance may be found amongst Peterborough City Council's strategic housing advice. Local evidence is sometimes prepared, often in conjunction with Neighbourhood Plans in which case this should be reflected in the mix of housing sizes and types proposed within a new development in preference to district wide data as it provides specific local information on a desirable mix of housing sizes and types. These will form a material consideration in determining a planning application with greater weight accorded depending upon the level of public participation in their preparation. Within Huntingdonshire, additional relevant information, particularly for larger schemes, may be found on our website regarding Housing Strategy, Policy and Law.

7.8 The LHNA emphasises the importance of housing suitable for older people within the district. A growth of around 38% is expected in the local population aged 65 and over equating to 32% of the total predicted population change. Many older people do and will continue to live in general market housing. Certain general housing types and sizes, such as smaller bungalows and ground floor flats, can play a role in providing appropriate accommodation into old age. Inclusion of properties particularly attractive to older

people within housing schemes will be supported as this can provide opportunities for people to move before they need substantial care and support to aid them to live independently for longer as well as being beneficial in releasing larger family homes back into the housing market.

7.9 Looked after children and young adults are highly vulnerable members of our community and experience a range of housing needs and provision. Bedspaces in traditional care homes are declining in favour of alternatives such as familial and foster care with the quantity of future need for specialist bedspaces being dependent on the success or otherwise of preferred alternatives. Should specialist residential schemes be brought forward they should be located within walking distance for future residents of key services and facilities appropriate to their age group.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, landowners, developers, registered providers, community land trusts
Delivery mechanisms	Granting planning permissions, Neighbourhood Plans, masterplans
Timescale	Throughout the plan period
Monitoring indicators	• Numbers of homes completed of each of 1, 2, 3 and 4(+) bedrooms

Ensuring accessible and adaptable homes

7.10 The purpose of this policy is to ensure new homes are accessible and adaptable to meet the needs of residents.

Policy LP 46

Ensuring accessible and adaptable homes

Where a proposal is for 50 or more new homes, including a scheme for specialist housing for older people or people with disabilities:

i. At least 5% of all market tenure homes must be built to M4(3)(2)(a) wheelchair user adaptable standard which must include provision of a level access shower; and
ii. At least 5% of all affordable tenure homes must be built to M4(3)(2)(b) wheelchair user accessible standard which must include provision of a level access shower; and
iii. At least a further 5% of all affordable tenure homes must be built to M4(3)(2)(a) wheelchair user adaptable standard which must include provision of a level access shower; and
iv. All other homes on the site must be built to at least the M4(2) accessible and adaptable standard unless robust evidence is presented that demonstrates why site specific factors make this impractical or unviable.

Where a proposal is for between 20 and 49 new homes including specialist housing for older people or people with disabilities:

i. At least 5% of homes must be built to the M4(3)(2)(a) wheelchair user adaptable standard which must include provision of a level access shower. These should be provided in proportion to the tenure mix of the proposed development; and
ii. All other homes on the site must be built to at least M4(2) accessible and adaptable standard unless robust evidence is presented that demonstrates why site specific factors make this impractical or unviable.

Where a proposal is for less than 20 homes all homes on the site must be built to at least M4(2) accessible and adaptable standard unless robust evidence is presented that demonstrates why site specific factors make this impractical or unviable.

In all instances, the number of M4(3) homes must be calculated to the nearest whole number. Where this results in a partial unit being required it will be rounded up from 0.5 of a unit or more.

7.11 The Building Regulations standard M4(2) for accessible and adaptable homes provides for more inclusive housing by offering a basic standard of visitable homes which are more accessible than the minimum national requirements. This should ensure that new homes make reasonable provision for most people to be able to get into the property and any associated parking and garden. The standard seeks to make the homes suitable for a wide range of residents and visitors including older people, those with reduced mobility, families with young children and some wheelchair users.

7.12 Homes meeting the enhanced M4(3) standard are designed to be either capable of being easily adapted for a wheelchair user to live in the property or fully accessible for a wheelchair user at the point of completion. The standards affect not just the home itself but also outdoor space, parking and communal facilities where these are provided.

7.13 The Huntingdonshire Local Housing Needs Assessment (HLHNA) indicates an existing need for 493 wheelchair user homes and an estimated need 2024 to 2046 for a further 175 wheelchair user homes, totaling a requirement for 669 wheelchair user homes by 2046. The HLHNA indicates that this type of housing will be in increasingly high demand in the district as our population ages.

7.14 The HLHNA shows that at 6.7% a higher proportion of social housing occupiers are wheelchair users than the 2.8% of residents of market housing who are wheelchair users. Hence, the higher policy requirement for M4(3) wheelchair user adaptable or accessible housing to be provided as affordable homes to help meet this need. The Council has the right to request full M4(3)(2)(b) wheelchair accessible housing for homes for which we have nomination rights regarding who will occupy them. To ensure that the most appropriate adaptations are incorporated into the initial construction and fit out of such homes the proportion and exact requirements of such properties are to be determined through negotiation with the Council's Housing Strategy team. The preferred form of M4(3) affordable homes is as bungalows.

7.15 It is acknowledged that in exceptional circumstances meeting the enhanced accessibility standards would be impractical or unviable. For instance, where floor levels need to be raised due to flood risk and this would necessitate significant ramping to comply with the standards. In such circumstances, a developer is expected to provide clear evidence supporting the reasons why the standards cannot be achieved and the specific plots within the development scheme which are affected by this. Where development of a site faces exceptional costs viability justification for reducing the M4(3) wheelchair user provision within a scheme will be considered subject to the Council's overall approach to site-specific development viability set out in 'How infrastructure will be provided'.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, landowners, developers, registered providers, community land trusts
Delivery mechanisms	Granting planning permissions, Neighbourhood Plans, masterplans
Timescale	Throughout the plan period

Monitoring indicators	• Proportion of homes built to standard M4(2) accessible and adaptable homes • Proportion of homes built to standard M4(3) wheelchair user homes

Facilitating self and custom build homes

7.16 The purpose of this policy is to support people who wish to build or commission their own new homes rather than purchase one from a developer. It seeks to enhance the opportunities for plots to become available to assist in diversifying the housing market to provide more choice for people.

Policy LP 47

Facilitating self and custom build homes

Where appropriate, the Council will work with developers, registered providers, landowners and relevant individuals or groups to address identified local requirements for self and custom-build homes as identified in the Huntingdonshire self and custom-build register.

A proposal for self and custom build home(s) will be supported where the building(s) respect local character and complies with other relevant policies in this plan and any relevant neighbourhood plan.

If a proposal for a self and custom build home is not wholly intended for occupation by the applicant then each plot for sale must be marketed using a marketing strategy agreed with the Council. This marketing strategy and the point at which it should begin in the site's development will be secured through a S106 agreement or condition. If a plot or plots have been actively marketed for nine months and evidence is presented to demonstrate that a buyer has not been found, then the owner can build for sale on the open market.

A design code or plot passports must be agreed for a development that includes 5 or more custom and self-build homes.

7.17 The Self-build and custom housebuilding Act 2015 provides a legal definition of self and custom build homes. This includes specifying that to be classified as such the initial occupant must have the primary input into the final design and layout of the home which must be their sole or main residence. Development of self and custom-build homes is growing in popularity as an alternative way for individuals and community groups to provide housing to meet particular needs either individually or for local communities. Under the Act, the Council maintains a custom and self-build homes register to establish the level of demand for housing of this type, and must have regard to this in fulfilling its planning and housing functions.

7.18 Although the NPPF does not differentiate between custom and self-build housing, they provide two main ways in which people can build their own homes. Self-build involves the occupier securing a plot and taking responsibility for the design, construction and funding of the home. Custom build involves the occupier commissioning or building their new home with the support of a landowner, developer, contractor or enabler who facilitates their options to specify the property to meet their individual preferences.

7.19 A serviced plot is defined within the Self-build and custom housebuilding Act 2015 . In summary, it is as a plot of land which either already has access to a public highway and connections for electricity, water and waste water, or can be provided with those things in specified circumstances or within a specified period when the agreed marketing strategy has been commenced, and the plot is available for immediate purchase with clearly defined boundaries.

7.20 The Council will work with partners to establish how serviced plots may be effectively provided to meet the identified demand. There is no requirement for plots to be made available at below market value but they should be reasonably priced reflecting prevailing market values for such plots. Reference should also be had to advice from the National Custom and Self Build Association and developing best practice

7.21 Where a marketing strategy is required, it should include as a minimum:

- how individuals or groups who are registered on the Council's Self and Custom Build Register will be contacted and engaged with
- details of the information to be provided to prospective self or custom builders including details of the available plots and high quality visual materials and inspirational illustrations
- the price that each plot will be advertised at which should be derived from an experienced local RICS registered valuer who ideally has experience of valuing custom and self-build housing
- high quality visual materials and inspirational illustrations
- design parameters and information about the site as a whole
- the site visit arrangements including how potential plot purchasers will be able to gain safe access into the site to view the plots
- how plots will be advertised, such as on social media, website advertising, registration on marketing databases and information packs
- how a record of sales enquiries for each plot and the outcomes from the marketing exercise will be shared with the Council

7.22 A design code or plot passports must be provided for any scheme involving 5 or more self or custom build homes. This is to ensure provision of a coherent and high quality development that responds to its context whilst maximising the level of design freedom for initial occupants. The design code or plot passports must be agreed prior to marketing the plots for sale to provide certainty for potential plot purchasers as to what can and cannot be built on each plot. The cumulative effects of parameters must ensure that they do not unnecessarily restrict design freedom and initial occupants have the main input into the design and layout of their home.

7.23 Where the applicant is seeking to deliver affordable custom and self-build housing it must be demonstrated how the affordable housing will be delivered in a manner that meets both the NPPF's affordable housing definition and the custom and self-build housing definition of the Self-build and Custom Housebuilding Act. Potential mechanisms for this can include:

- Land offered to registered providers and/or community led housing groups to be delivered with a primary input from initial occupants
- The sale of plots at below market value with the reduction in market value captured through the Section 106 agreement and secured in perpetuity by a restriction on the title.
- Discounted self-finish homes with the reduction in market value captured through the Section 106 agreement and secured in perpetuity by a restriction on the title.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, landowners, developers, registered providers, community land trusts
Delivery mechanisms	Granting planning permissions, Community Infrastructure Levy exemptions, Neighbourhood Plans, masterplans, design codes
Timescale	Throughout the plan period
Monitoring indicators	• Number of self and custom build CIL exemptions granted

Supporting specialist housing

7.24 Specialist housing can help to meet the needs of a wide range of members of society. While older people are typically the largest market for such properties others with support needs for whom this policy aims to facilitate appropriate housing include care leavers, people with additional needs who cannot live entirely independently, people with a learning disability or mental health care and support needs who require intensive support, and those in need of temporary accommodation.

7.25 The Government's reforms of Health and Adult Social Care are underpinned by a principle of supporting people to live at home for as long as possible. The Council, working with partners such as the County Council, Registered Providers, health care agencies, and developers, needs to plan for the increasing need for specialist housing to facilitate choices that meets specific needs in terms of specialist accommodation for older people and those with additional care and support needs.

Policy LP 48

Supporting specialist housing

A proposal for self-contained specialist housing (use class C3) will be supported where it will:

a. be located where future occupiers can benefit from access to existing shops, services, community facilities, public transport and social networks appropriate to their needs
b. provide reasonable access by safe and suitable walking or public transport routes to primary healthcare facilities
c. be integrated with the wider community recognising the social and sustainability benefits of multigenerational and inclusive communities
d. include a mix of housing types and sizes
e. be of high design quality, relevant to the intended occupiers needs, including inclusive design in terms of the standard of facilities, the level of independence, and the provision of support and/ or care

A proposal including 50 or more self-contained homes will be required to provide affordable housing in accordance with policy 'Providing affordable homes'.

A proposal for a new residential institution (use class C2), or the replacement or extension of an existing one will be supported where:

a. it will be located where intended residents, their visitors and staff can benefit from access to existing shops, services, community facilities, public transport and social networks appropriate to their needs
b. it can be integrated with the wider community as appropriate to the social needs of the intended residents
c. it will incorporate high quality, secure, private shared amenity space for the use and enjoyment of residents within the curtilage of the development

7.26 Specialist housing can take many forms and cover a wide range of needs, from sheltered housing where residents live mainly independent lives whilst sharing some communal facilities to tenancy based supported living accommodation where support may be delivered on site for up to 24 hours a day, through to extra care housing and care homes, where a level of personal health care is typically provided. It can be provided through adapted market housing, assisted living housing or extra care housing. Extra care housing allows independent living but offers a higher level of support than sheltered housing, with care workers available on site up to 24 hours a day. However, it does not offer as much care as a care home or nursing home where residents have their own rooms but not their own front door. Care homes offer accommodation with personal care and nursing homes also provide around-the-clock care on site from qualified nurses. These types of housing provision offer specialised products which may span more than one category. Proposals

for specialist housing will be considered on their own merits having regard to whether the proposal falls within Class C2, C3 or C4 of the of the Use Classes Order. This will depend upon factors such as the level of personal care offered, the type of accommodation and level of communal space and facilities. Pre-application advice should be sought if clarification is needed as to which use class a development is categorised as.

7.27 New specialist accommodation must be located with good accessibility to a range of existing or planned services and facilities, and with good access to existing or planned public transport. This is important to support the ability of people to maintain independence, remain active and minimise the risk of social isolation.

7.28 A proposal for specialist provision for a residential home for looked after children or young adults will be supported where it is well-located in relation to relevant services and facilities.

7.29 The Huntingdonshire Local Housing Needs Assessment (HLHNA) identifies a projected increase from 2024 to 2046 of around 38% in the population aged 65 and over. 83% of older person households in the district are owner occupiers with many having substantial equity in their properties to facilitate the purchase of a new home that might better suit their needs. To avoid over-estimating the level of need for specialist housing, as many older people will continue to have their needs meet in the ordinary private and social housing markets for many years, the calculations of need are based on residents aged 75 and over. This estimates a need for around 2,000 additional housing units with support (sheltered or retirement housing) of which around 70% are needed in the private market sector. The HLHNA estimate a need for around 1,200 additional housing units with care (extra-care accommodation) of which around 75% is needed in the private market sector. Finally, it estimates a need for around 1,300 additional bedspaces in nursing and residential care homes. However, Cambridgeshire County Council's Adult Social Care Market Position Statement 2024 notes that although the national trend for people entering care bedspaces has declined since 2001 in Cambridgeshire the number of people entering bed based residential care was increasing but the trend is changing and their approach is for people to be supported to stay in their own homes or move to sheltered or extra care housing where possible, reserving bed-based care for people with complex or high level needs.

7.30 National and county policies for housing provision for looked after children focuses strongly on meeting their needs within a domestic setting that can be accommodated in the general housing market. The HLHNA indicates that need for bedspaces in specialist residential homes remains for very small numbers of children and a proposal that contributes to meeting these needs locally rather than necessitating out of county placements will be supported where it has secured the support of Cambridgeshire County Council.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Cambridgeshire County Council, Parish Councils, landowners, developers, registered providers
Delivery mechanisms	Granting planning permissions, Neighbourhood Plans, masterplans
Timescale	Throughout the plan period
Monitoring indicators	• Number of self-contained (C3) specialist homes permitted by tenure • Number of bedspaces in C2 residential institutions permitted

Supporting houses in multiple occupation

7.31 Houses in multiple occupation (HMOs) are houses which are not occupied by a single person or family but by three or more unrelated people forming more than one household as their only or main residence, and who share facilities such as toilets, bathrooms or kitchens. HMOs typically offer a lower cost accommodation option in the housing market generally for people with limited housing options including students, single people, and more vulnerable people in society. Houses in multiple occupation do not always require planning permission depending on the number of residents so this policy will only apply to the relevant proposals.

Policy LP 49

Supporting houses in multiple occupation

A proposal for a house in multiple occupation (use class C4) including conversions and change of use of existing properties will be supported where it:

a. can be successfully demonstrated that the property is of sufficient size to provide safe, functional and healthy living conditions with a high standard of amenity for existing and future residents and that the property will at least meet the nationally required minimum room standards for HMOs
b. will provide reasonable access by safe and suitable walking, cycling and public transport routes to existing shops, services and community facilities
c. provides safe and convenient access for all units with staircases being provided within the main structure of the building and rear gardens or yards can be entered from the accommodation by each occupier
d. will not give rise to significant detrimental change in the character of the surrounding area

7.32 NPPF paragraph 96 advises that planning policies should aim to achieve healthy, inclusive and safe places, complemented by paragraph 135 which promotes the creation of places that promote health and well-being with a high standard of amenity for existing and future users. This policy contributes to promoting mixed and balanced communities and sets out how a high standard of amenity should be achieved through the development of houses in multiple occupation. National standards specify the minimum appropriate size of rooms for different purposes and the level of amenity that must be met. To demonstrate that the policy is being complied with a statement must be provided showing how the proposal at least meets all the required standards.

7.33 It is recognised that HMOs can provide an affordable form of housing. However, it is important that in approving an HMO, this does not have a significant negative impact on the residential amenity of neighbouring residents and the character of the immediate locality. Amenity considerations will be addressed through 'Ensuring amenity for new buildings and neighbours'.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, landowners, developers
Delivery mechanisms	Granting planning permissions
Timescale	Throughout the plan period
Monitoring indicators	• Number of bedspaces granted through construction or conversion of housing into licenced houses in multiple occupation

Promoting rural exceptions housing

7.34 The purpose of this policy is to encourage the building of new affordable homes targeted at local people who have an established connection to a place but are unable to afford suitable market housing there to meet their needs. This seeks to deliver national policy aspirations to support exceptions sites for community-led development, for rural exceptions sites to be adjacent to existing towns and villages, to provide affordable homes to meet local needs and to allow such schemes where they would enhance or maintain the vitality of rural communities.

Policy LP 50

Promoting Rural Exceptions Housing

A proposal for housing will be supported on a site which is well-related to an existing built up area of a service centre, a local service village or a village as an exception to the requirements of other policies where it can be demonstrated that:

a. at least 60% (net) of the site area is for affordable homes for people with a local connection, and
b. where the site is well-related to a service centre, the number, size, type and tenure of the affordable homes is justified by evidence, including a local needs survey, that the homes would meet an identified need for that service centre, or for any other place in a lower category within the Settlement Hierarchy with an established connection to that place and where a site search has been completed to demonstrate that no potentially suitable sites are available well-related to that lower category settlement, or
c. where the site is well-related to a local service village, the number, size, type and tenure of the affordable homes is justified by evidence, including a local needs survey, that the homes would meet an identified need for the local service village or for any other place in a lower category within the Settlement Hierarchy with an established connection to that local service village and where a site search has been completed to demonstrate that no potentially suitable sites are available well-related to that lower category settlement, or
d. where the site is well-related to a village the number, size, type and tenure of the affordable homes is justified by evidence, including a local needs survey, that they would meet an identified need for that village only or within a hamlet with an established connection to that village, and
e. the rest of the site area is available for building open market housing or as plots for self-build or custom build homes, and
f. the total number of homes proposed does not exceed 5% of the number of homes within the settlement to which the site is well-related
g. the proposal is sensitive to the pattern of development which it adjoins and to the surrounding landscape and townscape

Mechanisms, including planning conditions or obligations will be used to ensure that:

g. the affordable homes are completed before or concurrently with the market homes
h. the affordable homes are delivered and remain affordable in perpetuity or provision is made for the recycling of any subsidy in line with national policy in place at the time when the property is changing ownership

A proposal for Gypsy and Traveller pitches will be supported on a site which is well-related to an existing built up area of a service centre, a local service village or a village as an exception to the requirements of other policies where it can be demonstrated that :the total number of pitches shold not exceed 3% of the number of homes within the settlement to which the site is well-related.

7.35 Most affordable homes will be delivered through allocated sites or on schemes of 10 or more homes approved through policy LP2 'Our strategy for change' as a proportion of a mixed tenure development. However, this approach may not meet all the need for affordable homes. National policy supports the development of affordable homes in locations where building new homes would not normally be supported when they are to meet an identified local need for people looking to live in a community to which they are already connected, for example through growing up there or working there.

7.36 In most villages planning policies limit new development, so few schemes will be big enough for us to require developers to provide affordable homes within them. A lack of affordable homes means some people, such as younger people and those on lower incomes, are often unable to afford homes that meet their needs. This can affect villages especially, and may lead to the population of some villages aging and the average number of people living in each property reducing which risks less people living in the place to support what services are present such as local shops, village halls and bus services.

7.37 This policy aims to boost the provision of affordable homes through allowing them to be built on land where planning permission would not normally be given so land values are lower. This is known as 'rural exceptions' housing, as the policy specifically targets land around the edges of existing places where granting planning permission is an exception to other policies.

7.38 As public subsidy for building affordable homes has reduced significantly and the sales value of the land is lower, delivery of rural exceptions homes can be challenging. This is why up to 40% of the net developable site area can be promoted for market homes or self-build or custom build homes to make the overall development scheme financially viable. If a scheme requires more than 40% of its net developable area for market housing it will not be acceptable as a rural exceptions scheme. No further viability considerations will be taken in to account. Where public subsidy is available for a scheme the proportion allowed for market homes should be reduced proportionally to reflect this.

7.39 The number, size, type and tenure of affordable homes to be provided within a rural exceptions scheme must reflect local evidence including an up-to-date parish survey of housing need for the place or places which the scheme is intended to serve. Inclusion of need from other places with an established connection will only be acceptable where a site search has been completed to explore the possibility of the need being met on land well-related to that place. An established connection between a service centre, local service village or village is considered to be where residents of the lower category place, e.g. the village, commonly rely on the higher category place, e.g. the service centre, to meet day to day needs such as basic food shopping, to access primary education or to participate in community social groups.

7.40 A rural exceptions housing scheme should be proportionate in size to the existing settlement to which it is well-related. This will be judged with regard to the number of existing homes there, the form of the settlement, the established pattern of development and the sensitivity of the local environment to help support a balanced community.

7.41 To be eligible for the rural exceptions homes, a potential resident must be able to demonstrate a genuine local connection and that they cannot afford suitable housing to meet their needs. This includes people who:

- are in need of different accommodation and already live in the place(s) the scheme is intended to serve
- are employed, or have a firm offer of employment, in the place(s) the scheme is intended to serve
- have a close family member who already lives in the place(s) the scheme is intended to serve
- have lived in the place(s) the scheme is intended to serve before and can demonstrate an ongoing connection to the settlement

7.42 Anyone promoting a rural exceptions scheme will be expected to work with the local community to resolve concerns expressed over a specific proposal. Given that any scheme is likely to receive both support and objections, a balanced judgement will be taken in the decision-making process reflecting community views and the merits of the proposal.

7.43 The market homes and self-build or custom build plots that may be included within a rural exceptions scheme are encouraged to contribute to the diversity of housing in the local area. In particular, homes will be supported that meet the needs of people wishing to downsize or move to a home that better meets their needs as they age while retaining established social networks within their community. Plots for self-build or custom build homes will also be supported where they respond to local evidence of need demonstrated through Huntingdonshire's self and custom build register.

7.44 Provision of Gypsy and Traveller pitches will be supported on rural exceptions sites to help meet the need for lower costs sites. The scale of any rural exceptions Gypsy and Traveller scheme should be proportionate to the settlement to which it is well-related to ensure that the sites and its residents can be successfully integrated with the settled community. To provide for an equivalent allowance for Gypsy and Traveller pitches to the rural exceptions housing element of a standard scheme at 60% of a proposed site, then the number of pitches on a site should not exceed 3% of the number of homes within the settlement to which the site is well-related.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, Parish Councils, landowners, developers, registered providers, community land trusts
Delivery mechanisms	Granting planning permissions, Neighbourhood Plans, masterplans
Timescale	Throughout the plan period
Monitoring indicators	• Number of affordable homes completed on rural exceptions schemes

Supporting sites for Gypsies, Travellers and Travelling Showpeople

7.45 The purpose of the policy is to enable the appropriate provision of sites to meet the specific needs of Gypsies, Travellers and Travelling Showpeople in accordance with the Government's Planning Policy for Traveller Sites (December 2024)

Policy LP 51

Gypsies, Travellers and Travelling Showpeople

Huntingdonshire's Gypsy and Traveller site need over the plan period has been identified as an overall cultural need of 127 pitches. No need has been identified for additional plots for travelling showpeople in the plan period.

A new Gypsy or Traveller site outside of a built up area will be supported in a sustainable location where it respects the scale of the nearest settled community to allow for successful co-existence, and will be very strictly limited in open countryside that is away from existing settlements. A proposal which contributes to the delivery of Gypsy and Traveller pitches and Travelling Showpeople plots will be supported where it satisfies each of the following criteria:

a. the location should be within 1.5 miles of a primary school and 2 miles of a GP surgery
b. the character and appearance of the wider landscape is not significantly harmed

c. the location and scale of the site does not dominate the nearest settled community/ies, when the proposal is considered collectively with other nearby traveller sites
d. the proposed boundary treatment provides a good balance between minimising the development's impact on surrounding countryside and its integration into the local community
e. satisfactory residential amenity can be retained for neighbouring occupiers
f. pitch sizes facilitate good quality living accommodation without over-crowding or unnecessary sprawl
g. the site provides a high level of residential amenity for the proposed residents, including provision of play facilities and protection from adverse impacts of on-site business activities, noise, disturbance, or loss of privacy
h. the health and safety of occupants is not put at risk, including through unsafe access to sites, poor air quality, noise, contamination or unacceptable flood risk
i. there is adequate space for operational needs, including the parking and turning of vehicles
j. there are appropriate management arrangements in place, where the site may have multiple owners or tenants or be used for transit purposes
k. the site can be safely and adequately serviced by infrastructure; and
l. the site will not adversely impact on the safe and effective operation of existing infrastructure

The change of use of existing permitted sites to alternative uses will not be permitted unless replacement provision meeting the above criteria is provided elsewhere. A condition or legal agreement to control the future uses of sites for Gypsies, Travellers or Travelling Showpeople may be imposed, as appropriate. Where the proposed use is short term, the development will be limited by a temporary permission.

7.46 A local assessment of need the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment 2024 (the GTAA), provides evidence on both the current levels of such accommodation and the anticipated need up to 2046. Gypsies and Travellers are recognised as being at significant risk of disadvantage and social exclusion. The lack of provision of a permanent residential base can give rise to particular disadvantages in securing healthcare and education, along with the lack of access to basic facilities such as water and waste disposal.

7.47 Table 4.5 of the GTAA established that there were 38 known sites Gypsy and Traveller sites containing a total of 146 pitches of which 21 were vacant. One site with 20 pitches provides social rented accommodation; all others are privately owned or rented. The occupied pitches provided accommodation for 108 Gypsy and Traveller households. 9 pitches were occupied by non-Gypsy and Traveller households. The GTAA acknowledged that the position in Middle Drove at Ramsey Heights is exceptionally complex with a potential for an additional 11 pitches that were unauthorised and unoccupied at the time of the surveys. Potential supply is acknowledged in the GTAA primarily from potential expansion or intensification of some existing sites, regularisation of existing unauthorised pitches and household dissolution.

7.48 Table 4.6 identifies that there is one Travelling Showpersons yard containing 4 plots, all of which are unoccupied.

7.49 Table 6.3 of the GTAA identifies a need for 127 authorised Gypsy and Traveller pitches over the period 2023/24 to 2045/46. Of this need, 36 is over the short-term 5 year period 2023/24 to 2027/28 and 91 is over the longer-term (2028/29 to 2045/46). This equates to an annual average need 5.5 pitches a year.

7.50 Four sites for Gypsy and Traveller pitches were put forward during the call for sites for allocations within this plan. Two at Middle Drove Ramsey Heights were not taken forward to allocation as permanent sites because they are situated in flood zone 3a. Two have been granted temporary planning permission for 5 years on appeal due to their location in flood zone 3a.

7.51 Since the GTAA was completed a further 15 Gypsy and Traveller pitches have been granted permanent planning permission providing a secure home base for these people. 3 have been granted temporary consent for 5 years with the limitation due to flood risk to provide a secure base from which to search for a suitable permanent pitch.

7.52 Due to the commitments achieved since 1 April 2023 which is the start of the initial 5 year period in the GTAA and the lack of suitable sites put forward for allocation the Council does not intend to identify additional land for pitches but to work with local Gypsy and Traveller representatives, agents and other applicants to bring forward sites through the planning application process using this criteria based policy.

7.53 Paragraphs 3.14-3.20 of the GTAA address the size of pitches and plots acknowledging that there is no up-to-date national definition of these. To ensure safety and residential amenity in accordance with the above criteria the minimum pitch size should be 25m by 25m (625 square meters or 0.0625 hectares). This would support a twin-unit chalet/mobile home (15m x 6.5m), a tourer, an amenity shed/building (5m x 4m), two vehicle spaces (minimum 2.4m x 4.8m for each space) and turning circle for vehicles, amenity space and a small garden area/play space. Residential units need to be 3m from the pitch boundary and at least 6m apart. A slightly larger pitch of 25m by 30m (750 square meters or 0.075 hectares) would be appropriate for larger household units requiring several residential units.

7.54 For the purposes of monitoring the delivery of pitches, and to limit the landscape harm that pitches and sites may cause, the Council will take a rounded approach to defining what constitutes a household and therefore a pitch. The starting point is that a single pitch includes one static caravan, one touring caravan and one utility block. However, in circumstances where applications propose a single pitch including more than two caravans and one utility block, consideration will be given to other factors to determine how many pitches the proposal includes. Factors include: where there is more than one 'breadwinner' living in separate caravans as this may point to the existence of more than one household, and therefore more than one pitch; and where adult family relationships are horizontal (including adult brothers and/or sisters with their own partner living in separate caravans) as opposed to 'vertical' (including grandparents, parents and children), this may also point to the existence of more than one household, and therefore more than one pitch.

7.55 The Planning Policy for Traveller Sites includes specific criteria guiding the location and design of Gypsy and Traveller sites, recognising their particular characteristics. These criteria recognise that sites may be located in rural areas, but that new traveller site development in open countryside that is away from existing settlements should be very strictly limited. This policy addresses proposals for Gypsy and Traveller sites outside of the built-up area; proposals for such sites within the built-up area will be assessed against other relevant policies in this Local Plan.

7.56 The local policy criteria identify that proposals for Gypsy and Traveller and Travelling Showpeople's sites should be in a location with good access to local health services and primary schools. This approach is intended to ensure that that Gypsy and Traveller and Travelling Showpeople households are able to access such services easily. For the purposes of this policy, the threshold distances have been determined to be within walking or cycling distance (no reliance has been placed upon public transport provision since bus services are liable to relatively frequent change). The threshold distance to a primary school is 1.5 miles (2.4km)[8]. At a typical walking speed of 3 miles per hour, a 1.5 mile walk to school would take 30 minutes. For the purposes of this policy, the threshold distance to healthcare services the distance is 2 miles (3.2km). At a typical walking speed of 3 miles per hour, a 2 mile walk to a GP surgery would take 40 minutes. These distances should be used as a guide rather than a fixed limit; account will also be taken of qualitative aspects, and in particular the nature of the route to the nearest primary school, including the presence or lack of pavements and/or cycle paths.

8 Distances identified here are as travelled on the ground, as opposed to being a straight line.

7.57 In addition to consideration of access to services, the effect on the landscape and on neighbours is of particular importance. Proposals will be considered together with other nearby gypsy and traveller sites to ensure that collectively, such sites do not dominate the nearest settled community. What constitutes the nearest settled community/ies will vary in relation to location and the local pattern of development. This issue will be considered on a case by case basis.

7.58 Appropriate boundary treatments should be provided which facilitate integration with the local community rather than completely enclose the site forcing a sense of isolation. Further criteria seek to ensure a safe and well functioning living environment for occupants of traveller sites, and to minimise negative impacts on adjoining uses. Other national or local policies such as those relating to vehicular access, contamination and heritage assets are also applicable.

How will we monitor delivery of this policy?

Who is responsible for delivery?	Huntingdonshire District Council, landowners, developers, registered providers, travelling community
Delivery mechanisms	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of Gypsy and Traveller pitches permitted • Number of Travelling Showpeople plots permitted

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Chapter 8:

How will we conserve and enhance the environment?

Introduction

8.1 The natural and historic environment are irreplaceable resources that shapes the character and identity of places. The Huntingdonshire Futures Place Strategy recognises the district's high quality and beautiful natural and historic environments and highlights the benefits they offer. It seeks their conservation, enhancement where needed, and explores how we can make the most of these assets. They contribute significantly to the attractiveness of Huntingdonshire by enhancing the quality of life enjoyed by residents and helping the local economy by attracting visitors and businesses. The Local Plan plays an important role in supporting and delivering this while also conserving and enhancing the natural and historic environments.

8.2 Huntingdonshire has numerous nature conservation designations, including several of international or national importance and areas of strategic green and blue infrastructure which shape Huntingdonshire's landscape and urban areas, together they form a rich nature network home to numerous species of trees, insects and wildlife and rich habitats for biodiversity and geodiversity. These habitats also provide an important climate function by naturally capturing carbon emissions from the atmosphere.

8.3 Also, Huntingdonshire has a rich history which is reflected in the large number of designated heritage assets found within the district along with many non-designated heritage assets and the potential for as yet undiscovered archaeology. Huntingdonshire's waterways and flood plain meadows contribute significantly to the value of our natural and historic environment.

8.4 The National Planning Policy Framework (NPPF) is clear that plans should recognise the intrinsic character and beauty of the countryside, and that strategic policies should provide for the conservation and enhancement of landscapes and biodiversity. The 25 Year Environment Plan sets out the government's aspirations for improving the UK's air and water quality; protecting threatened plants, trees and wildlife species; and the goals to do this while working with specialists, local communities and businesses. The Environment Act (2021) set a mandatory biodiversity net gain of at least 10% on qualifying developments.

8.5 Additionally, the NPPF is also clear that the historic environment is an irreplaceable resource and that local plans should set a positive strategy for their conservation and enjoyment. Alongside this the Planning (Listed Buildings and Conservation Area) Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979 for Scheduled Monuments form the key legal framework for the historic environment. Much of the character of Huntingdonshire is shaped by its heritage; historic features are an asset for the economy, the environment and the local community. The quality of the historic environment is sensitive to change from development and this chapter identifies the Council's approach to conserving and enhancing the historic environment.

8.6 This chapter also sets out the Council's approach to enhancing biodiversity and geodiversity and protecting our existing natural assets and heritage assets so that development works with them recognising their significant contribution to sustainable development.

Protecting our nature conservation sites

8.7 The purpose of this policy is to set out the council's approach to protecting sites that are protected under international, national and local conservation designations.

Policy LP 52

Protecting our nature conservation sites

A development that would be likely to have a significant effect on an internationally designated site either alone or in combination with other plans or projects, will be subject to assessment under the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitat Regulations') at application stage. If

it cannot be ascertained that there would be no adverse effects on site integrity the application will be refused unless it passes the tests set out in the Habitats Regulations, and any necessary compensatory measures are secured.

All possible efforts must be taken to avoid adverse impacts on habitats and species on and surrounding nationally and locally protected sites. If it is demonstrated that adverse impacts cannot be avoided they must be minimised and then appropriately mitigated. Only where a proposal can clearly demonstrate that this hierarchy has been carefully followed and all efforts have been made to avoid and then reduce the impact on habitats and species will consideration be given to compensation measures. Following this process, a proposal will only be supported subject to a hierarchy where:

a. a site of national importance would be affected exceptional circumstances must be demonstrated where the need for, and the benefits of, the proposal significantly outweigh both the potential impacts on the features of the site that make it of national importance and any broader impacts on the national network of such sites;
b. a protected species, a priority habitat or species, a site of local or regional importance, the achievement of water body good ecological potential, or the biodiversity value of the proposed development site as part of the wider network would be affected, the need for and the benefits of the proposal must clearly outweigh the assessed impacts.

A proposal that includes measures that can enhance a nature conservation site and/or its connection to wider ecological networks will be supported particularly where this contributes towards achievement of the objectives of the Local Nature Recovery Strategy for Cambridgeshire and Peterborough .

A proposal that would result in the loss, deterioration or fragmentation of irreplaceable habitats, including ancient woodland and aged or veteran trees, will be resisted unless there are wholly exceptional reasons and a suitable compensation strategy will be delivered.

8.8 Designated sites for nature conservation importance are classified into a hierarchy according to their status and the level of protection they should be afforded. International sites form the top tier of the hierarchy with the highest level of protection, followed by national and then locally designated sites.

8.9 Huntingdonshire includes internationally and nationally important nature sites, which benefit from statutory protection set out in international or national legislation:

- **Ouse Washes** Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar and the Swan and Goose Impact Risk Zone which is functionally linked land to the Ouse Washes SPA and Ramsar located partially within the plan area extending into East Cambridgeshire.
- **Portholme Meadow** SAC - it is the largest surviving traditionally-managed meadow in the UK, with an area of 104 ha of alluvial flood meadow (7% of the total UK resource). There has been a long history of favourable management and very little of the site has suffered from agricultural improvement, and so it demonstrates good conservation of structure and function.
- **Fenland** SAC (where it is underpinned by Woodwalton SSSI) - it is important for the conservation of the geographical and ecological range of fen habitat type, as this type of fen-meadow is rare and ecologically distinctive in East Anglia.
- **Woodwalton Fen** Ramsar
- 26 Sites of Special Scientific Importance (SSSIs)
- four National Nature Reserves (NNRs) at Woodwalton Fen, Holme Fen, Monks Wood and Upwood Meadows

8.10 The district also includes locally designated sites such as 137 County Wildlife Sites (CWSs) and two Local Geological Sites (LGSs) at Warboys Clay Pit and Ramsey Heights Brick Kiln and Clay Pits and several Local Nature Reserves. These locally designated sites are not statutorily defined but provide important habitats to sustain a wealth of biodiversity.

8.11 All the above sites are shown on the Policies Map.

8.12 As well as protected sites within the district, proposals may where relevant be required to assess their impact on internationally protected sites in neighbouring authority areas, these are shown on the Policies Map for clarity. The following sites have specific guidance produced by the relevant LPA which may need to be considered:

- **Eversden and Wimpole Wood** SAC located within South Cambridgeshire is protected habitat for the Barbastelle Bat. Greater Cambridge's Biodiversity SPD (2022) establishes a 5km key conservation area for bats and a wider 10km sustenance or wider conservation area reflecting Natural England's SSSI Impact Risk Zones. Development proposals within these areas should aim to retain mature trees, woods and copses, and to provide new habitat linkages through new tree planting and the integration of existing hedgerow networks with new one and comply with requirements for ecologically sensitive lighting, in line with the Institute of Lighting Professionals' Guidance Note 8 - GN08 Bats and Artificial Lighting (2023) or successor documents. The site and its zone of influences are shown on the Policies Map.
- **Upper Nene Valley Gravel Pits** SPA and Ramsar in North Northamptonshire is a wetland of international importance or breeding, feeding, wintering or migration of rare and vulnerable species of birds. The Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy (2026) requires proposals within the zone of influence to consider potential recreational impacts on the SPA/Ramsar site. Additionally, this Strategy also identifies a zone within which Functionally Linked Land may be located and requires an applications within 10km of the SPA/Ramsar consider impact on the importance of functionally linked habitats. The site and its zone of influences are shown on the Policies Map.

8.13 Proposals that could potentially affect an internationally important site (either in Huntingdonshire or a neighbouring area) will be required to undertake an appropriate assessment in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and sufficient information for this to be undertaken will need to be submitted with the proposal. The Local Plan is supported by a Habitats Regulations Assessment.

8.14 In addition to sites with a designation, there are irreplaceable habitats. The NPPF defines irreplaceable habitats as being habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. Huntingdonshire benefits from several ancient woodlands and extensive areas of wetland and fens which are deemed to be irreplaceable habitats.

8.15 The nature conservation sites are home to many important habitats and species including meadows, hedgerows, ponds, grazing marsh, woodland, orchards, parkland, fen, wetlands, reedbeds and lakes. Many of these habitats comprise important features in the landscape strongly influencing the character of Huntingdonshire and merit protection. Some of these sites will overlap with the Green and Blue Infrastructure Priority Areas defined in policy 'Green and Blue Infrastructure Priority Areas' shaped by the Local Nature Recovery Strategy for Cambridgeshire and Peterborough and Huntingdonshire Nature Recovery Network Report and priority habitats of importance for nature conservation under the Natural Environment and Rural Communities Act 2006.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, Natural England, Natural Cambridgeshire Local Nature Partnership, The Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Cambridgeshire and Peterborough Biodiversity Partnership, landowners, developers, registered providers, Middle Level Commissioners, Internal Drainage Boards and the Environment Agency.
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
	• Losses to biodiversity habitat in hectares • Total Change in habitats in hectares • % of SSSIs in favourable, unfavourable recovering, unfavourable no change, unfavourable declining, destroyed/part destroyed condition

Enhancing biodiversity and geodiversity

8.16 The purpose of this policy is to set out the council's approach to managing development and the natural environment in response to the decline in biodiversity. The policy aims to protect, enhance and restore biodiversity across the district and reflect the new national requirements for biodiversity net gain in the Environment Act 2021.

Policy LP 53

Enhancing Biodiversity and Geodiversity

A development proposal will be required to protect and enhance biodiversity and/or geodiversity on site in accordance with the biodiversity mitigation hierarchy, Green and Blue Infrastructure Priority Areas and Local Nature Recovery Strategy.

A successful development proposal will demonstrate:

a. the pre-development biodiversity value* and post development 10% gain, as required by the Environment Act 2021, of the onsite habitat (this can include offsetting) using the statutory biodiversity metric or successor tool;
b. the appropriate ecological appraisals have been completed, such as a Ecological Impact Assessments and/or Preliminary Ecological Appraisal, identifying all individual and cumulative potential impacts on biodiversity and geodiversity onsite including potential impacts on identified green corridors and wildlife links; and
c. how the10% biodiversity net gain will be maintained, monitored and managed (through a Biodiversity Management and Monitoring Plan) for at least 30 years, or a period of time set out in national policy or legislation if this is greater. This will be secured by legal agreement, with funding and annual reporting to the council and a district BNG register maintained publicly.

Where the applicant is unable to provide the 10% BNG on-site, contributions to providing net gain off site will be required. Priority shall be given to securing biodiversity gains on other sites within the district and could be on sites with a conservation covenant. Off-site gains whether within or outside the district should be achieved through justified and proportionate financial contributions of biodiversity unit types and volumes

specified by the council. These can be purchased through third party providers. Should suitable biodiversity units not be available, the purchase of statutory credits will be used to secure the necessary biodiversity gains.

A proposal that is exempt from statutory biodiversity net gain, must provide evidence of the exemption.

A proposal will not be supported if potential impacts would lead to the deterioration of a water body's ecological status or potential.

* The baseline value will not be accepted where site clearance or deliberate neglect or damage to the habitats on site before the application process can be evidenced. In this instance the local planning authority ecologist will determine the previous ecological value on site for use as the baseline.

Biodiversity Design

A development proposal will design the required net gains or no net loss in biodiversity, with reference to the Natural Cambridgeshire publication 'Developing with Nature Toolkit' and should prioritise design measures that:

d. seek to create, conserve or enhance existing nature corridors and wildlife links
e. complement or enhance existing features of biodiversity value within the design and layout of development
f. provide new biodiversity features within the development using landscape focused design approaches, with consideration to using sustainable drainage systems to deliver biodiversity benefits
g. help reverse the decline of species and enable species adapt to climate change
h. assist in achieving local targets for priority habitats and species including those set out in Habitat Action Plans
i. improve public access to nature
j. ensure the effective management of biodiversity or geological features
k. contribute to the provision of multi-functional green infrastructure to enhance ecological networks and the Green Infrastructure Priority Areas
l. contribute towards the achievement of good ecological status in water bodies

A proposal will submit all data to the Cambridgeshire & Peterborough Environmental Records Centre to ensure that impacts of development on biodiversity can be monitored.

8.17 There has been a significant decline in biodiversity for the last hundred years, with damaging implications for future wildlife and humanity. Local authorities in England and Wales have a duty under Section 40 of the Natural Environment and Rural Communities Act 2006 to have regard to the purpose of conserving biodiversity. Local plans and planning decisions have the potential to affect the retention, enhancement or restoration of biodiversity or geodiversity. Therefore, they need to consider the potential impacts of development on protected and priority species, and the scope to avoid or mitigate any impacts when considering site allocations or planning applications.

8.18 The National Planning Practice Guidance (NPPG)states that net gain in planning 'describes an approach to development that leaves the natural environment in a measurably better state than it was beforehand. Net gain is an umbrella term for both biodiversity net gain and wider environmental net gain.' Biodiversity net gain (BNG) at a minimum level of 10% has been made mandatory by the Environment Act 2021.

8.19 The policy maintains the legislative requirement of the Environment Act 2021 for all schemes that are not identified as exempt under national guidance. Support will be given to a proposal where it seeks to provide more than the mandatory 10%.

8.20 A proposal should follow the Biodiversity Net Gain mitigation hierarchy from the outset of design providing specific measures in pursuit of biodiversity net gain. Priority should be given to the retention and enhancement of existing natural features, and should increase tree, hedge and shrub planting, incorporating ponds and other wetland features where appropriate and incorporating rewilding.

8.21 When producing an assessment of habitats and species an established methodology should be used such as that for Ecological Impact Assessments (EIA) and Preliminary Ecological Appraisal(PEAs) available from the Chartered Institute of Ecology and Environmental Management. The assessor will be expected to access the ecological data held by the Cambridgeshire and Peterborough Environmental Records Centre (CPERC) before undertaking any on-site ecological survey work. To ensure the quality of the assessment it should be completed by an appropriately qualified specialist. A useful tool at the initial assessment stage will be the SSSI Impact Risk Zones produced by Natural England. The Impact Risk Zones (IRZs) are a mapping tool to make a rapid initial assessment of the potential risks posed by development proposals to: SSSIs, SACs, SPAs and Ramsar sites. Zones are defined around each site which reflect the particular sensitivities of the features for which it is designated and indicate the types of development proposal which could potentially have adverse impacts. Further information on issues to be considered is available from the Association of Local Government Ecologists.

8.22 A development proposal should consider its potential impact on biodiversity on site and on surrounding areas particularly sites of importance for geological conservation. Existing buildings should be carefully assessed for any affect of the development on all species of animals but in particular protected and priority species that may use the building as part of their habitat. If any further research, such as species specific survey work, is identified as necessary it will need to be carried out by a suitably qualified person at an appropriate time of year and prior to the submission of an application proposal.

8.23 The Middle Level Commissioners (MLC) have responsibility for flood defence and water level management along with some conservation duties in much of the northeast of the district. The detailed guidance found in the Middle Level IDB Biodiversity Manual and the Drainage Channel Biodiversity Manual should be complied with when assessing the impacts and determining mitigation measures for proposals in the MLC area. Proposals should contribute towards the achievement of good ecological status in water bodies (or not compromise achievement of good ecological potential) in accordance with the Anglian River Basin Management Plan (RBMP) and accompanying catchment action plans.

8.24 To incorporate biodiversity within developments, Natural Cambridgeshire's Developing with Nature Toolkit' which seeks to guide developers through the decisions they make with a view to being able to demonstrate enhancement of biodiversity above and beyond mitigation and compensation, so that a net gain is achieved. Development should complement or enhance existing features of biodiversity value within the design and layout of the development, with consideration to the Local Nature Recovery Strategy. Natural methods should be prioritised appropriate to the scale, type and location of development for the planned retention, enhancement and creation of habitats and wildlife features. A proposal should be accompanied by a landscape scheme with high biodiversity value of appropriate species to the development site and surrounding area, to ensure the sustainability of the proposal through habitat creation. It should be noted that knowledge of wildlife sites and their condition is constantly changing, and decisions will be based on the most up to date information available.

8.25 Where the proposal seeks to provide new biodiversity features within the development using landscape focused design approaches, consideration should be given to using sustainable drainage systems to deliver biodiversity benefits in accordance with policy "Managing surface water".

8.26 Any works affecting a protected species and/ or habitats should be undertaken at an appropriate time of year and under the supervision of a suitably trained person in accordance with appropriate guidance.

8.27 Mitigation may involve providing or contributing towards the following measures: access and visitor management measures within the designated site/s; improvement of existing green space and recreational routes; provision of suitable alternative natural green space and recreational routes; monitoring the impacts

of new development on designated sites to inform the necessary mitigation requirements and future refinement of any mitigation measures. a justified and proportionate financial contribution to fund off-site measures will be secured.

8.28 Cambridgeshire & Peterborough Environmental Records Centre provides a source of information on the biodiversity of Cambridgeshire and Peterborough and forms an evidence base to support decision makers, planners and developers meet the European and UK governance that protects wildlife. The sharing of information across the region and wider landscape is crucial for local record centres to offer the best biodiversity information for the area. The council require all information collected about a site to be submitted to the records centre to ensure the continuation of biodiversity monitoring can be maintained.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, Natural Cambridgeshire Local Nature Partnership, The Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Cambridgeshire and Peterborough Biodiversity Partnership, Natural England, landowners, developers, registered providers, Middle Level Commissioners, Internal Drainage Boards and the Environment Agency
Delivery mechanism	Through the determination of planning applications, supplementary planning documents (SPDs), master plans, design codes, neighbourhood plans, planning conditions, S106 legal agreements and Conservation Covenants.
Timescale	Throughout the plan period
	• Number of applications refused based on non-compliance with biodiversity net gain

Protecting our trees, orchards, woodlands, hedges and hedgerows

8.29 The purpose of this policy is to set out the Council's approach to protecting existing trees, orchards, woodlands, hedges and hedgerows particularly those of visual, historic or nature conservation value, from the impacts of development and to halt the loss of trees in Huntingdonshire.

Policy LP 54

Protecting our trees, orchards, woodlands, hedges and hedgerows

A proposal will be required to demonstrate that the potential for adverse impacts on trees, orchards, woodland, hedges and hedgerows has been investigated.

A proposal will only be supported where it first seeks to conserve and enhance any tree, orchard, woodland, hedge or hedgerow of arboricultural, ecological or landscape value (including ancient or veteran trees) that would be affected by the proposed development both within and immediately adjacent to the site (as determined within site surveys). In such cases the proposal will be expected to make reference to and follow the guidance contained in the Council's Huntingdonshire Tree Strategy 2020 - 2030 or successor documents.

Where a proposal affects any trees, orchards, woodlands, hedges and hedgerows of arboricultural, ecological or landscape value (including ancient or veteran trees) within and immediately adjacent to the site, now or in the future (such as through construction), it must demonstrate that a full site survey has been carried out by a competent person* and includes the submission of an Arboricultural Impact Assessment, Arboricultural Method Statement and associated Tree Protection Plan in compliance with BS5837:2012.

Where a proposal is unable to avoid the loss, threat, damage or deterioration of any trees, orchard, woodland, hedges or hedgerow of arboricultural, ecological or landscape value (including ancient or veteran trees), whether on site or immediately adjacent, it will only be supported, where the need for and benefits of the development in that location clearly outweigh the loss, threat, damage or deterioration. Where loss, threat, damage or deterioration may occur, these must be minimised as much as possible before mitigation measures.

If loss, threat, damage or deterioration cannot be fully addressed through minimisation and/ or mitigation measures the proposal must include alternative measures such as reinstatement of features, additional landscaping, habitat creation or tree planting to compensate for the harm and can (where appropriate) be implemented and established before development starts. This will secured by condition or planning obligation as appropriate.

A proposal for major scale development will be required to include additional new trees to form part of landscaping for the proposal, the form of which will be determined by negotiation.

*As defined within paragraph 3.4 of BS5837:2012**.**

8.30 The Huntingdonshire Tree Strategy 2020 - 2030 indicates that tree canopy cover throughout the district averages 8.7%. Coverage in urban areas is typically higher, ranging from 15.9% to 18.8% across our four market towns. The lower district-wide figure reflects the predominance of agriculture in our landscape and the notably lower canopy cover found across the fenland parts of Huntingdonshire.

8.31 Trees, orchards, woodlands, hedges and hedgerows provide vital habitats for a range of species, provide shelter, provide shade and keep areas cool, help reduce noise and atmospheric pollution and also store carbon dioxide, helping to us to mitigate and adapt to the impacts of climate change. These landscape features shape the character of the district as set out in the Huntingdonshire Townscape and Landscape Assessment SPD (2022)Orchards are a valued landscape character element particularly in the eastern part of the district but community orchards are also increasingly being established in towns and villages across the district, these have the potential to add to the landscape character and ecological value of an area. A hedge is generally found within a settlement and often has an amenity or ornamental role; a hedgerow is more commonly found in a rural setting and often provide field boundaries although some old hedgerows remain within settlements and typically comprise a range of native species. They add to the character and quality of the local environment, can have historic value (e.g. ancient woodlands) and can offer recreation opportunities supporting health and wellbeing. Trees are crucial along a river bank to help protect the river edge and shade the water reducing the potential for water to warm and thereby holding less oxygen, to the detriment of biodiversity.

8.32 Trees are vulnerable from both human action and nature changes and in particular construction works can significantly impact trees and alter their immediate environment. A mature tree or hedgerow can often be damaged beyond its ability to recover by human action and therefore requires early physical protection including that of its root system.

8.33 To ensure benefits are retained, development proposals will be expected to avoid harm to trees, orchards, woodlands, hedges and hedgerows of arboricultural, ecological or landscape value (including ancient or veteran trees) wherever possible, and where appropriate, incorporate them within a landscape scheme. Development provides for opportunities to increase tree, woodland and hedge cover across the district. This can assist in integrating the scheme into the local environment by providing some mature, established landscape elements. When this cannot be achieved, or it is known that trees are being lost to disease, mitigation or replacement compensatory measures will be required to ensure no loss to the overall value to the environment.

8.34 Preserving and protecting existing trees should be prioritised early in the design process to prevent their loss during construction or throughout the development's lifespan. Design should account for tree impacts such as root growth, shading, and debris, ensuring developments are sited to avoid conflicts. Maintaining trees aids carbon sequestration and helps retain canopy cover for shade during high temperatures, this is increasingly important as periods of extreme heat become more common.

8.35 Where a proposal affects any trees, orchards, woodlands, hedges and hedgerows an Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) and associated Tree Protection Plan in compliance with BS5837:2012 must be undertaken. The AIA and AMS must include a tree survey and a plan showing which trees will be kept or removed and any root protection areas within the proposal. It should identify how tress have been considered within the design of the scheme and what harm could arise. They should also contain information on what trees will be retained, what works will be undertaken to them and any mitigation measures.

8.36 The retention of existing trees, orchards, woodlands and hedgerows as part of new development can provide significant benefits in terms of biodiversity, public health benefits and overall desirability. However it is recognised that during the course of construction damage to trees may result. To demonstrate that damage to existing trees, woodland and hedges does not occur during the construction phase, a proposal should include a Tree Protection Plan in accordance with BS5837:2012.

8.37 Some specific trees or groups of trees are of particular value such that their removal would have a significant impact upon the local environment and their enjoyment by the public. Where they are potentially under threat, the Council will make Tree Preservation Orders (TPO) to protect them. Where trees are covered by TPOs, the policy is intended to safeguard them from damage or removal unless there are overriding reasons for the development.

8.38 Some parts of urban and rural Huntingdonshire have very few trees. In these areas it is particularly important to retain existing trees and plant new ones. The requirements of this policy relating to additional new trees apply to new-build residential development and conversions to residential use.

8.39 The Council's approach to tree protection, care, planting and risk management is set out in the Huntingdonshire Tree Strategy 2020 - 2030. This also provides operational standards for the care and management of trees. It contains a 10 year action plan which shapes the Council's tree related management and projects.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, Cambridgeshire and Peterborough Biodiversity Partnership, Natural England, landowners, developers, registered providers
Delivery mechanism	Through the determination of planning applications, SPDs, master plans, design codes, neighbourhood plans, ecological appraisals, S106 agreements, TPOs
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications refused on the basis of impact on trees, woodland, hedges and hedgerows

Protecting our open spaces, outdoor sport and recreational facilities

8.40 The purpose of this policy is to protect against the loss of open space, outdoor sport and recreational facilities, allotments and areas of garden land that provide amenity value.

Policy LP 55

Protecting our open spaces, outdoor sport and recreational facilities

A proposal that would lead to the whole or partial loss of an existing area of open space, sports and recreational building(s) or land will only be supported where

a. evidence demonstrates that the open space, building(s) or land are surplus to requirements;
b. there would be no significant adverse impact on the character of the surrounding area;
c. the loss is minimised where possible and replacement or enhanced provision is made that provides a net benefit to the same community which will be judged in terms of availability, accessibility, quality and quantity

New provision to compensate for the loss of sports or recreational open space should be in a form that best meets an identified existing need, as agreed with the Council.

Local Green Space

A Local Green Space may be designated in a Neighbourhood Development Plan where it accords with the criteria in the NPPF. A proposal for development on a designated Local Green Space will only be supported where it accords with the local criteria in the relevant neighbourhood plan.

8.41 Open space takes many forms including parks, village greens, play areas, sports pitches, allotments and semi-natural amenity open space. Many provide important recreational and sporting facilities or are important for biodiversity. Others are part of heritage assets or form part of the setting of heritage assets. Whatever their size, function and accessibility they all contribute to the character of the place and quality of life for the local community. It is important to prevent the loss of open space where this would harm the character of a settlement, the visual quality of the locality or the quality of life of residents and visitors.

8.42 The policy seeks to protect areas of open space, sports and recreational facilities from development that would lead to their partial or complete loss. A proposal will only be supported where the open space is to be replaced with an alternative for which there is a proven need or where compensatory measures that will deliver net gains for the community can be delivered. The loss of outdoor sport or recreation facilities may also be accepted where up to date assessment shows that the facility is surplus to requirements. The Huntingdonshire Leisure and Sports Facilities Strategies 2022 - 2043 include the Indoor and Built Sports Facility Strategy (November 2022) and the Playing Pitch and Outdoor Sports Strategy (December 2022). They identify sports facilities which need to be maintained due to identified strategic need or new or enhanced provisions. Variations in under- and over-provision of outdoor sports facilities exist across the district, as stated in the strategy. These, or their equivalent in any successor strategies should be used to inform any planning application. Additional information and guidance is available in the HDC's Healthy Open Space Strategy (2020). Sports facilities requirements up to 2046 have been produced using Sports England's calculators to supplement the strategies identified above. Sport England's Strategic outcomes planning and leisure services delivery (May 2021) provides national guidance.

8.43 When considering whether open space is surplus the needs of the existing population must be assessed. The population that will live in residential development allocated in this plan that would be served by the open space should also be taken into account.

8.44 In addition to the protection offered to open space, sports and recreational facilities, the policy also identifies the national provisions for Local Green Spaces that can be designated in neighbourhood plans. The process for preparing a neighbourhood plan is set out in the Localism Act 2011 and subsequent regulations. The Council has extensive advice available for parish and town councils considering producing neighbourhood plans. Criteria for designation of Local Green Spaces are set out in the NPPF. The NPPG

also includes a section that deals with Local Green Space designation. Development proposals on designated Local Green Space will be considered carefully given the status of the designation, which conveys similar protection to Green Belt. A key consideration will be that the qualities that enabled designation as Local Green Space should be maintained.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered providers
Delivery mechanism	Through the determination of planning applications, supplementary plans, neighbourhood plans
Timescale	Throughout the plan period
Monitoring indicators	• Number of applications resulting in the loss or gain of open space, sports and recreational building(s) or land • Number of LGS designations made in neighbourhood plans

Conserving and enhancing our heritage assets

8.45 The purpose of this policy is to ensure that development proposals protect and conserve the district's heritage assets and where possible enhance them and their settings.

Policy LP 56

Heritage Assets and their Settings

Great weight and importance is given to the conservation of heritage assets (designated and non-designated assets) and their settings. The statutory presumption of the avoidance of harm can only be outweighed if there are public benefits that are powerful enough to do so.

A proposal will be required to demonstrate the potential for adverse impacts on the historic environment. Where investigations show that impacts on heritage assets or their settings, whether designated or non-designated, are possible a heritage statement will be required, in a manner proportionate to the asset's significance, that:

a. assesses all heritage assets and their settings that would be affected by the proposal, describing and assessing the significance of each asset and its setting to determine its architectural, historical or archaeological interest
b. sets out how the details of the proposal have been decided upon such that all adverse impacts are avoided as far as possible, or if unavoidable how they will be minimised as far as possible
c. details how, following avoidance and minimisation, the proposal would impact on the significance and special character of each asset
d. provides clear justification for the proposal, especially if it would harm the significance of an asset or its setting, so that the harm can be weighed against public benefits, and
e. identifies ways in which the proposal could make a positive contribution to, or better reveal the significance of, affected heritage assets and their settings

Heritage at Risk

Where a proposal contains a listed building(s) identified as being at risk the proposal should ensure its/their repair and re-use prior to any new development being substantially completed

Conversion, Alteration or Other Works to a Heritage Asset

Additionally, where a proposal is for conversion, alteration, or other works to a heritage asset or within its setting it must be demonstrated that the proposal:

f. protects the significance of designated heritage assets and their settings by protecting and enhancing architectural and historic character, historical associations, landscape and townscape features and through consideration of scale, design, materials, siting, layout, mass, use, and views both from and towards the asset
g. does not harm or detract from the significance of the heritage asset, its setting and any special features that contribute to its special architectural or historic interest and the proposal conserves and enhances its special character and qualities
h. respects the historic form, fabric and special interest that contributes to the significance of the affected heritage asset
i. will conserve or enhance the quality, distinctiveness and character of the affected heritage asse, and
j. contributes to securing its optimum viable use and long-term maintenance and management of the heritage asset.

The Council will consider the significance of a designated heritage asset and where there is less than substantial harm, this will be weighed against the public benefits of the proposal. Where there is deemed to be substantial harm, then the proposal would need to achieve substantial public benefits to outweigh that harm.

Where a non-designated heritage asset would be affected a balanced judgement will be reached having regard to the scale of any harm and the significance of the heritage asset.

Conservation Areas

A proposal within, affecting the setting of, or affecting views into or out of, a conservation area should preserve, and wherever possible enhance, features that contribute positively to the area's character, appearance and setting as set out in character statements or other applicable documents. A proposal should:

k. minimise negative impact on the townscape, roofscape, skyline and landscape through retention of buildings/ groups of buildings, existing street patterns, historic building lines and land form;
l. retain and reinforce local distinctiveness with reference to height, scale, massing, form, materials and plot widths of the existing built environment; as well as retaining architectural details that contribute to the character and appearance of the conservation area; and
m. where relevant and practical, remove features that are incompatible with or detract significantly from the conservation area.

Archaeology

Where a development proposal involves land with archaeological potential, a proportionate desk-based assessment will be required in advance of determination of the application. If this initial site assessment identifies archaeology of significant interest, developers will be required to undertake fieldwork evaluation of the site site.

Where possible and appropriate, the preservation, and where practical, enhancement of archaeological remains in-situ should be ensured. Where this is either not possible or not desirable, as agreed with the Council, provision must be made for comprehensive recording and analysis of the remains and publication of the results.

8.46 The features of heritage assets can be of historic, archaeological, architectural or cultural interest that have a degree of 'significance', whether designated or not. The significance of a heritage asset is the value of the asset to this and future generations because of its heritage interest. Significance derives not only from a heritage asset's physical presence, but also from its setting.

8.47 As heritage assets are irreplaceable, any harm to or loss of them requires clear and convincing justification. The NPPF sets out how potential heritage impacts should be considered. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, such as scheduled monuments, grade I and II* listed buildings and grade I and II* registered parks and gardens should be wholly exceptional. When assessing if the public benefits of a proposal outweigh heritage harm, it is important to remember that these do not necessarily have the same weight to counteract each other. For example, if a scheme has some public benefit, this would not outweigh significant heritage harm. This assessment requires a thorough understanding of the public benefits of the proposal which should be set out in a heritage statement.

8.48 Where a heritage asset is at risk any proposal for development of the site should be phased and secured by legal agreement to ensure that its/their repair and re-use is completed as early as possible in the development process. For any proposal where there is evidence of deliberate neglect and /or damage to a heritage assets the deteriorated state of that asset will not be taken into consideration when making a decision on a development proposal. Where evidence of neglect is reported, or becomes apparent during the course of a planning or listed building application, the council will try to draw the owner's attention to the risks to their property, suggest appropriate measures and find out their plans for maintenance and reuse. The Council will also work proactively with owners in order to establish an appropriate use for any heritage asset at risk. The Council will seek to facilitate the bringing back into use of any vacant heritage assets (listed buildings and buildings in conservation areas), in order to minimise future risks to the significance of the building.

8.49 The value or significance of heritage assets may be derived from the archaeological, architectural, artistic or historic interest of the asset or its setting - it is this significance that justifies protection in planning decisions. The key to the sympathetic management of heritage assets is having a clear understanding of the assets themselves and the context within which they exist. Detailed information on both designated and non-designated heritage assets within Huntingdonshire can be found in the Cambridgeshire Historic Environment Record or limited information is available on the Heritage Gateway. These can also be used to help predict the likelihood of unidentified heritage assets which exist in the vicinity of a proposed development. Other appropriate sources include Conservation Area character statements, Neighbourhood Plans, other parish or community plans and the Huntingdonshire Landscape and Townscape Assessment SPD (or successor documents).

8.50 All proposals will need to investigate whether heritage assets will be affected. Where investigations show that impacts on heritage assets or their settings, whether designated or not, are possible a more detailed heritage statement will be required. The statement needs to explain the:

- value of each asset, reflecting its character, appearance, historic value, value to the local community and its setting;
- public benefits of the proposal; and
- where appropriate set out how the proposal is achieving the optimum viable use of the heritage asset in accordance with national policy and guidance.

8.51 Evaluation requirements will vary depending on the nature of the asset likely to be affected. Guidance on the scale and nature of information required may be obtained from the Council's Conservation Team or, in some instances, from Historic England or Cambridgeshire County Council's Historic Environment Team. The statement should indicate how the proposal will affect any of these qualities, any public benefits that it will give rise to and how it will assist in conservation of the asset. When considering the acceptability of

potential adverse impacts the level of harm will be weighed against the public benefits of the proposal. Any accompanying heritage statement should justify the proposal in the context of NPPF paragraphs 202-221.

8.52 The significance of heritage assets should be conserved for the long-term wherever possible. Carefully managed change can help achieve this goal, delivering viable uses consistent with conservation objectives. Where a change from the original use is proposed it should be demonstrated that the use is the best viable use for the asset, causing the least harm to its significance.

8.53 A development proposal that relates directly to a heritage asset or affects the setting of a heritage asset should be of high quality design which enhances the special character of the heritage asset and pays special attention to the surrounding area's established height, scale, massing, building lines, detailing and materials. New development will not be encouraged to copy existing buildings but rather must be informed by and well integrated with the established character of the area. There is no embargo on development in conservation areas; carefully considered, high quality designs that provide a successful contrast with their surroundings can preserve and enhance character, as well as schemes that employ authentic historical forms and features.

8.54 Archaeological remains provide links to the past and can provide useful information about local heritage. Appropriate steps must be undertaken to identify and protect them as they are easily damaged or destroyed when development takes place. Huntingdonshire's archaeological heritage comprises of both above and below ground remains, previously identified through individual finds, evidence of previous settlements and standing structures. Due to its nature, much of the district's archaeological heritage is likely to have been undiscovered and so is very sensitive. If a site is identified as having potential archaeological significance, applicants will be required to undertake a proportionate desk based archaeological assessment and, if necessary, a field evaluation, which may include a range of techniques for both intrusive and non-intrusive evaluation, as appropriate to the site. It is the responsibility of the developer to fund any investigations, using appropriately qualified and experienced personnel. To protect the integrity of archaeological remains which are discovered, preservation should take place in situ wherever possible. Where this is either not possible or inappropriate an agreed programme of excavation, recording, publication and archiving should be undertaken prior to the commencement of any development.

8.55 A major risk to the district's heritage assets, particularly the many listed buildings, is that they fall into disuse, over time become derelict and demolition is then sought. The Council is keen to avoid this situation arising and so will generally be supportive of a proposal that can bring a vacant listed building back into use where the proposed use is viable, sustainable and appropriate to the particular location. A detailed assessment will be required to justify any proposed development which would result in substantial harm to or total loss of significance of a designated heritage asset. Where there is evidence of deliberate or conscious damage to, or neglect of, a heritage asset the Council may take action to prevent further decay. This may involve prosecution, serving an Urgent Works or Repairs Notice or adding the building to the Heritage at Risk Register.

8.56 Another major risk is the impact of climate change on heritage. Historic England have produced guidance on how climate adaptions and management such as energy efficiency measures can be made to historic assets. When doing so it is important to take a whole building approach whereby the special characteristics of the listing are also considered. Any works undertaken should be consistent with the conservation of the asset's significance (including its setting) and be in accordance with national and local policies for conserving and enhancing the historic environment.

8.57 When, in exceptional circumstances, a known heritage asset cannot be retained, the development will be required to conduct a full recording survey (including photographs) and make the information publicly available. When a non-designated heritage asset of archaeological interest cannot be retained, a programme of archaeological investigation will be required, including post-excavation analysis, publication and preparation of archive material; this information should be made publicly available.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered providers, County Council's Historical Environment Team
Delivery mechanism	Through the determination of planning applications, supplementary plans, conservation area statements
Timescale	Throughout the plan period
Monitoring indicators	• Number and % of planning applications refused on grounds of impact on heritage assets • Number of conservation area statements reviewed • Number of heritage assets on the heritage at risk register

Supporting water related development

8.58 The purpose of this policy is to set out the Council's approach to development proposals that relate to rivers, lakes and other water bodies within the district.

Policy LP 57

Water related Development

A proposal for water related development will be supported where it can be demonstrated that:

a. it will not overload the environmental, navigational or flood conveyance capacity of the watercourse or water body
b. adequate servicing is provided, including water supply, electricity, and disposal facilities for sewage and waste
c. it will not impede the use of leisure moorings or berths or navigation or lead to hazardous boat movements
d. the use of any publicly accessible paths or other forms of access to the water body will not be compromised or impeded
e. measures will be incorporated to maintain or enhance water quality and quantity and river morphology, with reference to the Environment Agency's Anglian river basin district River Basin Management Plan and the Water Framework Directive
f. biodiversity of the water, its margins and nearby nature conservation sites will be maintained or enhanced
g. it will not lead to any adverse impact on flood risk or flood defences or displacement of flood risk
h. it will contribute to the re-naturalisation of the water body. and
i. there is adequate demand to justify the creation of new berths or moorings where they are proposed.

Residential Moorings

In addition to applicable criteria above a proposal for a berth or mooring for permanent sole or main residential use will be supported where:

j. the boat will be moored to the bank of a watercourse or water body where that bank is within the built up area of any settlement; or

k. the proposal is for a berth in a marina, where the marina is within or immediately adjacent to the built up area of any settlement and the use would not lead to a change in the character of the marina away from a tourist/ leisure facility; or
l. the proposal is for berths outside of a built up area, and it demonstrates that the location has sustainable access to services

Grafham Water

A proposal for essential operational development to improve the function of Grafham Water and its associated water treatment infrastructure will be supported where it:

m. would improve the reservoir's role in providing a resilient water supply to support growth across the region and to safeguard it from potential deterioration or pollution
n. would preserve the value of the nature conservation designations of the reservoir and immediately adjoining land

A proposal for recreational, sport and leisure uses at Grafham Water will be supported where it:

o. would preserve or enhance the value of the nature conservation designations of the reservoir and immediately adjoining land
p. would be in keeping with its surroundings in terms of scale, location, form and design
q. would facilitate the provision of, and participation in, water sports, active travel modes of leisure, nature conservation enjoyment and other quiet forms of recreational activities
r. would not detract from the setting of Grafham Water

8.59 Water related development includes water related tourism, sport and leisure developments, such as proposals for new short term/ leisure moorings and marinas, and residential moorings.

8.60 Huntingdonshire benefits from an extensive network of rivers, drainage canals and lakes which are already widely used for tourism, sport and leisure activities including boating, fishing and birdwatching. They also provide valuable wildlife habitats, increased recreational use should only be facilitated where no significant environmental damage will result. While there is an extensive network, the level of public access to rivers and other bodies of water varies. Proposals which facilitate public access to waterside recreation opportunities will be encouraged where they can be achieved without having adverse impacts on water quality, nature conservation and the character of the surrounding landscape.

8.61 Huntingdonshire has many long established marinas. Across Huntingdonshire there are 13 marinas locations that provide moorings for boats, mainly for leisure purposes, the majority of these are located along the River Great Ouse. They make a valuable contribution to the local economy and provide alternative accommodation options. Improvements to established boatyards and marinas will generally be considered favourably provided they demonstrate no detrimental impact on the watercourse or body of water which they serve or on any surrounding countryside.

8.62 The level of public access to rivers and other bodies of water varies. Proposals which facilitate public access to waterside recreation opportunities will be encouraged where they can be achieved without having adverse impacts on water quality, nature conservation and the character of the surrounding landscape.

8.63 Development should include measures to help achieve the objectives of the Anglian River Basin Management Plan (RBMP). Development should not compromise the ability to achieve these objectives. Water Framework Compliance assessments will be needed for development that has the potential to compromise RBMP objectives, or risk deterioration. UK law does not allow further deterioration in status

of a groundwater body already in 'poor' condition. This will reflect in strategic matters, such as any future availability of the groundwater resources for abstraction in the area. Specific projects are also assessed through Water Framework Compliance Assessments.

8.64 Water quality and quantity are important in maintaining rivers and water bodies as valuable resources for a wide range of uses and particularly for biodiversity. There are a wide range of measures that can be taken to help maintain and improve water quality. For example, trees and other vegetation on the banks of rivers and water bodies can provide shading which will help limit temperature rises during sunny periods with consequent benefits to oxygen levels and biodiversity. Water quantity is managed through controlling water flow and abstraction rates.

8.65 The biodiversity of the water, its margins and nearby nature conservation sites will be maintained or enhanced under the Biodiversity Net Gain watercourse metric which will apply to all non-exempt developments within 10 m of the bank top of a watercourse. Buffer zones, in agreement with the Environment Agency, Middle Level Commissioners, Internal Drainage Board and the Council where appropriate, should be created to protect the complex biodiversity within and surrounding water courses.

8.66 It is acknowledged that living on boats is a lifestyle choice for some residents and contributes to increasing the diversity of residential accommodation within the district. The outcomes of the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment (December 2024) showed there is some need for more residential moorings in Huntingdonshire with one marina actively considering increasing the number of residential moorings. However, it was not possible for the assessment to specify a specific number of moorings needed given the complexities of ownership of moorings, the interplay between the need for continuous cruisers and residential moorings and the business objectives of individual marinas.

8.67 While some choose to live on residential boats or houseboats, the Council considers these forms of accommodation to have some shortcomings in terms of meeting the needs of residents or prospective residents. As Building Regulations do not apply to the residential use of boats or houseboats the Council cannot be certain that they meet the basic accessibility requirements of these national regulations and therefore are uncertain that they meet the needs of our ageing population. The number of berths, either residential or for leisure uses, is subject to frequent change. It is, however, considered reasonable to assume that residential use of boats represents a very small proportion of the total residential accommodation available and sought in Huntingdonshire. It is difficult to gauge the proportion of existing moorings that may be suitable for conversion to residential use. For these reasons it is not considered possible to set a target for residential moorings in the Local Plan so any that are developed will form part of the expected small sites windfall development identified in the Council's housing trajectory illustrated in "Securing infrastructure provision" and updated annually.

8.68 Residential use of boats can create demand for facilities that are inappropriate in a rural riverside location, such as boardwalks for safe access or provision of water and pump-out facilities. There is also a risk of pollution and disturbance to wildlife. New homes should therefore be concentrated in sustainable locations and so the same principle will be applied to proposals for berths and moorings for residential use. The policy aims to ensure that potential residents of such residential moorings benefit from the same level of access to services and facilities as those living in conventional housing and to protect the countryside from adverse impacts associated with permanent occupation, such as visual intrusion.

8.69 Proposals for conversion of existing leisure berths or moorings for permanent sole or main residential use will be accepted within a built up area of a defined settlement. For those outside of a built up area, proposals for conversion of existing moorings will only be accepted within marinas that are adjacent to a built up area. In such cases, consideration will be given to the level of provision of leisure berths or moorings within the marina and the impact of residential use. Proposals outside these circumstances will be assessed on a case by case basis considering the sustainability of the location of the leisure berth to services.

8.70 Relevant consent and licenses must also be secured from the relevant navigation authority and flood authority for residential use of boats and associated moorings.

8.71 Grafham Water's primary purpose is as a functional reservoir to store, supply and treat water for use by customers across Huntingdonshire and beyond. However, it also has strong roles as a nature conservation site with an SSSI covering 806ha and a nature reserve covering over 80ha. The water itself supports diverse water sports focusing on sailing, wind-surfing and fishing. The land around the reservoir provides extensive opportunities for quiet, healthy recreation and sports with two large car parks offering the main points of access for walking, cycling, nature watching, and picnics with the Grafham Water Centre offering both land and water based activities.

How will we monitor delivery of this policy?

Responsible agencies	Huntingdonshire District Council, landowners, developers, registered providers, Environment Agency, Middle Level Commissioners, Anglian Water, water management organisations
Delivery mechanism	Through the determination of planning applications
Timescale	Throughout the plan period
Monitoring indicators	• Number of moorings granted permission for leisure and residential use • Number of applications where this policy was applied

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Section D:

Our Development Sites

Huntingdonshire FUTURES

A Brighter Future for Huntingdonshire.

D.1 This chapter sets out our preferred sites for development, the chapter starts with the North Huntingdon Growth Cluster Opportunity Zone and then is set out in settlement hierarchy order starting with the market towns, service centres, local service villages and then villages. The site boundary is coloured based on its proposed use, these are:

Site locations and parish boundaries

Proposed site allocations are listed within the parish in which they are primarily located. Where they also relate strongly to another place then a link is provided at the beginning of that section to the proposed allocation.

This mainly affects sites on the outskirts of market towns where they are actually located within an adjoining parish. The proposed allocation can be found within the relevant parish.

All allocations can be found on the Policies Map where they can also be viewed within their wider setting.

D.2 The National Planning Policy Framework (NPPF) specifies that local planning authorities should prepare planning policies that identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of: specific, deliverable sites for five years following the intended date of adoption; and specific, developable sites or broad locations for growth, for the subsequent years 6-10 and, where possible, for years 11-15 of the remaining plan period. To promote increased certainty over deliverability of development this Local Plan identifies specific sites which are suitable and confirmed as available for development that have sufficient capacity to fulfil the total outstanding housing requirement for the district up to 2046.

D.3 The Council's land availability assessments and evidence base have informed a package of sites capable of delivering the development strategy for the district up to 2046.

The inclusion of a site as an allocation does not remove the need for planning permission; nor does it guarantee that planning permission will be granted. A proposal should be in accordance with the site-specific allocation policy. In addition, a proposal should satisfy:

- all relevant national planning policy and guidance
- all other relevant development plan policies contained in this plan
- any relevant policies contained in the Cambridgeshire Minerals and Waste Plan (or successor documents)
- any relevant policies in a 'made' neighbourhood plan covering the site area.

The site allocation policies highlight the key issues for each site. However, it is impossible to foresee every eventuality prior to a planning application being made and consequently to foresee which polices may be applicable. Therefore, additional information and requirements may be sought dependent on the detailed nature of development proposals put forward.

D.4 For the purposes of town and parish councils that may draw up Neighbourhood Plans the allocations in this section are considered to be strategic as they are necessary to deliver the spatial strategy and achieve the development requirements of this plan.

D.5 The site allocations identified in this Local Plan are not an exhaustive list of sites with development potential within the district. In addition to this, an ongoing supply of small and windfall sites is expected to continue to come forward throughout the plan period. Decisions on such sites will be made using the development strategy and development management policies of this plan.

D.6 There is some flexibility in the level of development proposed on most of the allocations. Residential capacities have been conservatively estimated to ensure the overall districtwide development requirements are achievable. All sites with a capacity of over 15 dwellings are shown with an approximate number of homes rounded to the nearest 5 and described as 'about' whatever number of homes. This is to ensure that there is some flexibility for the planning application process to reflect the aspirations of the particular site developers and market conditions at the time the site is to be built. It is expected that in many cases higher capacities may be achieved on sites as a result of individual design processes. A 10% tolerance either side of the 'about' figure set out is considered to be reasonable. Any resultant change in the proposed housing number from the 'about' figure stated in the policy may be delivered in any part of the site. However, all housing capacities should be design-led and where a scheme proposes a number outside this suggested level of variance this may be acceptable where it is appropriately justified through the design and access statement.

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Chapter 9:

North Huntingdon Growth Cluster Opportunity Zone

Introduction

9.1 The Cambridgeshire and Peterborough Combined Authority's (CPCA) Local Growth Plan (LGP) was approved on 22 October 2025. This is a 10 year strategic framework to set out:

- A clear economic vision and sector strengths
- Priorities for collaboration with central government
- Opportunities for cross-regional working

9.2 This will inform the CPCA's Spatial Development Strategy being introduced by the Planning and Infrastructure Bill. The Local Plan will be required to be in general conformity with this depending on its delivery timing..

9.3 The Local Growth Plan (LGP) aims to take a place-based approach to development with the establishment of 4 'opportunity zones' one of which the 'North Huntingdon growth cluster' is within this district. The others are Peterborough Fast Growth City, Global City Cambridge and Fens Growth triangle. The Local Growth Plan sets out the CPCA's core ambition to at least double the size of the Cambridgeshire and Peterborough economy by 2050 based on a growth rate of 2.6%. It also sets out the Mayor's further aspiration to triple the gross value added of the area's economy to over £97bn by 2050 based on a 4.6% growth rate.

9.4 It focuses on growth in six priority sectors of which the first three are already strongly represented in the North Huntingdon area:

- Advanced manufacturing and materials
- Defence
- Life sciences
- Digital technologies
- Agri-food and tech
- Energy and Clean tech

9.5 Huntingdonshire has a long history of manufacturing businesses with growing strengths in the advanced manufacturing and materials sector. This sector typically has extensive land requirements compared to other priority sectors making locations in and around our towns ideal compared to more constrained city locations. This sector supports knowledge intensive employment and research and development. The LGP highlights Paragraph, a spin-out company from the University of Cambridge which has operations in Huntingdon and Somersham that is the first company in the world to deliver a scalable approach to graphene electronic device manufacturing.

9.6 The defence cluster across Cambridgeshire and Peterborough is strong building on the long established military history, most particularly in Huntingdonshire of the Royal Air Force (RAF). Defence is seen by the LGP as a critical driver of high value employment and innovation. Three of the area's four strategic Ministry of Defence sites are located within Huntingdonshire comprising RAF Wyton, RAF Alconbury and RAF Molesworth. RAF Wyton is a major defence intelligence hub hosting both the National Centre for Geospatial intelligence and the NATO Joint Intelligence Centre. The Defence Industrial Strategy: Making Defence an Engine for Growth (September 2025) highlights RAF Wyton as being part of a key cluster for defence and dual-use innovation.

9.7 Life sciences and related medical technologies are a particularly strong cluster around Cambridge and South Cambridgeshire. However, the LGP highlights the scheduled redevelopment of Hinchingbrooke Hospital as a platform to grow a life sceience and medical technology cluster alongside its role as a healthcare centre providing substantial employment within the North Huntingdon growth cluster.

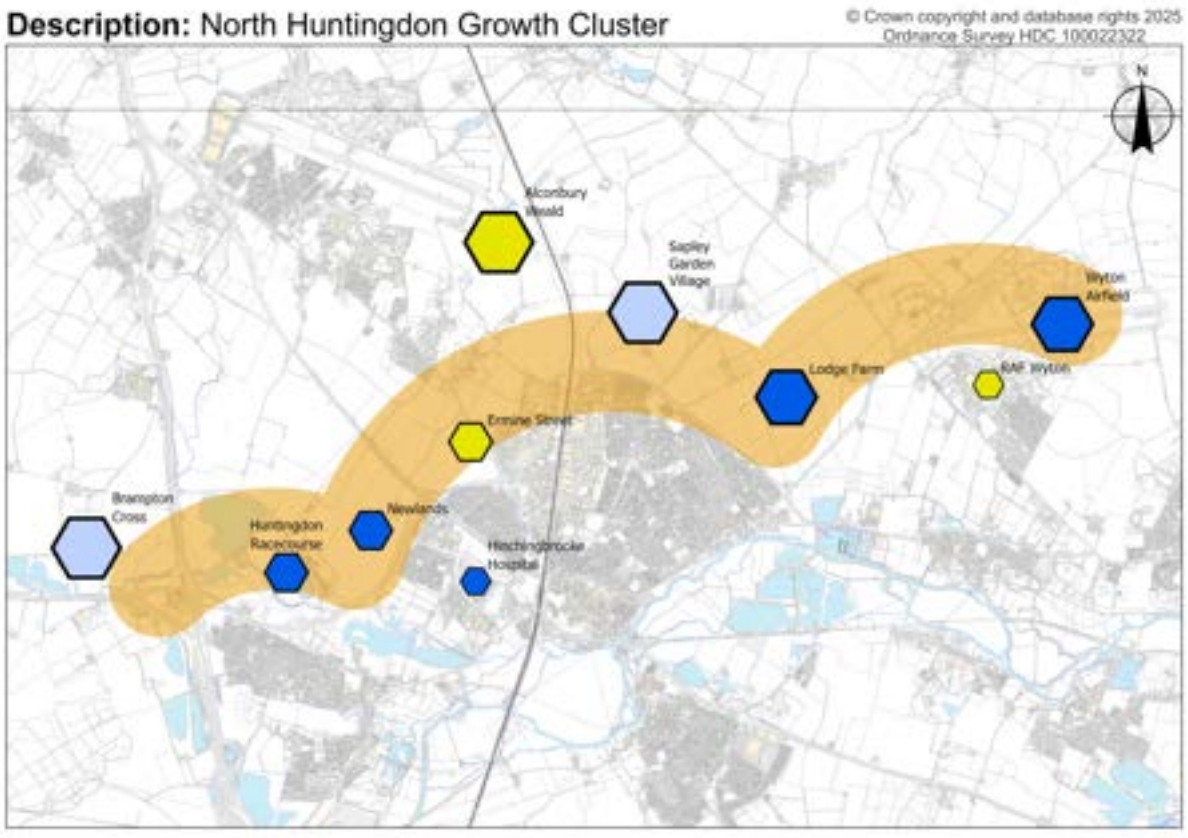
9.8 The scale and speed of growth envisaged in the LGP will rely on extensive collaborative working across local authorities, central government, infrastructure providers, private investors and financial institutions. This Local Plan seeks to play a part in this growth by setting out a policy framework to support growth and identifying key site allocations for delivery to start on. This Local Plan, and future plans covering this area, will need to offer flexibility to enable rapid response to changing priorities at national and regional level.

9.9 The place-based approach aligns well with the Huntingdonshire Futures Place Strategy to 2050 which has helped shape this Local Plan overall; it also aligns well with residents' feedback during earlier engagement phases on this Local Plan which supported concentrating growth in and around our larger towns to maximise the benefits of their existing infrastructure and services and reduce the need for people to travel.

9.10 The North Huntingdon growth cluster extends broadly from Weybridge Farm just west of the Brampton Hut junction of the A1/ A14, through Alconbury Weald, around the north of Huntingdon broadly following the A141 corridor and continues eastwards to include RAF Wyton and Wyton Airfield. The LGP advocates the North Huntingdon growth cluster as an area with strong potential to support businesses looking to scale up with those in innovative and high productivity sectors being able to expand their enterprises in the area. It looks to develop existing defence and life sciences assets as well as delivering new opportunities. Given the scale of growth aspirations it is recognised that some schemes proposed for allocation in this Local Plan will have significant lead in times before development starts to ensure the detailed development schemes are appropriate and the essential infrastructure is in place to allow development to start. They are likely to be built out over extended periods with completion likely to be beyond the 2046 end date of the Local Plan. Delivery rates will depend on many aspects including availability of finance, market absorption, infrastructure provision and political priorities.

9.11 The diagram below provides an indicative illustration of the growth cluster. The hexagons show the relative locations of the known sites in the cluster. These are colour coded as:

- Yellow - sites which already exist or are under construction - these are identified below under the headings 'Site allocations from Huntingdonshire's Local Plan to 2036' and 'Existing military base'
- Dark blue - sites which are proposed for allocation through this plan - these include:
    - 'North Huntingdon 1: Huntingdon Racecourse'
    - 'North Huntingdon 2: Land North of A141 between the Racecourse and A1307'
    - ''North Huntingdon 3: Lodge Farm, North of A141'
    - 'North Huntingdon 4: Wyton Airfield'
    - 'Huntingdon 1: Hinchingbrooke Hospital'
- Pale blue - sites which have also been proposed for development within the growth cluster but are not proposed for allocation within this plan. Development here may be supported in principle at the appropriate time, in line with the CPCA Local Growth Plan, subject to the agreement of a phased infrastructure delivery strategy which will be established through a Spatial Development Strategy to be prepared by the CPCA and the relevant local plan policies at the time.



9.12 The LGP recognises that infrastructure provision is a major challenge to achieving the growth aspirations that it sets out. They have agreed shared priorities with central government to focus delivery and enable delivery of infrastructure priorities to support growth. These are:

- Place making - creating the housing and commercial space needed to support growth in the region
- Transport - creating the inter-connectivity needed to drive rapid growth

9.13 In addition to these four key enabling infrastructure priorities are set out being:

- Water
- Energy
- Connectivity
- Skills

9.14 Within the North Huntingdon growth cluster the LGP identifies six projects to assist with delivery:

- A railway station at Alconbury Weald to serve the enterprise campus and growing community and support capacity management at nearby stations
- A new focal point for Alconbury Weald enterprise campus for innovation and enterprise with infrastructure to support it
- An employment park at Brampton Cross (Weybridge Farm) with space for up to 15,000 jobs
- Hinchingbrooke Hospital redevelopment to provide a healthcare service hub for the local community and an anchor to grow a life sciences and medical technology cluster

- RAF Wyton and Wyton Airfield to grow support for defence operations and enterprises with new homes and employment opportunities
- Improvements to the A141 corridor through construction of a bypass north of the existing route supported with public transport and active travel routes. Consultation on the A141 closed on 19 November 2025.

Delivery progress on the North Huntingdon growth cluster

9.15 The CPCA have prepared a detailed Prospectus to identify the scale of ambition they hold for the North Huntingdon growth cluster. This includes details on the potential of the area to contribute to national housing and employment growth aspirations and the infrastructure necessary to support this transformational scale of growth.

RAF Wyton and Project Fairfax

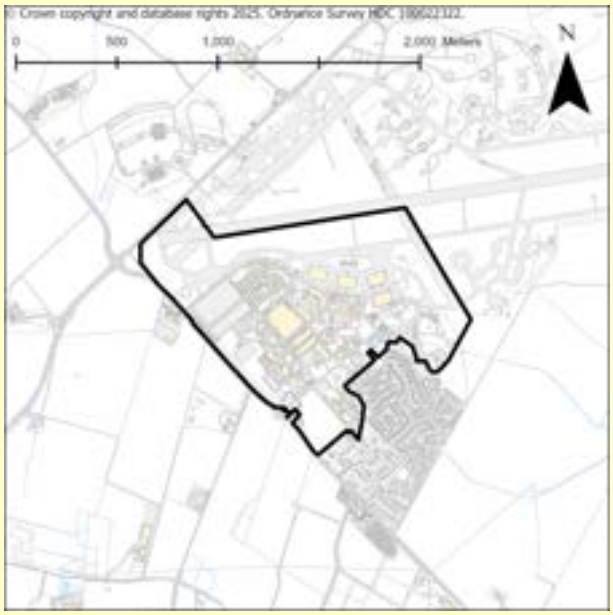
9.16 RAF Wyton is a UK Strategic Command Station and home to the National Centre for Geospatial Intelligence (NCGI), which provides intelligence support to UK Armed Forces on operations globally. It now also hosts a range of Defence Intelligence functions, the Ministry of Defence Police Headquarters, the Defence Infrastructure Organisation Regional Headquarters, and several other UK and Allied Forces capabilities, authorities, and departments.

9.17 The Defence Industrial Strategy identifies a corridor from RAF Brize Norton in Oxfordshire to RAF Wyton as anchoring a key cluster for defence and dual-use innovation. Some development can be undertaken within RAF Wyton under permitted development rights but other proposals would require planning permission. Over 2,500 personnel were based at RAF Wyton at the end of 2025 and planned developments are expected to increase this by a further 1,000 personnel by 2032.

9.18 In October 2025 the Ministry of Defence formally announced Project Fairfax as a strategic partnership with the District Council to develop a major defence technology cluster at RAF Wyton to establish a national hub for defence intelligence, research and innovation. This was reinforced in December 2025 when the Ministry of Defence and the District Council signed a statement of intent committing to developing Wyton into a nationally significant centre for defence intelligence and innovation bringing together government, industry and academic partners. The aspiration is for this to strengthen the local economy, support high quality jobs and assist with the delivery of necessary infrastructure.

RAF Wyton

The active airbase of RAF Wyton is supported for further development which supports and expands its role in providing intelligence support to UK Armed Forces. Complementary and ancillary development is also supported which will help to reinforce the role of RAF Wyton in delivering the aspirations of the Defence Industrial Strategy.



Collaborative working approach

9.19 Promoters and developers of sites within the North Huntingdon Growth Cluster are strongly encouraged to work collaboratively between themselves and with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council (and any successor authorities), and with other statutory partners when looking to bring sites forward for development. Provision of the A141 is a key piece of infrastructure needed to open up these sites for development and developers will be expected to contribute appropriately to its provision, along with all associated public transport infrastructure and active travel infrastructure. It will be important for this collaborative working to recognise the need for continuous provision of routes to destinations that future residents and workers will most frequently need to travel and ensure that appropriate provision is made. Consideration should also be given to collaborative provision of other aspects of infrastructure such as secondary schools, health facilities and specific forms of sports provision where joint provision may result in a higher quality of facility provided that this can be located such that it can be easily accessed by active travel routes from all sites contributing to its provision. Developers will be expected to conduct their own cost share analysis of the impact of this on their scheme and demonstrate as part of their planning application that an appropriate resolution has been reached and that collaborative provision will give rise to a higher quality overall outcome.

Site allocations

9.20 The remainder of this chapter is sub-divided into two sections:

A. Existing site allocations brought forward from Huntingdonshire's Local Plan to 2036. - Development has progressed on all three of these sites. Some amendments have been made to the original allocations to reflect planning permissions granted on them since 2019. Their inclusion within this plan is primarily for the purpose of presenting a comprehensive picture of the scale and nature of growth envisaged across the North Huntingdon Growth Cluster Opportunity Zone. The revised allocations will also provide guidance for the determination of any future planning applications which

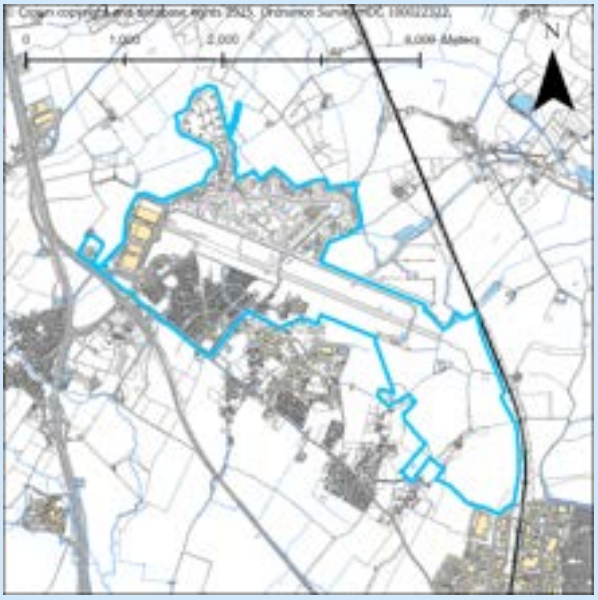
are primarily expected to be reserved matters providing detailed information to enhance that provided through the outline planning permissions.

B. New site allocations to support further development across the Huntingdon Growth Cluster Opportunity Zone.

North Huntingdon Existing 1: Alconbury Weald

North Huntingdon Existing Allocation 1: Alconbury Weald

A total area of approximately 575ha of land east of the A1(M) at the former Alconbury Airfield and Grange Farm is allocated for a mix of uses to comprise:



1. the permitted scheme for 5,000 homes (including 400 units of supported housing some of which may be classed as residential institutions) with potential for more homes to be supported subject to capacity
2. safeguarding of land to facilitate provision of a realigned A141
3. at least 290,000m2 of business floorspace (class E9(g)) on the designated 150ha Alconbury Enterprise Zone
4. approximately 7,000m2 retail floorspace (use class E(a)) to be contained within defined centres to comprise approximately 4,500m2 shop floorspace (class e(a), with a maximum of 1,500m2 floorspace in any one store
5. educational and community facilities appropriate to the scale of development, to include a secondary school and at least 3 primary schools and day care/ nursery provision
6. indoor and outdoor sports facilities appropriate to the scale of development
7. supported living and residential/ nursing accommodation appropriate to the scale of the development
8. strategic green infrastructure incorporating publicly accessible natural green space and other open space appropriate to the scale of development
9. transport infrastructure improvements proportionate to the scale of development including linkages to the Cambridgeshire Busway and the identified opportunity for provision of a railway station on the East Coast Mainline Railway

Successful development of the site will require:

a. comprehensive master planning to be undertaken by the site developer with public engagement with the cooperation of the Council
b. production and implementation of a development strategy that seeks to ensure balanced delivery of industrial and commercial development with development of homes, infrastructure, services and facilities
c. integration with Huntingdon while maintaining separation from other nearby settlements
d. a comprehensive approach to maintaining and enhancing character and creation of development with a distinctive sense of place that integrates development with the existing structure of the airfield and protects and enhances the significance of heritage assets and their settings
e. the arrangement of different uses in a manner that minimises the need to travel and includes a transport network that promotes sustainable travel modes
f. satisfactory resolution of any additional traffic impact on the surrounding road network arising from detailed transport assessment of each key phase of development
g. safeguarding of land to facilitate provision of a realigned A141

h. provision of access to serve the development from the existing A141 in order to limit amount of, and ease the impact of, additional traffic on Ermine Street through The Stukeleys and to provide greater connectivity by all travel modes to and from Huntingdon
i. provision of high quality pedestrian and cycle linkages into Huntingdon and surrounding villages
j. all retail to be complementary to the continuing vitality and viability of Huntingdon town centre
k. the location of a main centre and up to two secondary centres and the details of the mix of uses to be incorporated in these centres, including social and community facilities sufficient to meet the needs arising from the proposed development
l. differentiated densities of development with higher densities around defined centres and the development of distinctive character areas
m. design codes for the appearance of development proposals
n. assessment of noise impacts for the site, particularly from the East Coast Mainline Railway, and appropriate acoustic treatments to address any adverse impacts
o. management, retention or replacement of existing trees in accordance with a tree survey/ landscaping scheme
p. enhancement and provision for habitats in accordance with an ecological strategy
q. a coordinated and integrated approach to the provision of green infrastructure throughout the site, including links with and enhancement of the surrounding green infrastructure network concentrating on establishing links between the development, Huntingdon and the Great Fen
r. a comprehensive approach to providing publicly accessible green and open space throughout the development
s. landscaping design recognising vistas, boundaries and appropriate visual screening from the surrounding countryside
t. production and implementation of a waste audit and a waste minimisation, re-use and recovery strategy
u. flood risk assessment and provision of sustainable drainage systems to be provided in accordance with the approved flood risk assessment site wide water management strategy
v. agreement with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
w. early engagement and agreement with the Council in liaison with the Environment Agency that meeting the requirements of the Water Framework Directive would not be compromised

9.21 As part of the government's initiatives to promote economic growth a number of enterprise zones were designated in August 2011. Alconbury airfield was selected as the location for the enterprise zone for the then Greater Cambridge Greater Peterborough Enterprise Partnership area.

9.22 Outline planning permission (1201158OUT) was granted on 1 October 2014 for development at this site including 5,000 homes, 290,000m2 of employment floorspace and a range of community and ancillary facilities. The first homes went on sale in April 2016 with Ermine Street Church Academy opening in September ready for pupils from the first homes as they moved into through autumn 2016.

9.23 The site is progressing well with a range of housebuilders involved including Hopkins Homes, Morris Homes, Redrow Homes, Campbell Buchanan, Crest Nicholson, Lovell Partnership, Barratt David Wilson Homes, and Cross Key Homes so far. By 31 March 2026 1,397 homes were completed 203 dwellings were under construction as at 31 March 2026 with a further 362 benefiting from reserved matters approval. By March 2026, over 90,000 sqm of commercial floorspace had been completed. Businesses located at Alconbury Weald include John Adams Leisure, Encocam, AM Fresh, MMFlowers UK Ambu and IKO Insultations. Magpas Air Ambulance, the Central Co-op and the Watch Office Bar & Kitchen support the local community.

9.24 At Grange Farm, on the southern end of the site adjoining the A141, an additional 1,500 homes, local centre and associated community uses and infrastructure were approved under an outline application in October 2024 (19/01341/OUT). A new junction has been constructed to connect the land with the A141 and land safeguarded for a re-aligned A141. Reserved matters are expected from 2026 for the site.

9.25 The housing mix will have regard to the expected demographic change over the lifetime of the development. This means that homes suitable for first time buyers, family homes, single person homes, homes for those who wish to downsize and specialist accommodation for people needing support and nursing and care homes are all likely to be required. In recognition of the scale of this new community, it is important that the full range of sizes, types and tenures of home are available to promote a sustainable, inclusive living environment.

9.26 Alconbury Airfield and the surrounding area are of considerable importance in terms of the historic environment. The airfield represents a significant example of World War II and Cold War military heritage, with a number of surviving buildings, spaces and routes. There are four designated heritage assets within the airfield (the Grade II listed Watch Office and Briefing Room dating from World War II and the three Grade II* Cold War structures dating from the 1980s, namely the two Extra-wide Hardened Aircraft Shelters and the Avionics Building), plus a number of buildings that can be regarded as undesignated heritage assets. Beyond the airfield, but still within the site boundary, is Prestley Wood Scheduled Monument which was on the National Heritage at Risk Register as at 2017, while there are a number of designated and undesignated heritage assets within close proximity of the site. It is essential that the significance of heritage assets is preserved and where possible enhanced, particularly the Grade II* listed Cold War structures and Prestley Wood Scheduled Monument.

9.27 A variety of densities of development along with local centres will help a distinctive character to emerge. The distinctive character will respect the heritage and historic character of the airfield which includes listed structures from World War II and the Cold War. It is expected that the main centre and other secondary centres will be the focus of the highest density development. Design codes will establish how variation in character through transitions in the use of materials and a changing dynamic of hard and soft landscaping features can be achieved without limiting the potential for variety and innovative design responses. Appropriate design should ensure that development sits as a positive feature within the landscape. Residential development will be set back from the East Coast Mainline Railway and existing major roads with necessary acoustic treatments incorporated in respect of areas affected by noise.

9.28 A transport assessment and travel plan is required for each key phase of development in order to assess the transport impact of each phase on the local road network, including the A141, A1, A1307 and A14. The southern access to the A141 provides a more direct connection to Huntingdon and will assist in avoiding additional traffic on Ermine Street through Great and Little Stukeley. The outline consent included the need to provide an extensive range of travel modes to both Huntingdon and its town centre, as well as to further destinations, particularly by an extensive range of public transport services, and these will be vital to the success of the development and to minimise the effects of car-based impact on the local network.

9.29 Bus services from Alconbury Weald go north to Sawtry and Peterborough or south into Huntingdon for local facilities and onward connections towards Cambridge. Extensions to the Cambridgeshire Guided Busway will also be developed in order to facilitate links to Huntingdon and further afield to Cambridge and Peterborough. The outline consent also requires other bus services, plus cycle and footways, to be provided to nearby settlements and other service and employment destinations in order to link with the wider network of such routes.

9.30 The opportunity to incorporate a new railway station on the East Coast Mainline (ECML) has been identified and is supported through the CPCA's Local Growth Plan which promotes this as serving the enterprise campus, supporting capacity management at surrounding stations and providing mobility options to serve

the rural areas to the west. Such provision should be coordinated with proposed capacity enhancements and upgrading of the ECML by Network Rail. This would result in vastly increased sustainable integration of the development into the national rail network.

9.31 It is expected that retail development will be limited to that which is necessary to serve day to day needs of residents and visitors, as the community at Alconbury Weald are encouraged to look to Huntingdon town centre as the main location for retail services in the same way that residents of Brampton and Godmanchester do. Retail uses, along with other services and facilities are expected to be concentrated at a main centre towards the northwestern end of the site and a secondary centre at the eastern end of the site adjacent to the ECML. Another secondary centre is expected to provide shops for local convenience/ top up shopping needs. Other social and community facilities will be required to meet the needs of the population. The temporary Swynford Stores has evolved into a coffee shop following the opening of the Co-op on the Boulevard; more retail shops at The Glade are scheduled to open in early 2027.

9.32 Alconbury Weald will be home to a substantial new community, albeit one benefiting from good access to the services and facilities available in Huntingdon. To help develop a successful and cohesive community and encourage sustainable lifestyles the provision of adequate social and community facilities and support will be an integral part of this development. These are essential to help promote the health and well-being of residents of this new community. Facilities that foster community spirit and cohesion such as public meeting spaces, places of worship and education facilities should be incorporated in accessible locations; multi-purpose use should be promoted to aid the viability and efficient use of such facilities. Significant provision has already been completed including local retail, a community garden and The Pavilion community space. The Ermine Street Church Academy provides primary schooling and provides space for worship and community uses. At least two further primary schools to be provided. Alconbury Weald Church Academy Secondary School is scheduled to open in September 2027; initially designed for 4 forms of entry this is designed to be capable of expansion to accommodate 8 forms of entry. Prestley Wood Academy opened in September 2024 providing special educational needs schooling for 150 students aged 3-19. New schools should include appropriate early years/ day care nursery provision which may be a mixture of public and private provision.

9.33 The Glade Surgery healthcare facility is scheduled to open on the upper floors of the Co-op store in autumn 2026 Provision of community infrastructure should continue through future phases of development to ensure easy access to all residents.

9.34 Appropriate open space, sports and play facilities should be provided in accordance with the Council's current standards at the time of development. A full range of formal and informal open space should be incorporated along with structural planting to help define and shape the new development. An objective assessment of need for sports and active recreation facilities will be required reflecting the quantity and nature of development proposed. A cricket pitch was provided in the first phase of Alconbury Weald and a community garden was launched in April 2025 including allotments.

9.35 As a new community there are opportunities to add significantly to the strategic green infrastructure network and provide significant open space for a wide range of uses. Open space should be dispersed throughout the site to assist in achieving the aspirations of Natural England's Accessible Natural Green Space Standards towards improving accessibility, naturalness and connectivity of green spaces. Given the scale of the development Prestley County Park is being established with plans being worked up in collaboration with Nene Park Trust.

9.36 It is envisaged that green space provided on this site will link in with public rights of way to the south through Huntingdon to the Ouse Valley and beyond and northwards to the Great Fen. Biodiversity will be enhanced through a network of green spaces and sustainable drainage systems that should be specifically designed to foster greater ecological diversity.

North Huntingdon Existing 2: Ermine Street

North Huntingdon Existing Allocation 2: Ermine Street

85ha of land at Ermine Street, Huntingdon is allocated for mixed use development to comprise:

1. approximately 1,650 homes
2. a realignment route for the A141 to include land for the roadway and associated active travel infrastructure, along with adequate landscaping and drainage to ensure their safe and effective operation
3. approximately 1,000m^2 of retail floorspace (use class E(a) or F.2(a))
4. food and drink retail (use class E(b))
5. a primary school and other social and community facilities to meet needs arising from the development
6. strategic green infrastructure

Successful development of the site will require:

a. satisfactory resolution of any impact caused by traffic generated from the allocation on the local and strategic road networks in accordance with the requirements of relevant highway authorities
b. satisfactory resolution of any impact caused by traffic generated from the allocation on the surrounding local road network having regard to a transport assessment and travel plan
c. safeguarding of land to facilitate provision of a realigned A141
d. provision of a sustainable transport network for vehicles, public transport, cyclists and pedestrians incorporating safe off-road routes connecting north and south parts of the site, to Huntingdon and to the Stukeleys
e. provision of strategic green infrastructure to provide a substantial buffer between the development and Green End and to link with existing and planned green infrastructure in the surrounding area
f. social and community facilities appropriate to the scale of development
g. phasing of development to ensure provision of infrastructure and services coincides with occupation of properties
h. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
i. agreement with the Environment Agency that meeting the requirements of the Water Framework Directive would not be compromised
j. flood risk assessment and provision of sustainable drainage systems
k. separation from the gas pipeline and electricity transmission line in accordance with National Grid requirements
l. all retail elements to be complementary to the continuing vitality and viability of the town centre
m. a programme of work designed to investigate, and where appropriate, protect archaeological assets
n. preparation of a detailed master plan and public consultation exercise agreed with the Council that addresses:

    i. provision of vehicular routes to be created
    ii. provision of a sustainable transport network for vehicles, cyclists and pedestrians incorporating
    iii. links to the surrounding area including the nearby right of way

iv. integration of development with the main built up area of Huntingdon
v. design codes or conceptual appearance of development proposals
vi. provision of primary and early years education facilities
vii. phasing of development
viii. landscape design recognising vistas, long distance views, boundaries and green infrastructure networks
ix. mitigation against the potential impact of noise from the A14 and A141 development proposals

9.37 This site forms a single allocation in recognition of the need for joint provision of some services and facilities, for instance a two form of entry primary school, to serve new homes on both sides of Ermine Street. It is being brought forward by two separate site promoters.

9.38 The south western part gained outline planning permission (reference 18/01918/OUT) on 20th September 2024 for up to 1,000 new homes, a primary school with early years provision, up to 1,000 m2 of retail floorspace, food and drink uses, open space, play areas, pedestrian and cycle linkages, and drainage and highway works. A series of detailed Reserved Matters have been submitted since then and conditions discharged to allow development to commence. Archaeological investigations prior to development are scheduled for summer 2026. The main access to this part of the site will be from a roundabout to be constructed on Ermine Street with a secondary access from the A141. An area of the site to the western corner, alongside the A1307, is located within Flood Zones 2 and 3 and the outline permission has proposed this land for open space to ensure it is excluded from the net developable area. Bloor Homes anticipates completion of the first homes on the site in 2026/27 with the site completing in 2030/31.

9.39 The north eastern parcel of land has a planning application reference 20/00847/OUT. As of March 2026 this was awaiting resolution of issues with Anglian Water before a decision can be issued. The proposal involves up to 648 new homes, open space and associated services and infrastructure. This also proposes a main access from Ermine Street with a secondary access from Washingley Road. A pedestrian crossing will be provided connecting this land to the south western parcel.

9.40 Residential led development of the southern part of this site was originally proposed in the 2002 Local Plan Alteration but difficulties with access and integration have hindered delivery. Construction of the A14 improvements have significantly altered the nature of traffic in the immediate vicinity of this site. Access will need to be considered in context with neighbouring developments, including the potential junction to the A141 for Alconbury Weald.

9.41 A transport assessment (in accordance with policy LP 18 Facilitating transport, travel and connectivity) and Travel Plan is required for each phase of development in order to assess the transport impact on the local road network. The development also needs to ensure that sufficient parking is provided on the site in line with policy LP 28 Parking and Vehicle Movement.

9.42 An updated outline business case for improvements to the A141, including an offline rerouting has been prepared by the CPCA. To facilitate delivery of this route land is safeguarded through this site to secure the westernmost part of this and linkages into the existing A141, A1307 and onto the strategic road network. This route will assist in separating the strategic and local functions of the current route,and provide capacity for further growth both locally and further north-east along the A141. Transport impacts will be reassessed once the A14 upgrade scheme is completed.

9.43 Assimilation into the main built up area of Huntingdon is essential to ensure social and economic integration. Surface level pedestrian and cycle connections through into Huntingdon must be included as part of any development proposal as well as connections to Alconbury Weald and the Stukeleys. To facilitate pedestrian links with the wider area a pedestrian route would need to be incorporated to link into the existing public right of way (The Stukeleys Bridleway 230/12) on the northern boundary.

9.44 To reduce the need to travel adequate community and retail facilities should be incorporated within the site to meet residents' everyday needs. This must include a primary school within the site situated in a position which maximises the potential for children to walk to school and incorporates early years education facilities. Retail facilities (use class E(a)) should be incorporated to promote sustainable access to convenience shopping. To minimise impact on Huntingdon town centre any one store should not exceed 600m2 net floorspace in accordance with policy LP39 Promoting Town Centre Vitality In addition, commercial, business or service properties within use class E(b) or local community uses within use class F2 would be appropriate to provide local social opportunities.

9.45 Green infrastructure should be provided along the north-western boundary, dependent on the future A141 alignment, to provide a substantial landscaped setting between the development and Green End/ Great Stukeley. This should link with the existing green infrastructure network and planned provision nearby. A robust landscape management plan would be required for the whole site to help integrate it with its surroundings, to mitigate against visual intrusion for Great Stukeley and Green End and to help maintain settlement separation.

9.46 Archaeological investigation of any areas proposed for development is required as the site lies either side of the Roman Ermine Street and there are known heritage assets in the area.

9.47 The site is highly visible in the local landscape and can been seen from several long distance viewpoints. It will require significant landscaping both to ameliorate the impact of development and to protect future residents from noise and air pollution. Careful layout and design along with use of strategic green infrastructure should be used to mitigate the potential harmful impacts of this with consideration given to both current and likely future impacts. A noise assessment will be required along with the incorporation of appropriate acoustic treatments into the design of any scheme as necessary.

9.48 To ensure safety National Grid's requirements should be adhered to regarding the gas pipelines situated within the site and appropriate easement strips incorporated into the landscaping scheme.

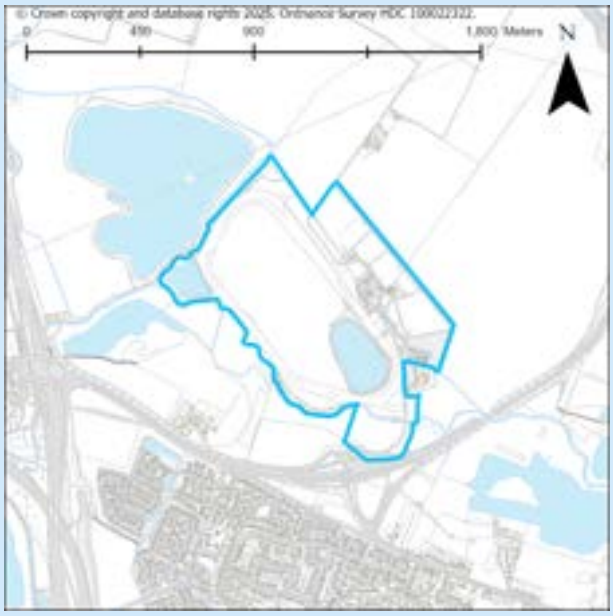
North Huntingdon 1: Huntingdon Racecourse

Allocation North Huntingdon 1

Huntingdon Racecourse

72ha of land at Huntingdon Racecourse is allocated for mixed use development to comprise:

1. continued use of the site for the racecourse, equine support facilities and Huntingdon and District Rugby Football Club
2. complementary conference and events facilities, outdoor recreational and leisure facilities



Successful delivery of this development will require:

a. provision of a strong design and landscaping scheme to minimise the visual impact of the scheme on Brampton Racecourse SSSI and the Great Ouse Valley priority natural landscape informed by a proportionate Landscape and Visual Impact Visual Assessment
b. a development strategy that seeks to sequentially locate development and relocate existing uses to lower flood risk parts of the site wherever possible in order to reduce overall exposure to flood risk
c. provision of a flood risk assessment and detailed drainage strategy, taking into account culverts and modelling of Alconbury Brook and unnamed ordinary watercourses to evaluate current and future fluvial and surface water flooding risks and a strategy to provide betterment to be produced in agreement with the Council in liaison with relevant bodies
d. agreement with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
e. an ecological assessment to ensure protection of the Brampton Racecourse SSSI
f. archaeological investigation, recording and where appropriate conservation
g. a proportionate transport assessment and travel plan will be required in relation to the proposed development and taking into account the cumulative impact of any preceding or future development.
h. retention and enhancement of public rights of way and pedestrian, cycle and public transport routes where appropriate to link to existing networks demonstrated through a Travel Plan
i. consultation with Cambridgeshire County Council to address the location of the site within a sand and gravel mineral safeguarding area

9.49 Huntingdon racecourse is one of just 59 horse racing courses in the UK and typically hosts 19 jump race a year between October and May. The site comprises 72ha of land currently used for horse racing, with the racecourse buildings also hosting conferences, exhibitions and weddings along with a range of occasional outdoor events. The site is also home to Huntingdon and District Rugby Football Club.

9.50 The racetrack itself surrounds a 21ha SSSI designated for its species rich neutral grassland and two lakes which together contribute to flood drainage for Alconbury Brook which forms the western boundary of the site. It is situated within the open countryside and is clearly visible from the A1 and A141 roads. The site contains a number of uses associated with the operation of the racecourse including stables, bar, stands, parking etc. A 98 bedroom hotel was opened adjacent to the site in 2013. The site would provide opportunities for leisure, events and recreational facilities and retention of the Racecourse as a unique visitor attraction in the district.

9.51 Proposals related to equine support facilities and provision or improvement of uses necessary for the effective running of race meetings will be supported where they are within or well-related to the existing complex of buildings to minimise the visual impact.

9.52 The site is currently home to Huntingdon and District Rugby Football Club which is exploring opportunities to relocate to within the Alconbury Weald development, if this does not come to fruition any proposal would need to ensure the retention of this facility.

9.53 The proposed uses have the potential to adversely affect the surrounding countryside as a result of their visibility in the wider landscape, a listed building 200m northeast of the site and has the potential to increase light and noise pollution. Impacts on Brampton Racecourse SSSI and the Great Ouse Valley priority natural landscape are key considerations in the design and landscaping of any proposal. Any proposals for complementary uses for conferences and events, recreation or leisure should ensure minimal visual impact and that any ancillary buildings are contained within the eastern portion of the site and are well-related to the existing complex of buildings. Building heights carefully considered to avoid impacts on both of these features.

9.54 The site is within the Impact Risk Zone associated with Brampton Racecourse SSSI, Brampton Meadow SSSI, Great Stukeley Railway Cutting SSSI and Portholme SSSI. Assessment will be required of the potential impacts on these SSSIs arising from increased urbanisation pressure generated by users of this site. Appropriate mitigation will be required and consultation with Natural England.

9.55 Due to the scale of the site and its countryside location a proposal will require an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement, including potential impact on Brampton Racecourse SSSI. Special consideration should be given to any adverse affects resulting from air pollution, water quality, water quantity, noise and light pollution.

9.56 Due to the size of the site and proximity to a scheduled monument there is the potential for archaeology on the site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

9.57 The majority of the site is situated within Flood Zone 3b (functional floodplain) with Alconbury Brook and ordinary watercourse running adjacent to and within the northeast of the site. Surface water risk is negligible given the site is almost wholly at fluvial risk. There are several culverts around the site where residual risk from potential blockages could impact the site. However, existing risk is significant, therefore residual risk from culvert blockages is negligeable. A proposal would require safe access and escape routes available at times of flood. Provision of a flood risk assessment and detailed drainage strategy, taking into account culverts and modelling of Alconbury Brook and unnamed ordinary watercourses to evaluate current and future fluvial and surface water flooding risks would be required in consultation with the Environment Agency (EA) and Lead Local Flood Authority (LLFA) with a sequential approach taken to the site layout based on modelled outputs. A proposal must demonstrate that residential risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. A proposal must demonstrate that any proposed development is capable of being safely used for its expected lifetime and that it will reduce overall flood risk especially to Brampton Racecourse SSSI which supports

an extensive area of unimproved neutral grassland. A strategy to provide flood risk betterment must be produced in agreement with the Council in liaison with relevant bodies. Appropriate ecological assessments should be undertaken and development should ensure no detrimental impact.

9.58 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

9.59 The site has an existing connection via the public highway at the racecourse/Brampton junction of the A141 between Spittals interchange and Brampton Hut. A proportionate transport assessment will be required that takes into account a road safety audit, local junction spacing, capacity assessments and improvements to the highways network. These should take into account the cumulative impact of any preceding or proposed future development. There is a significant demand for car parking during racing events and concerns exist over increased transport leading to deteriorating air quality and additional noise.

9.60 Appropriate travel planning would need to be put in place for visitors and people working on the site, including retention of the public transport connection to Huntingdon railway station to promote non-car based access for race day visitors.

9.61 The site is affected by existing public rights of way. Such rights of way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider right of way/highway network.

9.62 The site is located within a Sand and Gravel Mineral Safeguarding Area. Cambridgeshire County Council recommend that the site be subject to the preparation of a Minerals Resource Assessment and include proposed mitigation to incorporate extraction where possible, and make use onsite or available for others to use off-site. Design of development should seek to minimise mineral sterilisation.

North Huntingdon 2: Land North of A141 between the Racecourse and A1307

Allocation North Huntingdon 2

North of A141 between the Racecourse and A1307

103.5ha on land North of A141 between the Racecourse and A1307 is allocated for employment led development to comprise:

1. B8 storage and distribution uses
2. B2 light industrial uses with up to 30% of floorspace to be for B2 use
3. About 1,000 sqm of sui generis floorspace for a bus depot or similar transport related use to support sustainable travel in the area

Successful development of the site will require:

a. use of design that ensures that the physical relationships and separation from existing heritage assets and Brampton Racecourse SSSI are achieved such that any buildings are not oppressive or overbearing, considering the routes, and spaces between buildings with their uses informed by a master planning exercise agreed with the Council
b. agreement of a phasing plan for development
c. provision of a strong landscaping scheme to provide separation from existing heritage assets and Brampton Racecourse SSSI to minimise the visual impact on the Great Ouse Valley priority natural landscape and to allow for transition to the open countryside informed by a proportionate Landscape and Visual Impact Assessment.
d. an Arboricultural Assessment to inform the preferred trees and hedgerows to be retained or reinforced to provide a mature setting to development
e. an assessment to assess impact on Brampton Racecourse SSSI, Brampton Meadow SSSI, Great Stukeley Railway Cutting SSSI and Portholme SSSI as it falls within their Impact Risk Zone
f. an Ecological Survey to determine the presence of protected species and measures for their protection and biodiversity enhancement, including potential impact on Brampton Racecourse SSSI
g. the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk, modelling of ordinary watercourses and assessment of residual risk including climate change
h. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated either by Anglian Water or through provision of a private on site waste water treatment facility with the necessary permit from the Environment Agency
i. noise and air quality assessment and appropriate mitigation from the A141, A1307 and proposed uses on the site
j. provision of high quality development to reflect the site's sensitive location and relationship with the grade II listed Waterloo Farmhouse ensuring that the heritage asset and its setting are conserved and enhanced supported by a heritage assessment
k. archaeological investigation, recording and where appropriate conservation
l. safe and suitable means of access from the A141 and assessment of transport impacts through a transport assessment

m. a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan
n. retention or enhancement of and connections to public right of way
o. it to maximise opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse.
p. submission of an employment and skills strategy

9.63 The site is enclosed by Huntingdon Racecourse to the east, the A141 to the south, and the A1307 to the west. The site is located in a strategically prominent location in terms of its potential to utilise connections to the strategic highways network and also its proximity to existing employment uses in the north of Huntingdon. Due to its location the site is considered appropriate for B2 light industrial and B8 storage and distribution uses, with two thirds of the site expected to consist of B8 uses. The site is considered capable of delivering about 240,000 sqm of employment floorspace. This site is also well located for provision of a bus depot or similar use to support sustainable transport services.

9.64 The proposed uses have the potential to adversely affect the surrounding countryside as a result of their visibility in the wider landscape. Waterloo Farmhouse (a grade II listed building) is approximately 250m north of the northern site boundary across open countryside. The proposed site has the potential to impact on the setting of the listed building and this should be minimised.

9.65 Opportunities to respond appropriately to the existing uses within and around the site will be required through the undertaking of a master planning exercise agreed in advance with the Council. Design aspects should include how proposed uses can integrate with the surrounding countryside location and address the presence of overhead powerlines on the site. The nature of the master planning process should be proportionate to the scale of development proposed but should include setting a vision and design principles for the proposal. Development proposals should be supported by a design code, as an integrated part of the master planning process. Due to the scale of strategic logistics and distribution, a proposal must agree a phased development strategy as part of a planning application to prevent the irreversible loss of agricultural land if market conditions or demand change over time.

9.66 Although some of the site is screened by trees and hedgerow, views into the site can be clearly seen from the southern third of the eastern boundary. The boundary with Huntingdon Racecourse is substantially screened by trees and hedgerow, however the elevation of buildings within the allocated site have the potential to adversely impact surrounding land uses. This should be addressed through a proportionate Landscape and Visual Impact Assessment.

9.67 The site is within the Impact Risk Zone associated with Brampton Racecourse SSSI, Brampton Meadow SSSI, Great Stukeley Railway Cutting SSSI and Portholme SSSI. Assessment will be required of the potential impacts on these SSSIs arising from increased urbanisation pressure generated by users of this site. Appropriate mitigation will be required. Due to the scale of the site and its countryside location a proposal will require an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement, including potential impact on Brampton Racecourse SSSI. Special consideration should be given to any adverse affects resulting from air pollution, water quality, water quantity, noise and light pollution.

9.68 The site is predominantly located within flood zone 1 with some fluvial flood risk from Alconbury Brook. This is confined to the southern site extent (5% flood zone 3b, with 1% flood zone 1 and less than 1% 3a) and coincides with the Alconbury Brook in Cambridgeshire flood alert area. The area of functional floodplain onsite should remain undeveloped and left as open greenspace that is allowed to flood. Surface water risk to the site is predominantly very low but inconclusive between dataset. Therefore further consideration of surface water flood risk, including a drainage strategy will be required and discharge rates should remain at greenfield rates at a minimum in consultation with the LLFA, including the consideration of safe access and escape routes. A sequential approach should be taken to the site layout based on modelled outputs.

The ordinary watercourses within the site should be included within the site design and layout and infilling of drainage ditches should be avoided. The majority of the site is classified as no risk of groundwater flood risk, however in combination with surface water and fluvial flooding further investigation may be required.

9.69 Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A foul drainage strategy will be required to address network and treatment capacity.

9.70 Residual risk is present as a result of two structures present beneath roads in the northeast of the site. Culvert course and condition surveys may be required, including for consultation with the culvert owner. There may also be other culverted sections of watercourse on or near the site that will require investigation. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Scope for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'.

9.71 Modern warehouses are increasingly expansive meaning logistics facilities need significant land, which is preferably flat and unconstrained. A proposal should demonstrate through a masterplan or design code that these impacts including visual, noise, light, air can be mitigated or managed. A proposal will be expected to demonstrate how the scheme can integrate into the local environment through landscaping and minimisation of hardstanding . A proposal must also demonstrate that the development will not give rise to unacceptable adverse impacts on the amenity of occupiers of nearby properties resulting from visual, noise, air, light, air and dust pollution, public safety and increased impact on the transport network and the compatibility of any proposal for 24 hour operations will need to be addressed**.**

9.72 The grade II listed Waterloo Farmhouse could be adversely impacted by the development without effective masterplanning. A proposal must demonstrate potential impacts on this heritage asset and its significance and any others with an appropriate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

9.73 The site has multiple access points including from off the A141, A1307 and via a bridge crossing which provides agricultural access to the fields separated by the A1307. The beginning of this chapter sets out existing site allocations across the road to the north. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the A141 and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include a road safety audit, local junction spacing and capacity assessments

9.74 Public rights of way traverse the site. A proposal must demonstrate how it can connect to and retain the right of way. This should be on its existing alignment unless a proposed diversion offers significant public benefit and connect to the wider right of way/highway network.

9.75 The site is immediately north of the A141. There may be opportunities to connect the site to the existing bus network and provide an enhanced service and/or further enhance provision between urban areas such as Huntingdon and surrounding settlements. Provision of safe and sustainable active travel routes

to the wider area including from Hinchingbrooke Business Park and nearby residential areas, including to the south will be demonstrated through the submission of a Travel Plan to demonstrate sustainable placemaking.

9.76 The site is within a Sand and Gravel Mineral Safeguarding Area. Cambridgeshire County Council recommend that a Construction Environment Management Plan is completed demonstrating how a proposal can make best use of any mineral incidentally extracted as part of the development and / or make available for others to use.

9.77 Net zero and energy efficient buildings are becoming increasingly fundamental to site selection decisions for new, expanding and existing businesses, with a building's environmental performance and overall sustainability greatly influencing future occupants' choice of new commercial space. Greener stock not only cuts carbon emissions but also makes the local economy more resilient (reducing operating costs). This aligns with national policy encouraging upgrading of building stock for a modern economy and the UK's Modern Industrial Strategy (2025) which signals ongoing support to help freight and logistics businesses overcome challenges, including reliance on fossil fuels. The Department for Transport's Future of Freight: a long-term plan all supports a shift towards net zero. Therefore, to meet Council and wider national policies and strategies a proposal must demonstrate that it has taken action to maximise opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse above the requirements set out in the Local Plan.

9.78 The policy supports inclusive economic growth by raising skill levels in the district, aligning with the CPCA Local Growth Plan, Huntingdonshire Economic Growth Strategy 2025 and Economic and Employment Needs Assessment 2025. A proposal must provide an Employment and Skills Statement covering all development phases, secured through planning conditions or legal agreements. To support the Economic Growth Strategy and Employment Needs Analysis for Huntingdonshire, it is essential to foster a skilled workforce aligned with the district's evolving economic priorities and to ensure that development projects contribute meaningfully to the area's social and economic wellbeing. This requires developers to consider not only the creation of jobs and business opportunities, but also the incorporation of social value—such as supporting local supply chains, offering training and apprenticeships, and enhancing community infrastructure—into their proposals. Close collaboration with the Council's Economic Development team from the earliest stages of planning is crucial to achieving these aims. By engaging early, developers can gain insight into local employment needs, skills gaps, and social priorities, ensuring their developments both support the Economic Growth Strategy and deliver lasting benefits to Huntingdonshire's communities.

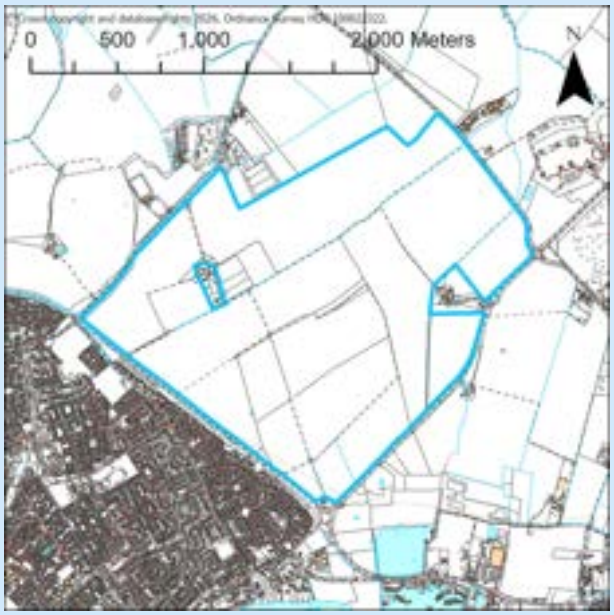
9.79 25/01922/OUT for the construction of Storage and Distribution (Use Class B8), General Employment (Use Class B2), Bus Depot (Sui Generis) floorspace with ancillary offices and gatehouses was approved at Development Management Committee in March 2026.

North Huntingdon 3: Lodge Farm, North of A141

Allocation North Huntingdon 3

Lodge Farm, North of A141

317.7ha of land at Lodge Farm, north of the A141 is allocated for a new community with mixed use development comprising:



1. about 4,900 homes (use class C3) to include a diverse range of tenures to support establishment of an inclusive community
2. provision of care home bedspaces (use class C2) that reflects an up to date assessment of private and public sector care bed needs to be undertaken prior to the submission of applications for reserved matters on each phase of development
3. about 8ha for development of an innovation quarter to support diverse employment uses, skills and training opportunities including commercial, business and service uses (use class E(g)), general industrial uses (use class B2) and storage and distribution uses (use class B8) only where they are ancillary to other uses or provide 'last mile' distribution operations
4. a realignment route for the A141 including land for the roadway and active travel infrastructure along with associated landscaping and drainage infrastructure
5. transport infrastructure improvements proportionate to the scale of development including upgrades to the A141 and provision of public transport infrastructure at least one mobility hub and active travel routes
6. about 6.5ha for at least one local centre to include commercial, business and service uses (use class E(a-f)), and a neighbourhood health facility and local community uses (use classes F1(e-f) and F2)
7. educational and community facilities appropriate to the scale of development, with provision for early years education and for those with special educational needs and disabilities
8. indoor and outdoor sports and recreation facilities appropriate to the scale of development
9. strategic green infrastructure, public open space uses, biodiversity net gain and other planting and sustainable drainage appropriate to the scale of development
10. implementation of an integrated water strategy setting out the approach to be taken to all forms of flood risk, surface water management, natural flood management, use of water and waste water management

Successful development of the site will require:

a. comprehensive master planning to be undertaken by the site developer including public engagement to allow for detailed inputs by the local community and development of design codes for the layout and appearance of development proposals
b. agreement of a development strategy and phasing plan through a planning application that seeks to ensure balanced delivery of new homes, employment opportunities, infrastructure, services and facilities
c. the master plan should reflect a clear place-making strategy to create a new community which balances provision of a distinctive sense of place as a new community with its role as a strategic expansion area of Huntingdon

d. a transport assessment with a comprehensive transport strategy demonstrating how the proposals will reduce the need to travel and maximise opportunities for use of public transport and active travel modes including provision of at least one mobility hub combining access to transport and travel options and local facilities and services

e. agreement with appropriate Highways Authorities to obtain provision of safe and appropriate vehicular, public transport and active travel access to and within the site to promote active travel within the site and support integration with Huntingdon

f. completion of a landscape and visual impact assessment and a landscaping strategy to provide a comprehensive approach to provision of multi-functional strategic green infrastructure throughout the site that reflects the need for visual screening from the wider countryside and the Great Ouse priority infrastructure area while maximising opportunities to provide long distance vistas to link the development into its wider context

g. completion of an ecological and biodiversity assessment, enhancement and provision of habitats, and provision of at least 10% biodiversity net gain throughout the site

h. a comprehensive approach to provision of publicly accessible green and open space and play provision throughout the new community to maximise ease of access to open space and active play opportunities by residents

i. provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water, reservoir and residual flood risk and modelling of ordinary watercourse including climate change

j. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated

k. provision of a heritage assessment and appropriate mitigation of potential impacts on listed buildings and conservation areas in Hartford and Kings Ripton and known archaeological assets within the site

l. archaeological investigation, recording and where appropriate conservation

m. exploration of the feasibility of providing an underground waste collection system in agreement with the Council's Head of Operational Services (or future equivalent)

n. provision of a comprehensive employment and skills plan covering both the construction and operation of the development

9.80 Lodge Farm offers the opportunity for creation of a substantial new community benefitting from both the advantages of a purpose designed new settlement and its immediate co-location with the long established market town of Huntingdon. A master plan will be required for Lodge Farm which must demonstrate how it has endeavoured how the new community will blend housing, employment and other uses and maximise the opportunities arising from its location within North Huntingdon growth cluster and the aspirations of the CPCA's Local Growth Plan.

9.81 Place-making is a key element of establishing a new community. Given the greenfield nature of this site establishment of a clear sense of identity and character for the scheme is critical. This should ensure physical and social integration between the new community, and Huntingdon whilst providing a clear distinction from development of Wyton Airfield and RAF Wyton. The master plan should clearly illustrate how this is proposed to be achieved.

9.82 As a new community, the scheme proposed for Lodge Farm should seek to maximise its sustainability in terms of layout, design and construction and promote the establishment of a mixed, inclusive community providing residnetial opportunities for all through inclusion of a diverserange of propertytypes and sizes.

The diversity of tenures and property types is expected to contribute to improved market absorption and facilitate enhanced delivery rates. This should include accommodation meeting the needs of single people, families, older people. and those with specialist housing needs.

9.83 To reflect the increasing proportion of older people living in Huntingdonshire, this should include homes suitable for supported living for extra-care within the use class C3 homes to support aspirations for people to remain living independently within their own homes as long as possible. In addition, residential care and nursing home provision should reflect up to date needs assessments for each phase of the scheme's delivery. These bedspaces within use class C2 will be required to help meet the need for residents who are not capable of living fully independently.

9.84 It is anticipated that due to the scale of this scheme development will extend beyond the 2046 end point of this Local Plan. Development is encouraged to progress as quickly as possible subject to delivery of the necessary supporting infrastructure alongside each phase to help support the wider aspirations for the North Huntingdon Opportunity Zone. The housing trajectory in 3 'How Huntingdonshire will grow and change' allows for a cautious figure of 2,600 new homes by 2046 with the remaining 2,300 new homes being completed after 2046.

9.85 The North Huntingdon Opportunity Zone is expected to provide significant new employment opportunities in addition to those already available within Huntingdon and the wider area. The proposals for this site should demonstrate how the scheme will support a resilient community which maximises the opportunities for people to work within it and across the wider Huntingdon area and access employment by active travel and public transport. Inclusion of employment land within the scheme is essential to support the establishment of a sustainable new community by facilitating opportunities for people to live and work in close proximity. The 'innovation quarter' is expected to provide transformational employment opportunities for residents through inclusion of flexible spaces for start-ups as well as established businesses along with learning opportunities through a Skills Academy.

9.86 Transport infrastructure improvements are key to unlocking the development potential of Lodge Farm. The site owners and development partners will need to work collaboratively with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council to promote and deliver improvements to the A141, the surrounding local road network, public transport opportunities and active travel routes to facilitate delivery. The number and location of points of access onto the existing A141 and the proposed realigned route should be agreed with the relevant highway authorities. The phasing of delivery indicated in the delivery plan must take account of the anticipated programme for upgrading the A141 and provide a realistic indication agreed with the relevant highway authorities of the development capacity that can be achieved prior to the completion of this upgrade. It is anticipated that the site will need to include connections to the new A141/Kings Ripton Road and A141/B1090 Sawtry Way most likely in the form of roundabouts.

9.87 At least one mobility hub within the scheme is required to facilitate use of sustainable and active travel modes for residents to support diverse travel options interlinked with access to local services and facilities.

9.88 The internal active travel network for the site is expected to maximise opportunities for people to use active travel modes for local journeys both within the site and beyond. It should connect to the cycleway on Kings Ripton Road proposed in the Local Cycling and Walking Infrastructure Plan, as well as the cycleway on the existing A141 proposed as part of the A141 improvements. Local travel infrastructure improvements would be required in the form of high-quality walking and cycling connectivity to Huntingdon town centre, including appropriate safe crossing of affected roads. It is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale. Safe pedestrian and cycle crossings will be required over the realigned A141 to connect development to the B1090 Sawtry Way and the Pathfinder Long Distance Path.

9.89 The transport assessment and travel plan should also investigate opportunities beyond the A141 and St Ives improvements schemes that relate directly to the site that could provide public transport and active travel opportunities to provide direct connections into existing local services and facilities in Huntingdon. Public transport infrastructure should be incorporated both along the site boundaries and within the site to maximise the ease and attractiveness of using public transport for residents and people working within the development.

9.90 The open character and rising landform of Lodge Farm from the Hartford roundabout to Kings Ripton Road should also be acknowledged. Whilst the focus of the master plan should be on designing a successful new community, it must be informed by a visual and landscape impact assessment to reflect the wider surrounding network of towns and villages and the potential impacts of the scheme on their local character. This should inform a comprehensive landscaping scheme for the development. At the local level this should mitigate potential adverse impacts of the development on existing properties around the boundaries such as Hartford Hill Farm and incorporate existing landscape features such as St Thomas's Dole Plantation.

9.91 A heritage assessment will also be required to consider the impacts of the scheme on the cluster of listed buildings and conservation area to the south of the site at Hartford, to the north west of the site at Kings Ripton (including the grade II* Church of St Peter) and a scheduled moated site, the known archaeological assets within the site itself, and more remotely the conservation areas of Houghton and Wyton and the Hemingfords. This will need to be in compliance with Policy LP 56 'Heritage Assets and their Settings'.

9.92 Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

9.93 Substantial multi-functional strategic green infrastructure will be required to reduce the impact of built development on the landscape. To avoid long term coalescence the need to reflect the settlement structure of the local area a gap of approximately 1km should be incorporated between any built development within Lodge Farm and that at 'North Huntingdon 4: Wyton Airfield', other than land used for essential infrastructure provision to ensure that Wyton and Huntingdon remain separate and distinct places. This is broadly the equivalent to the gaps between Wyton on the Hill and Houghton via Mere Way or between Huntingdon and Brampton.

9.94 Diverse green infrastructure provision will be required including parks, biodiversity corridors, sustainable drainage areas, grass and artificial turf playing fields, allotments, informal recreation spaces and play areas. Provision should accord with the latest standards at the time as advised by Sport England, national governing body standards for individual sports and the Huntingdonshire Playing Pitch and Outdoor Sports Strategy or successor documents. Early delivery of green infrastructure is particularly important as it plays a critical role in placemaking, climate resilience, and supporting community wellbeing.

9.95 To successfully accommodate the proposed development significant community infrastructure will be required. This should be located within highly accessible parts of the site to maximise opportunities for people to access them by active travel modes to minimise the need for car travel. At least one local centre will be required to provide a focal point for services for the community. Day to day retail opportunities should be included with potential additional local shopping services dispersed across the new community. A health facility will be required with an interim facility being expected during early phases of development to support access to health services for new residents. A permanent neighbourhood health centre of at least 984 sqm gross internal floorspace will be expected to be delivered during mid to late phases of development once the threshold for an operational health facility is reached. Social and community facilities will also be required to support local residents in hosting community events and groups to help build a sense of place and belonging. This will be expected to be delivered in a phased manner ensuring that an interim community meeting space is provided with the first phase of homes which may be delivered as

part of a multi-use building. Indoor sports and recreation facilities will also be required in accordance with the latest standards at the time as advised by Sport England, national governing body standards for individual sports and the Huntingdonshire Indoor Built Facilities Strategy or successor documents.

9.96 Education provision is a high priority in a new community given the tendency for a high proportion of families to move into such places. While an overall ambition for educational provision must be included within the masterplan for the whole scheme, the amount and type of educational provision should be assessed prior to submission of reserved matters for each phase and appropriate provision made to meet the identified need at that time. Overall, it is anticipated that educational provision will be in the region of 10 forms of entry for primary schools with accompanying facilities for early years education facilities and for those with special educational needs and disabilities. The provision of these should be phased alongside the new homes that they will support with schools of between 2 and 4 forms of entry being preferred by the local education authority. Secondary education provision will also be required with an expectation of the need for a single school with capacity for up to 9 forms of entry for which about 9.6ha of land should be reserved. Should all the land anticipated to be needed for educational facilities not ultimately be required for this use then alternative uses of the surplus land will be considered as appropriate at the time.

9.97 The site is within flood zone 1. Surface water risk is predominantly very low and located along the ordinary watercourses through the centre and northeast of the site. The ordinary watercourses should be left free from development and used as blue green corridors which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. Topographic low spots and flow paths should be incorporated into site design and layout. Infilling of drainage ditches should be avoided. Residual risk at this site comes from the potential blockage of the structure beneath roads to the northeast and south of the site. Culvert course and condition surveys may be required, including for consultation with the culvert owner. Risk from reservoir flooding (Grafham reservoir) should be investigated. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

9.98 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in both a medium and high sensitivity catchment. The availability of water and water management will need to be taken in to account in the delivery phasing plan for the site, see also 'Managing flood risk'.

9.99 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A foul drainage strategy will be required to address network and treatment capacity.

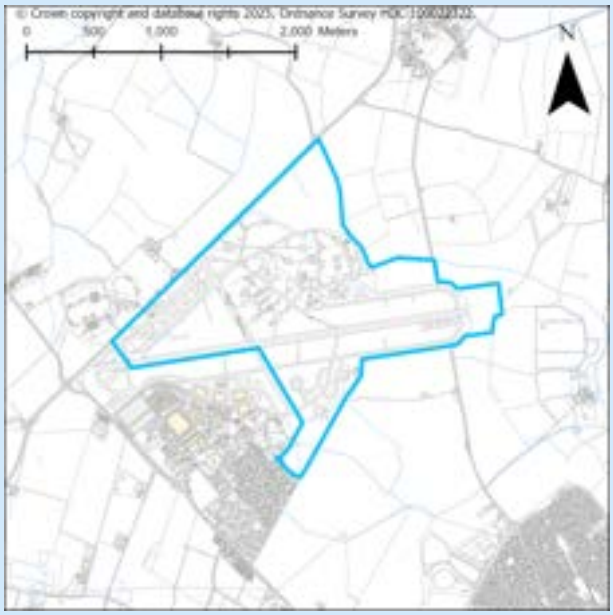
9.100 Establishment of a complete new community offers opportunities to take new approaches to service delivery. The feasibility of providing an underground waste collection system should be explored in collaboration with the Council's Head of Operational Services and implemented where demonstrated to be feasible. This offers advantages to households of removing the need for multiple wheeled bins to be stored within gardens, and can offer cleaner, more attractive public spaces. The site promoter's intentions to include a Skills Academy on site throughout the construction phase is welcomed.

North Huntingdon 4: Wyton Airfield

Allocation North Huntingdon 4

Wyton Airfield

253.9ha of land is allocated at Wyton Airfield for a new community with mixed use development to comprise:



1. about 4,000 homes (use class C3) across a wide range of tenures to support establishment of an inclusive community
2. provision of care home bedspaces (use class C2) that reflects an up to date assessment of private and public sector care bed needs to be undertaken prior to the submission of applications for reserved matters on each phase of development
3. about 15ha for employment uses for commercial, business and service uses (use class E(g)), general industrial uses (use class B2) and storage and distribution uses (use class B8) only where they are ancillary to other uses or providing 'last mile' distribution operations
4. transport infrastructure improvements including upgrades to the A141, retention of land for a park and ride site, linkages to the Cambridgeshire Busway and provision of active travel routes along with associated landscaping and drainage infrastructure
5. about 6.4ha for a local centre to include commercial, business and service uses (use class E(a-f)), and a neighbourhood health facility and local community uses (use classes F1(e-f) and F2)
6. educational and community facilities appropriate to the scale of development
7. indoor and outdoor sports and recreation facilities appropriate to the scale of development
8. strategic green infrastructure, public open space uses, biodiversity net gain and other planting and sustainable drainage appropriate to the scale of development
9. implementation of an integrated water strategy setting out the approach to be taken to all forms of flood risk, surface water management, natural flood management, use of water and waste water management

Successful development of the site will require:

a. comprehensive master planning to be undertaken by the site developer including public engagement to allow for detailed inputs by the local community and recognises the unique opportunities and constraints arising from the adjoining active RAF Wyton and development of design codes for the layout and appearance of development proposals
b. production and implementation of a development strategy and phasing plan that seeks to ensure balanced delivery of new homes, employment opportunities, infrastructure, services and facilities
c. the master plan should reflect a clear place-making strategy to create a new community with a distinctive sense of place reflecting the heritage of the airfield, integration with the existing village of Wyton-on-the-Hill and separation from Houghton and Wyton village.
d. a transport assessment with a comprehensive transport strategy demonstrating how the proposals will reduce the need to travel and maximise opportunities for use of public transport and active travel modes
e. agreement with appropriate Highways Authorities to obtain provision of safe and appropriate vehicular, public transport and active travel access to and within the site

f. completion of a landscape and visual impact assessment and a landscaping strategy to provide a comprehensive approach to provision of multi-functional strategic green infrastructure throughout the site that reflects the need for visual screening from RAF Wyton and the wider countryside while maximises the opportunities to provide long distance vistas to link the development into its wider context
g. completion of an ecological and biodiversity assessment, enhancement and provision of habitats, and provision of at least 10% biodiversity net gain throughout the site
h. a comprehensive approach to provision of publicly accessible green and open space and play provision throughout the new community to maximise ease of access to open space and active play opportunties by residents
i. provision of a flood risk assessment, a detailed drainage strategy taking into account surface water flood risk including climate change, modelling of unnamed watercourse and residual risk
j. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
k. provision of a heritage assessment and appropriate mitigation of potential impacts on listed buildings and conservation areas in surrounding villages
l. archaeological investigation, recording and where appropriate conservation
m. completion of a contamination assessment reflecting the site's former use as a military airfield and identification and completion of necessary remediation works
n. production and implementation of a waste audit and waste minimisation, reuse and recovery strategy including reuse of existing hardstanding materials where feasible within the construction of the site
o. exploration of the feasibility of providing an underground waste collection system in agreement with the Council's Head of Operational Services (or future equivalent)

9.101 Wyton Airfield was declared surplus to requirements by the Ministry of Defence and closed in 2014 making it the largest brownfield development site in Huntingdonshire. However, RAF Wyton remains as a UK Strategic Command Station and home to the National Centre for Geospatial Intelligence. The two areas immediately adjoin although the proposed allocation is separated by a security fence from the active RAF Wyton. The Defence Industrial Strategy highlights RAF Wyton as part of a key cluster for defence and dual-use innovation.

9.102 Any master plan for Wyton Airfield should demonstrate how it has endeavoured to maximise the opportunities arising from its unique juxapostion with RAF Wyton to develop synergies between economic growth within the allocated site and the intelligence and geospatial specialisms hosted at RAF Wyton. The site provides an opportunity to support both the ambitions of the Ministry of Defence (MOD) as set out in the Strategic Defence Review, and recognition of the need to contribute to the government's housing growth aspirations through the efficient use of surplus MOD land acknowledged through the 'Trailblazer' status by the Defence Infrastructure Organisation (DIO).

9.103 Place-making is a key element of establishing a new community and this should build on the established heritage of the site and opportunities to maximise physical and social integration between the new community, RAF Wyton itself and Wyton on the Hill.The master plan should clearly illustrate how this is proposed to be achieved. The master plan should indicate how the new community will blend housing, employment and other uses and contribute to the wider North Huntingdon opportunity zone and the aspirations of the CPCA's Local Growth Plan.

9.104 As a new community, the scheme proposed for Wyton Airfield should seek to maximise its sustainability in terms of layout, design and construction and promote the establishment of a mixed, inclusive community providing opportunities for all through inclusion of a diverse range of property types and sizes. The diversity of tenures and property types is expected to contribute to improved market absorption and facilitate enhanced delivery rates. This should include accommodation meeting the needs of single people, families,

older people. and those with specialist housing needs. Given the immediate proximity RAF Wyton and the employment growth expected to be delivered there, particular regard should be paid to the needs arising for accommodation to suit the needs of military personnel.

9.105 To ensure this, and to reflect the increasing proportion of older people living in Huntingdonshire, the new homes provided should include a diverse range of property types and sizes. In particular, homes suitable for supported living extra-care provision should be included within the use class C3 homes to support aspirations for people to remain living independently within their own homes as long as possible. Residential care and nursing home provision should reflect up to date needs assessments for each phase of the scheme's delivery. These bedspaces within use class C2 will be required to help meet the need for residents who are not capable of living fully independently.

9.106 It is anticipated that due to the scale of this scheme development will extend beyond the 2046 end point of this Local Plan. While development is encouraged to progress as quickly as possible subject to delivery of all necessary supporting infrastructure it is estimated that about 2,250 new homes will be delivered by 2046 with the remaining 1,750 new homes being completed after 2046.

9.107 Inclusion of employment land within the scheme allows for promotion of a sustainable new community and promotion of opportunities for a cluster of technical excellence focused on supporting and enhancing defence intelligence and technical innovation. Preparation of the master plan for the site should explore potential with the DIO and MOD for collaboration and co-location of businesses, research establishments and MOD facilities to promote highly skilled, high value jobs complementing wider opportunities across the North Huntingdon Growth Cluster. The proposals should demonstrate how the scheme will support a resilient community which strengthens and supports the connections between the new community and the established operations on RAF Wyton and residents of Wyton on the Hill. Given the known transport challenges of the site proposals for use class B8 storage and distribution are specifically excluded other than where it is a small scale ancillary element of another use.

9.108 Transport infrastructure improvements are key to unlocking the development potential of Wyton Airfield. The site owners and development partners will need to work collaboratively with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council to promote and deliver improvements to the A141, the surrounding local road network, public transport opportunities and active travel routes to facilitate delivery. Due to the scale of the proposed scheme its is expected that at least two points of access will be required onto the A141 including a connection to the A141/B1090 Sawtry Way roundabout. A park and ride scheme is expected to be included within the A141 improvements scheme so land for this in an appropriately accessible location should be reserved and made available at a time agreed with the CPCA. The phasing of delivery indicated in the delivery plan must take account of the anticipated programme for upgrading the A141 and provide a realistic indication agreed with the relevant highway authorities of any development capacity that can be achieved prior to the completion of this upgrade.

9.109 The transport assessment and travel plan should also investigate opportunities beyond the A141 and St Ives improvements schemes that relate directly to the site that could provide public transport and active travel opportunities such as the enhancement of the Old Ramsey Road route to provide more direct connections into St Ives to reduce the need to use the B1090.

9.110 Local travel infrastructure improvements would be required in the form of high-quality walking and cycling connectivity to other local centres of population, including appropriate safe crossing of affected roads. To promote active travel opportunities should be taken to improve links to St Ives, Oldhurst and Woodhurst and Houghton utilising links previously severed by development of the airfield at Old Ramsey Road and Bridleway 272/1. The existing public right of way, footway 192/16 adjoins the site and the opportunity should be taken to connect into this in agreement with Cambridgeshire County Council. Rights of way should be retained on their existing alignment, and opportunities explored for enhanced connectivity to the wider right of way and highway network where feasible.

9.111 The elevated and open character of Wyton Airfield should also be acknowledged. While the focus of the masterplan should be on designing a successful new community, it must be informed by a visual and landscape impact assessment to reflect the wider surrounding network of towns and villages and the potential impacts of the scheme on their local character.

9.112 A heritage impact assessment will also be required to consider the impacts of the scheme on the cluster of listed buildings to the north east of the site at Old Hurst (including the grade II* Church of St Peter) and a scheduled moated site, the cluster of listed buildings including the grade II* Church of St John the Baptist within the Woodhurst conservation area and more remotely the conservation areas of Houghton and Wyton and the Hemingfords. This will need to be in compliance with Policy LP 56 'Heritage Assets and their Settings'.

9.113 Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

9.114 Substantial multi-functional strategic green infrastructure will be required to reduce the impact of built development on the landscape and particular attention should be paid to the need to maintain a clear sense of separation from the existing communities of St Ives, Houghton and Wyton, Old Hurst, Woodhurst and Broughton to ensure their retain their individual identities. A clear and distinct gap must also be provided between the site and proposed development at 'North Huntingdon 3: Lodge Farm, North of A141' to ensure that Wyton and Huntingdon remain separate and distinct places. Given the configuration of the road network it is expected that most of the gap will lie within green infrastructure provided within the Lodge Farm scheme.

9.115 Diverse green infrastructure provision will be required including parks, biodiversity corridors, sustainable drainage areas, grass and artificial turf playing fields, allotments, informal recreation spaces and play areas. Provision should accord with the latest standards at the time as advised by Sport England, national governing body standards for individual sports and the Huntingdonshire Playing Pitch and Outdoor Sports Strategy or successor documents. Early delivery of green infrastructure is particularly important as it plays a critical role in placemaking, climate resilience, and supporting community wellbeing.

9.116 To successfully accommodate the proposed housing and employment development significant community infrastructure will be required. This should be located within highly accessible parts of the site to maximise opportunities for people to access them by active travel modes to minimise the need for car travel. At least one local centre will be required to provide a focal point for services for the community. Day to day retail opportunities should be included with potential additional local shopping services dispersed across the new community. A health facility will be required with an interim facility being expected during early phases of development to support access to health services for new residents. A permanent neighbourhood health centre of at least 885 sqm gross internal floorspace will be expected to be delivered during mid to late phases of development once the threshold for an operational health facility is reached. Social and community facilities will also be required to support local residents in hosting community events and groups to help build a sense of place and belonging. This will be expected to be delivered in a phased manner ensuring that an interim community meeting space is provided with the first phase of homes which may be delivered as part of a multi-use building. Indoor sports and recreation facilities will also be required in accordance with the latest standards at the time as advised by Sport England, national governing body standards for individual sports and the Huntingdonshire Indoor Built Facilities Strategy or successor documents.

9.117 Education provision is a high priority in a new community given the tendency for a high proportion of families to move into such places. This is expected to be require in the region of 8.7ha of land to be reserved for a secondary school and up to 9ha of land reserved for up to 3 primary schools with early years provision and for any separate special educational needs provision required. The provision of these

should be phased alongside the new homes that they will support. Should all the land reserved for educational facilities not ultimately be required for this use then alternative uses of the surplus land will be considered as appropriate at the time.

9.118 The site is predominantly within flood zone 1 with less than 1% within flood zone 3b confined to the site boundary. Surface water risk to the site is predominantly very low. There is an unnamed watercourse. The ordinary watercourses should be included within the site design and layout. Infilling of drainage ditches should be avoided. The presence of a structure beneath the unnamed track along the eastern boundary may require a culvert course and condition survey, including for consultation with the culvert owner. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

9.119 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'.

9.120 Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Wyton (RAF) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

9.121 Given the former use of Wyton Airfield as an active flying base for the RAF including as a bomber command station there is high potential for ground contamination to be present within the site. A contamination assessment is required to include identification of necessary remediation works to a standard appropriate for the proposed future use of individual parcels of land. The former runway, taxiways and extensive areas of hardstanding comprise large amounts of concrete containing substantial levels of embodied carbon. A waste audit and waste minimisation, reuse and recovery strategy should be completed to maximise opportunities for recovery and reuse of these materials within the proposed development scheme for hardcore.

9.122 Establishment of a complete new community offers opportunities to take new approaches to service delivery. The feasibility of providing an underground waste collection system must be explored in collaboration with the Council's Head of Operational Services and implemented where demonstrated to be feasible. This offers advantages to households of removing the need for multiple wheeled bins to be stored within gardens, and can offer cleaner, more attractive public spaces.

Chapter 10:

Market Towns

10.1 Market Towns are the highest level in the settlement hierarchy and considered to be the most sustainable places in Huntingdonshire due to the level of services, facilities and infrastructure they contain. They serve as focal points for their own residential and business communities and each serve the wider communities of their surrounding areas. Although the presentation of North Huntingdon Opportunity Growth Zone in a separate chapter has resulted in limited allocations within the existing built up area of Huntingdon the market town itself remains at the highest level of the settlement hierarchy within the district alongside St Neots, St Ives, and Ramsey and Bury. The identity of Huntingdonshire is reinforced by the role of its market towns and their ongoing growth and success is crucial to promoting a sustainable pattern of development in the district.

10.2 The following table sets out how many allocations are proposed in each of the Market Towns, all allocations can be found on the Policies Map where they can also be viewed within their wider setting:

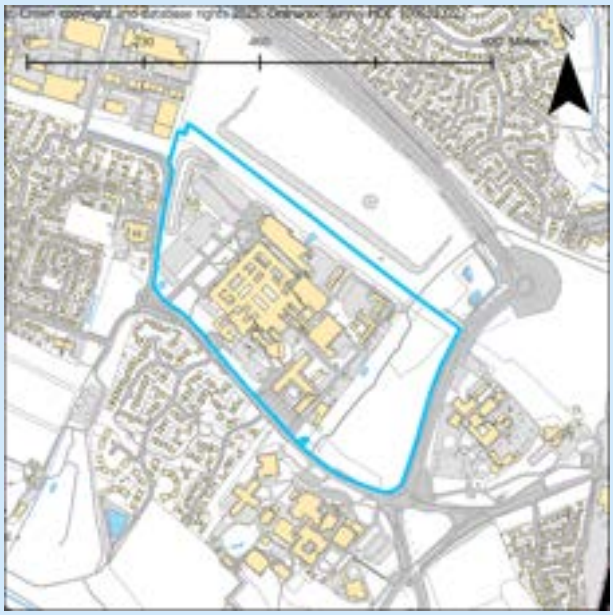
Settlement	Number of allocations
Huntingdon	2
St Neots	2 new and 1 under construction (St Neots East)
St Ives	1
Ramsey and Bury	5

Huntingdon 1: Hinchingbrooke Hospital

Allocation Huntingdon 1

Hinchingbrooke Hospital

22 ha of land at Hinchingbrooke Hospital is allocated for mixed use development to comprise:



1. redevelopment of the hospital, including necessary enabling works and its associated buildings for provision of a replacement hospital
2. reprovision of the ambulance station
3. provision of affordable key worker and medical/care student accommodation
4. car parking for staff, patients and visitors
5. other related healthcare provision within use class E(e)
6. residential institutions (use class C2) to provide specialist residential accommodation including step down accommodation
7. non-residential educational facilities (use class F1a) for healthcare related training
8. health related research and development space
9. ancillary uses to support the functioning of the hospital and other uses within the site including provision of a day nursery (use class E(f) and space for public worship (use class F1(f))
10. strategic green infrastructure and informal open space for the use of staff, visitors and patients

Successful delivery of the site will require:

a. completion of a public master planning exercise agreed with the Council resulting in the submission of a masterplan illustrating a design and layout that is capable of being integrated with existing development to the west, south and east and which demonstrates minimisation of the development's impact Views Common to the north
b. provision of a strong landscaping scheme informed by a Landscape and Visual Impact Assessment and Arboricultural Assessment which minimises landscape impact including the retention of trees and hedgerows within and around the site other than to facilitate provision of essential infrastructure, and retention of a landscaping buffer fronting Hinchingbrooke Park Road
c. provision of an access directly onto Views Common Road
d. provision of amenity and open space to mitigate impacts on nearby nature sites
e. completion of a heritage impact assessment to consider and mitigate any potential impacts of the development on the Huntingdon conservation area and listed buildings at Hinchingbrooke School
f. archaeological investigation, recording and where appropriate conservation
g. provision of multiple access points will be required with access from both Views Common Road and Hinchingbrooke Park Road
h. integration of existing Anglian Water infrastructure ensuring it is available for maintenance and repair

i. provision of a flood risk assessment and drainage strategy to evaluate current and future surface water flood risk

j. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated and safeguarding of suitable access for the maintenance of existing water supply and sewerage infrastructure

10.3 Hinchingbrooke Hospital was opened in 1983 and about 75% was built of reinforced autoclaved aerated concrete which is now failing. The hospital is part of the government's National Hospital Programme for replacement with a target completion date of 2032 for new facilities. The aspiration is to construct the new hospital towards the central northern part of the site and to open this before closing and then demolishing the old hospital buildings to ensure continuity of healthcare services. The Treatment Centre opened in 2007 will remain as will the replacement Theatres building completed in 2026 with the whole scheme to be connected to allow for more efficient service delivery.

10.4 This is a complex previously developed site to redevelop and will also be dependent on funding and further scoping on the scale and nature of potential development and health uses on site. The current hospital site is extended to include the southern portion of an area of open grassland and a tree belt on land to the east formerly part of the adjacent Police Headquarters from which it was separated by the construction of Views Common Road.

10.5 Views Common Road was constructed as part of the A14 re-routing project and provides a direct link to the A1307 to the north west and onwards to the A141. A direct access is required onto Views Common Road and access to parking within this portion of the site from there in order to provide an alternative access to the hospital site than that from Hinchingbrooke Park Road.

10.6 A comprehensive transport assessment and travel plan will be required to understand the vehicular needs of the site, including a replacement Ambulance Station, emergency access points and adequate on-site parking for staff to promote operational efficiency. All opportunities to maximise the accessibility of the site by public transport and active travel modes should be taken through integration of appropriate infrastructure to lessen the potential for road congestion at peak times. Adequate parking provision should also be made for patients and visitors reflecting the wide catchment area of the hospital and the physical and mental conditions that patients and visitors may be experiencing

10.7 The hospital site is situated amongst a mixed use area and masterplan preparation informed by public engagement started in 2024. A detailed landscape and visual appraisal and arboricultural appraisal are essential to ensure the redevelopment scheme maintains and reinforces the combination of open landscape and tree belts that provide the current setting to the hospital and along Hinchingbrooke Park Road. Informal open space is also required in multiple locations within the site with easy access to buildings to support the physical and mental health of staff, visitors and patients.

10.8 The site is located within the Impact Risk Zone associated with Portholme SSSI, Great Stukeley Railway Cutting SSSI and Brampton Racecourse SSSI. Assessment will be required of the potential impacts on these SSSIs arising from increased recreational and urbanisation pressure generated by users of this site. Appropriate mitigation or alternative recreational provision will be required. Engagement with Natural England may be required.

10.9 The masterplan will need to include delivery phasing of the scheme to deliver the various elements of the hospital, ambulance station, car parking and key worker housing along with phasing for the demolition of the existing hospital and associated buildings to ensure continuity of health service provision and car parking accessibility for patient, staff and visitors.

10.10 Opportunities should be thoroughly explored to maximise the healthcare, social and community benefits that can be delivered on the site. Alongside the hospital itself this may include provision of specialist residential accommodation in use class C2 that can support people with additional needs who might benefit

from the co-location of accommodation and healthcare provision. Provision of affordable key worker housing on the site for those employed within the hospital in healthcare and support roles will be encouraged as a way of supporting the hospital and other healthcare uses provided on the site to attract and retain staff. This may also include accommodation that provides short-term accommodation for students on training placements. Provision of training facilities to support medical, nursing and care related students will be supported to encourage long-term skills improvement across the wider healthcare sector.

10.11 Provision of health-related research and development space may be supported to reinforce the role of the hospital within the wider medical community and provide opportunities for medical staff, patients and researchers to benefit from faster refinements of treatments The provision of ancillary support services such as a day nursery within the hospital site is also supported to assist with recruitment and retention of healthcare staff.

10.12 Anglian Water states they have water mains within the site boundary, this existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted.

10.13 The site is located within flood zone 1. Surface water risk is predominantly very low with small areas of higher risk largely confined to areas of scattered ponding in topographic low spots, constrained by the existing development on site. As such, a site-specific flood risk assessment and drainage strategy must be prepared that considers present day and climate change scenarios.

10.14 Discharge rates should remain at existing rates though betterment should be investigated in consultation with the Lead Local Flood Authority (LLFA). Surface water modelling based on layout plans and detailed design may be required through consultation with the LLFA, Environment Agency (EA) and Anglian Water. The assessment should consider the wider impact of flood risk and opportunities for Natural Flood Management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment, see also 'Managing flood risk'.

10.15 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Land is required to safeguard suitable access for the maintenance of existing water supply and sewerage infrastructure due to the presence of rising mains (pressurised sewer) and water mains within the site boundary.

10.16 A heritage impact assessment will be required to consider the potential impacts of redeveloping the site on the extensive nearby heritage assets in compliance with Policy LP 56 'Heritage Assets and their Settings'. Huntingdon conservation area covers the eastern end of the site and also adjoins parts of the southern and all the northern edges of the site. A cluster of listed buildings are situated to the south at Hinchingbrooke School including the grade I listed Hinchingbrooke House. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

Huntingdon 2: Amber Centre, Mayfield Road

Allocation Huntingdon 2

Amber Centre, 36 Mayfield Road, Huntingdon

0.35ha of land formerly used as the Amber Centre at Mayfield Road is allocated for residential development of about 12 homes.

Successful development of the site will require:

a. use of design that harmonises with surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected
b. provision of landscape planting to reflect the setbacks of other development facing Mayfield Road
c. provision of a flood risk assessment and drainage strategy taking into account, surface water and residual flood risk including climate change
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. the safeguarding of suitable access for the maintenance of existing water supply and sewerage infrastructure
f. provision of vehicular access and active travel routes to integrate the site with adjoining development and to minimise additional vehicular movements in close proximity to Hartford Community Infant School

10.17 This is a redevelopment site which offers the opportunity to improve the quality of the immediate locality and provide new homes in a highly sustainable and accessible location.

10.18 The site is within flood zone 1. Surface water risk to the site is predominantly very low. Risk predicted in the northern area of the site appears to be restricted by the existing buildings. Discharge rates should remain at existing rates at a minimum in consultation with the Lead Local Flood Authority (LLFA). Residual risk at this site comes from the potential blockage of the culvert beneath Mayfield Road. Culvert course and condition surveys may be required, including for consultation with the culvert owner. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

10.19 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'.

10.20 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close

to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

10.21 Anglian Water has sewers and a water main within the site boundary, therefore the policy seeks to safeguard a suitable access for the maintenance of existing water supply and sewerage infrastructure. This should be in consultation with Anglian Water.

10.22 The site has road frontages on three sides and a pedestrian footpath on the northern boundary. Location of vehicular junction(s) must be agreed with the local highways authority to ensure adequate junction spacing is achieved and to ensure pedestrian safety. High quality linkages to nearby community facilities should facilitate their access by active travel modes.

10.23 A landscaping scheme will be required to demonstrate that the layout of the new homes reflects the setback of properties facing onto Mayfield Road. This should either retain the 3 silver birch trees by the southern and western boundaries of the site or provide alternative planting to add to the local character and visual amenity for residents.

St Neots Existing 1: St Neots East

Allocation St Neots Exisiting 1

St Neots East

226ha of land east of Loves Farm and at Wintringham Park, Cambridge Road, St Neots is allocated for mixed use sustainable development in accordance with the St Neots Eastern Expansion Urban Design Framework 2010 to comprise:

1. about 3,820 homes
2. about 22ha of employment land (class 'B')
3. a local centre of some 3ha containing offices (class 'B1a' uses), approximately 4,000m^2 of gross retail floorspace (class 'A1') including a supermarket (class 'A1') with a maximum retail floorspace of 3,000m^2 and other retail and food and drink uses (classes 'A2' to 'A5') and ancillary uses appropriate to the scale of development within the centre
4. a neighbourhood centre of some 0.3ha containing approximately 800m^2 of floorspace for retail, service, food and drink and community uses (class 'A1' to 'A5' and 'D1' and 'D2')
5. specialist accommodation for older people equivalent to at least a 120 bed space care home
6. educational and community facilities appropriate to the scale of development, including primary schools and day care/ nursery provision
7. indoor and outdoor sports facilities appropriate to the scale of development
8. transport infrastructure improvements proportionate to the scale of development
9. strategic green space and open space

Successful delivery of the site will require:

a. satisfactory resolution of the impact of additional traffic on the A428, A1 and the local highway network having regard to a transport assessment and travel plan
b. comprehensive master planning to be undertaken by the site developer with public engagement with the cooperation of the Council
c. provision of quality pedestrian and cycle improvements to the town centre and other key service destinations
d. production and implementation of a development strategy that seeks to ensure balanced delivery of industrial and commercial development with development of homes, infrastructure, services and facilities
e. the arrangement of different uses in a manner that minimises the need to travel and includes a transport network that promotes sustainable travel modes
f. differentiated densities of development with higher densities around defined centres and the development of distinctive character areas
g. a mix of uses to be incorporated, including social, community and sporting facilities, that meets the needs of the proposed development
h. retail provision appropriate to the area which is complementary to the continued vitality and viability of St Neots town centre

i. the creation of a single main centre on the south side of Cambridge Road fronting the road, with shared communal spaces and a clear sense of place
j. the creation of a neighbourhood centre near to the underpass by Howitt's Lane
k. the creation of a landscaped business park with frontage to the A428
l. enhancement and provision for habitats in accordance with an ecological assessment and strategy
m. areas of green and open space throughout the development that link with the strategic green infrastructure network and provide for a wide range of recreational purposes and flood reduction n. a tree survey and planting scheme
n. a landscaping scheme recognising and enhancing vistas, boundaries, and green infrastructure networks
o. design codes for the appearance of development proposals
p. assessment of noise impacts for the site, particularly from the East Coast Main Line Railway, and appropriate acoustic treatments to address any adverse impacts
q. flood risk assessment and provision of sustainable drainage systems
r. separation from the gas pipeline and high voltage electricity transmission line in accordance with National Grid requirements
s. production and implementation of a waste audit and a waste minimisation, re-use and recovery strategy
t. early engagement and agreement with the Council in liaison with Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
u. agreement with the Environment Agency that meeting the requirements of the Water Framework Directive would not be compromised

10.24 Growth plans for this area were initially set out in the Core Strategy 2009 with details established through the Urban Design Framework 2010

10.25 Two separate outline planning permissions cover the area, one to the south of Cambridge Road (Wintringham Park) and the other to the north (Loves Farm Phase 2). These are being built out a number of phases, co-ordinated by a single master developer.

10.26 Rerouting and upgrading of the A428 has been a key issue for development of this site to allow for greater capacity on the strategic highway network and allow easier access east to Cambridge and west to the A1 and Bedford. National Highways' improvement scheme from the Black Cat roundabout on the A1 to the Caxton Gibbet junction of the A428/ A1198 began in 2023 to provide a new dual carriageway and associated infrastructure. It is scheduled to be completed in 2027 after which it will be re-numbered as the A421.

10.27 A transport assessment (in accordance with policy LP 18 Transport, Travel and Connectivity) is required for each phase of development in order to assess the transport impact on the A428/ A421, A1 and the local road network. Part of the southern parcel of land has been used as a National Highways compound to facilitate the delivery of the road improvements. Delivery of the site will need to take into account the timing of highway improvement works. The development also needs to ensure that sufficient parking is provided on the site in line with policy LP 28 Parking and Vehicle Movement.

10.28 The internal layout of the development will include new roads and public rights of way. A central landscaped spine road is anticipated from Cambridge Road south through to Potton Road. Additional access along Cambridge Road will be needed, especially for the main centre and the area north of Cambridge Road. Links with the existing Loves Farm development should be provided to encourage integration. Linkage opportunities, particularly for active travel infrastructure, should also be provided to enable connectivity with the allocation at St Neots 1: Land east of Loves Farm (Tithe Farm). Cambridge Road itself should be improved as the gateway to St Neots town centre. Despite the barrier of the railway line, connections are expected under the two bridges in the area between Cambridge Road and Potton Road. New and improved public transport, in particular bus transport, is expected. Some of the existing public rights of way will need to be relocated to correspond with expected travel routes.

10.29 A variety of densities of housing development and some mixed use areas should be incorporated to help promote areas of distinct character within St Neots East. The housing mix should have regard to the expected demographic change over the lifetime of the development. This means that starter homes, family homes, homes for those who wish to downsize and self-contained supported housing are all likely to be required. A care home suitable to meet the needs of older people should be incorporated to ensure that people who move to the neighbourhood have the opportunity to remain there in appropriate specialist accommodation later in life if they require this. In recognition of the scale of this allocation, it is considered important that the full range of sizes, types and tenures of home are available.

10.30 It is expected that development will be most dense closest to the main centre and other services. Design codes will establish how the uses will be viewed and their interrelationships. Appropriate design should ensure that development sits as a positive feature within the landscape. Development is expected to be set back and necessary acoustic treatments incorporated in respect of areas affected by noise from the East Coast Mainline. In order to best provide for economic growth and facilitate easy access to employment opportunities, development of industrial and commercial uses will need to be phased in with housing growth.

10.31 Wintringham Park and Loves Farm Phase 2 have started to form a substantial increase to the established community at Loves Farm and will continue to require social and community services and facilities as each phase develops to supplement those accessible elsewhere within St Neots. To help develop a successful and cohesive community and encourage sustainable lifestyles social and community facilities and support are integral to this development. Locations to facilitate the development of community spirit such as public meeting spaces, places of worship and education facilities should be incorporated in accessible positions; multi-purpose use should be promoted to aid the viability and efficient use of such facilities. Wintringham Primary Academy and the Plaza outside the school have provided an initial focus for community activities within the key phase 1 development with festivals, food trucks and regular events provided to support community development.

10.32 A reserved matters planning application for The Hub at Wintringham was submitted in September 2025 to provide the northern centre within Wintringham Park for shops, services and leisure amenities including a foodstore, smaller shops, offices and co-working spaces, a café and a health and fitness club.

10.33 To accommodate the need for school places that will arise from the scale of development proposed two more primary schools should be provided. Appropriate early years/ day care nursery provision should also be included which may be a mixture of public and private provision.

10.34 Employment land is an essential element of this allocation to contribute to sustainable development by offering opportunities for people to work close to home. Employment provision should complement that already in St Neots and be distributed across several locations. A variety of premises should be included offering suitable accommodation for a range of employment uses. Use class E(g) light industrial and office uses may be integrated with residential areas, however, B2 general industrial uses should avoid directly adjoining residential areas to protect against adverse impacts on the amenity of residents. Storage and distribution uses (use class B8) should only be included where they are ancillary to other uses or provide ‘last mile’ distribution operations. A jobs figure of approximately 2,420 may be possible on the 22ha identified with further employment opportunities dispersed across retail, leisure and educational provision..

10.35 Given the size of the development there are opportunities to provide significant open space for recreational needs and add to the strategic green infrastructure network. A full range of formal and informal open space, including sports and play facilities, should be incorporated in accordance with the Council's current standards at the time of development.

10.36 An objective assessment of need for sports and active recreation facilities will be required and appropriate provision made, reflecting the quantity and nature of development proposed. Structural planting should also be provided to help define and shape the new development. Public open space can address the

potential for flooding and should result in little if any sensitive development within flood zones. However, surface water attenuation areas, such as swales or retention basins, should not be used as public open space if their use would be impractical during wet months.

10.37 Improved biodiversity and wildlife can be encouraged through a network of green spaces and sustainable drainage systems that are specifically designed to foster greater ecological diversity. The open space referred to above should therefore be dispersed throughout the site to assist in achieving the aspirations of Natural England's Accessible Natural Green Space Standards: improving accessibility, naturalness and connectivity of green spaces. In addition, it is envisaged that green space provided on this site will link in with public rights of way through St Neots to the Ouse Valley and that this site should link to additional green corridors out to South Cambridgeshire. Existing areas of particularly high biodiversity value should be integrated into the design of the network of green spaces.

10.38 Part of the site is affected by overhead transmission lines and there are also gas pipelines near the railway line. Appropriate separation distances from these will need to be maintained, in accordance with advice from National Grid. It is recognised that the overhead transmission lines will not be placed underground as it is not considered feasible and there is little net benefit in visual terms due to the need to replace two pylons with larger terminal towers.

10.39 Reference should be made to the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (or relevant successor document) regarding requirements to ensure that waste is appropriately managed and dealt with.

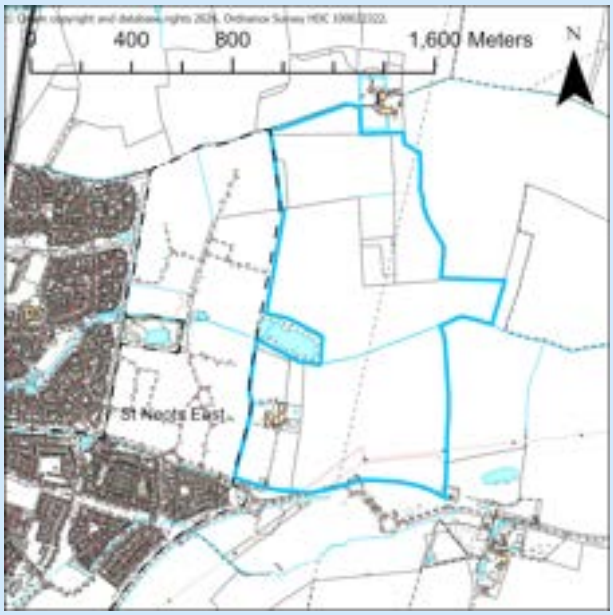
10.40 The policy requires agreement with the Environment Agency (EA) and Anglian Water Services (AWS) to ensure that the waste water flows from proposed development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Neots Waste Water Treatment Works (WwTW) will serve this site and currently has no available headroom. Unless additional headroom becomes available a change in discharge consent and process upgrades at the WwTW will be required. This would be achievable within the limits of conventional treatment and hence would not impact on attainment of future WFD water quality objectives. Interim treatment solutions will be necessary until a permanent treatment solution is put in place. Should temporary measures prove not to be viable or would be insufficient it may be necessary to place limits on the amount of development that can take place. Anglian Water has identified further investment at St Neots Water Recycling Centre as outlined in their current Asset Management Plan (which covers the period 2015 to 2020).

St Neots 1: East of Loves Farm (Tithe Farm)

Allocation St Neots 1

East of Loves Farm (Tithe Farm)

99.5ha of land East of Loves Farm (Tithe Farm), St Neots is allocated for mixed-use development to comprise:



1. about 1,100 homes
2. about 3.7ha for employment use within classes E(g)
3. educational facilities including a primary school plus associated early years nursery facilities
4. a neighbourhood centre to include local shops and other community facilities appropriate to the scale of development
5. indoor and outdoor sports and recreation facilities appropriate to the scale of development
6. about 40 ha for green infrastructure to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, land for biodiversity net gain
7. land reserved for an appropriate route for East West Rail and its associated uses

Successful delivery of the site will require:

a. completion of a public master planning exercise agreed with the Council resulting in the submission of a design code and master plan illustrating layout and design that harmonises with surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected
b. differentiated densities of development to create distinct character areas with higher densities around defined centres where appropriate.
c. provision of a landscaping scheme to minimise the landscape and visual impacts of the development and retention of trees and hedgerows to provide a mature setting to development, informed by a Landscape and Visual Impact Assessment and Arboricultural Assessment
d. provision of a flood risk assessment and detailed drainage strategy taking into account surface water flood risk including climate change
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated and sustainable connections can be achieved
f. liaison with East West Rail Co to understand the nature and extent of temporary and permanent land requirements, the accommodation of land uses and site phasing
g. assessment of noise and air quality impacts for the site, particularly from future development of the A428 and East West Rail, and appropriate mitigation to address any adverse impacts
h. protection of the listed building at Tithe Farm and its setting by provision of high quality development to reflect the site's sensitive location is conserved and enhanced informed by a proportionate heritage assessment
i. archaeological investigation, recording and where appropriate conservation

j. provision of a safe and suitable means of vehicular access from Cambridge Road and assessment of transport impacts through a comprehensive transport assessment
k. retention of and connections to the public right of way (Priory Hill) along the northern boundary of the site.
l. provision of pedestrian and cycle routes to link existing networks including access to Loves Farm 2, Wintringham Park, St Neots railway station and onwards to the town centre supported by a Travel Plan.

10.41 The site is located East of Loves Farm 2 and north of Wintringham Park; a strategic mixed use development. Opportunities to integrate development with the nearby residential areas through clear visual and physical links must be addressed through the master plan. The site offers the opportunity to improve the quality of the immediate locality and provide new homes in a highly sustainable location within access to the market town of St Neots and the railway station.

10.42 The southern section of the site falls within the A428 Development Consent Order boundary and safeguarded land for East West Rail, a major infrastructure project of national significance. Delivery of this site will need to take into account the timing of highway delivery and ensure that any potential adverse impacts on the construction or operation of East West Rail are avoided. The area safeguarded for East West Rail is identified on the Policies Map and shown alongside the site allocation boundary on the adjacent diagram. Policy 'Supporting and enabling strategic infrastructure' also applies to the land safeguarded for EWR.

10.43 The site should provide a mix of densities reflective of large developments with higher densities around defined centres where appropriate. Density mix should be balanced with the requirements of other criteria within the within the allocation including those relating to landscape, biodiversity and heritage. The site will provide a neighbourhood centre which will include elements of retail development and community uses, retail development in this area should not compete with, but instead complement the existing town centre and surrounding uses within St Neots town centre, Wintringham Park and Loves Farm.

10.44 Employment land is an essential element of this allocation and contributes to sustainable development by offering opportunities for people to work close to home. Employment provision should complement that already in St Neots and be sustainably located with active travel connections. A variety of premises should be included offering suitable accommodation for a range of employment uses. E(g) uses may be integrated with residential areas, however, B2 general industrial uses should avoid directly adjoining residential areas. A proposal must demonstrate that all employment development is sustainably located within the site avoiding adverse impacts on the amenity of residents including from transport, parking, noise, air and light pollution.

10.45 The site is within the Impact Risk Zone St Neots Common SSSI and Little Paxton Pits SSSI. These IRZ may require Natural England consultation. Assessment will be required of the potential impacts on the St Neots Common SSSI and Little Paxton Pits SSSI arising from increased recreational pressure generated by residents of this site. Appropriate mitigation or alternative recreational provision will be required. Given the size of the development there are opportunities to provide substantial open space for recreational needs and add to the strategic green infrastructure network. A full range of formal and informal open space, including sports and play facilities, parks and gardens, natural/semi-natural green space, amenity green space, allotments should be incorporated in accordance with the Council's current standards at the time of development.

10.46 The land slopes gently down from the north and south towards Fox Brook, with open countryside to the North (Priory Hill) and east. There are patches of wooded area across the site including at Cromwell's Close Plantation located in the north east quadrant, within the northwest quadrant of the site and surrounding Tithe Farm. Fox Brook runs east to west though the site. A Landscape and Visual Impact Assessment should be prepared to inform any landscape and visual issues resulting from the proposed

development, this should be used to inform a landscaping scheme which will address the visual and physical impact of development including the setting of Fox Brook and presence of pylons and overhead power lines.

10.47 The retention of existing trees, wooded areas and hedgerow will be an important aspect providing a mature established setting. A proposal should demonstrate how this can be achieved through an Arboricultural Assessment. In combination with the landscaping scheme this should ensure that green corridors are formed across the site linking with the green corridors to be provided within the next phase of development at Love's Farm immediately to the west.

10.48 The site is located in flood zone 1 and surface water risk to the site is predominantly very low and confined to Fox Brook and flow paths. As such these areas should be left free of development and used as blue green corridors contributing to the landscaping design of the development and providing multiple benefits alongside flood risk, including ecological, social and amenity benefits. Infilling of drainage ditches should be avoided. Further modelling will be required to understand the impacts of climate change on surface water flood risk and a drainage strategy prepared ensuring there is no increase in surface water flood risk elsewhere as a result of new development. Greenfield rates will apply at a minimum in consultation with the LLFA.

10.49 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'

10.50 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Neots Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

10.51 The site includes safeguarded land for highways improvements to the A428 and for East West Rail meaning the site may be impacted by noise, air and light pollution, there is also a potential for vibrational impact . A proposal must demonstrate through a through a noise and air quality assessment how these impacts on development can be mitigated. Vibrational impact should be addressed by demonstrating how units can be appropriately located and impacts mitigated.

10.52 There are a number of buildings within the site (approximately 6) associated with Tithe Farm, one of which is Grade II Listed which could be adversely impacted by the development if master planned ineffectively. Retention of the listed building would be required including the assessment of the future of the surrounding buildings as they fall within the setting of the listed building curtilage. A proposal must demonstrate potential impacts on the heritage asset and it's significance with an appropriate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

10.53 Due to the size and known archaeology in the area, there is high potential for significance on site. The very large eastern extension of previous phases of Loves Farm had some of the most significant Iron Age archaeology in the Cambridgeshire claylands - this was particularly true of Loves Farm Phase 1 and Phase 2 also contains multiple complex Iron Age and Roman enclosure sites. Cropmarks of further Iron Age or Roman enclosures are visible within the this allocation site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

10.54 A proposal must demonstrate provision of a safe and suitable means of access from Cambridge Road and assessment of transport impacts on the wider area including the A428 and into St Neots through a transport assessment. The suitability of any access directly from the A428 Cambridge Road would need to be considered by National Highways.

10.55 The layout of the site must ensure that active travel and public transport connectivity is provided into the adjoining development at Love's Farm to facilitate establishment of a cohesive community. Provision of pedestrian and cycle routes to link to existing networks including to Loves Farm 2 and Wintringham Park and the nearby railway station and onwards to the town centre will be demonstrated through the submission of a Travel Plan to demonstrate sustainable placemaking. An existing public right of way 194/45 (Priory Hill) is located along the northern boundary of the site at Priory Hill. A proposal must demonstrate how it can connect to and retain the right of way on its existing alignment.

St Neots 2: South West of Potton Road

Allocation St Neots 2

Land South West of Potton Road

3.9ha of land South West of Potton Road, St Neots is allocated for residential development of about 80 homes. Successful development of the site will require:

a. layout and design which ensures that the arrangement of buildings on the site provides an adequate buffer between homes and the overhead power lines and the East Coast mainline railway to ensure adequate residential amenity
b. provision of a landscaping scheme and retention of trees and hedgerows to minimise the visual impact of the A428, B1046 and East Coast Mainline within the development and to provide a mature setting to development, informed by a proportionate Landscape and Visual Impact Assessment and Arboricultural Assessment
c. provision of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culvert and assessment of risk from ordinary watercourses and tributaries to evaluate current and future fluvial, groundwater and surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. a noise and air quality assessment and appropriate mitigation from the A428, B1046 and East Coast Mainline
f. provision of a safe and suitable means of access from Potton Road/B1046
g. provision of and improvement to pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to the existing residential areas of St Neots and Wintringham Park demonstrated through a Travel Plan

10.56 The site is situated on the edge of St Neots bounded by the A428, B1046 and the East Coast Mainline. To the north is the ongoing development of Wintringham Park a strategic mixed use development. The site slopes from south west to north east with a height difference of approximately 10m. The site is bounded to the west by the East Coast mainline railway which is raised and banked. The frontage to the A428 includes substantial copses of woodland at either end of this frontage. The eastern boundary is edged by the B1046 which is lined by a more consistent tree belt. The site would be suitable for low density residential development reflecting its location on the edge of the market town.

10.57 A proposal would require assessment of appropriate building elevations and layout of buildings due to the topography of the site and proximity to the East Coast Mainline, A428 and B1046 taking into account the orientation of buildings, residential visual amenity, presence of pylons overhead electricity lines and gas pipeline. The proposed layout must demonstrate how development will ensure adequate standards of

residential amenity given the constraints arising from the overhead powerlines and the East Coast mainline railway. It should also illustrate how the scheme can integrate with the existing residential development of St Neots and with Wintringham Park.

10.58 A Landscape and Visual Impact Assessment should be prepared to inform any landscape and visual issues of the proposed development, this should be used to inform a landscaping scheme which will address the visual and amenity impact for future residents from the surrounding transport uses. The retention of existing trees and hedgerow will be an important aspect providing a mature established setting. A proposal should demonstrate how this can be achieved through an Arboricultural Assessment.

10.59 The site is located within flood zone 1, with an ordinary watercourse, culverted under the A428 along the southern boundary of the site. Surface water risk is predominately very low, however, there is a major flow path through the southwestern corner of the site. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared that considers present day and climate change scenarios. Modelling may be required in consultation with the Environment Agency (EA) and Lead Local Flood Authority (LLFA) . There is potential residual risk to the site from a blockage of the culvert therefore any risk from the ordinary watercourse should be investigated and any modelling should consider the impacts of the condition and potential blocking of the culvert. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

10.60 Discharge rates should remain at greenfield rates as a minimum in consultation with the LLFA. Natural Flood Management and mitigation of cumulative development impacts given the site's location within a high sensitivity catchment, should be explored, see also 'Managing flood risk'.

10.61 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Neots Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

10.62 The site is surrounded by the A248, B1046 and the East Coast Mainline meaning the site may be impacted by noise, air and light pollution, there is also a potential for vibrational impact due to presence of the East Coast Mainline. A proposal must demonstrate through a through a noise and air quality assessment how these impacts on development can be mitigated. Vibrational impact should be addressed by demonstrating how units can be appropriately located and impacts mitigated.

10.63 The site lacks active travel connections, the northern extent of the site adjoins a bridge which crosses the East Coat Mainline, however the current footpath is narrow. A proposal must demonstrate that it can provide safe and suitable means of access to the existing residential area of St Neots and to Wintringham Park. A Travel Plan will be required to demonstrate how this can be achieved.

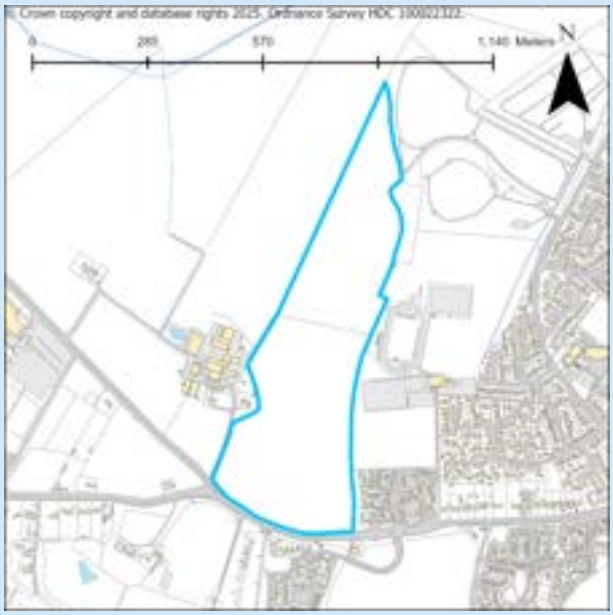
St Ives 1: North of Houghton Road

Allocation St Ives 1

North of Houghton Road

23.9 ha of land north of Houghton Road is allocated for a mixed use development comprising:

1. about 350 homes
2. 12 ha for open space and landscaping
3. a new junction arrangement with the A1123/ Sawtry Way junction



Successful development of the site will require:

a. a comprehensive masterplan to ensure a holistic approach to the design of development integrating it with St Ives and mitigating landscape impact
b. substantial landscaping to minimise impacts on the Ivo Outdoor Centre and the open countryside to the north and west and be supported by a landscape plan and strategy
c. an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement
d. high quality development that reflects the sensitive landscape setting of the site including mitigation on adjacent heritage assets informed by an proportionate heritage assessment
e. archaeological investigation, recording and where appropriate conservation
f. provision of a flood risk assessment and detailed drainage strategy, to evaluate current and future ground and surface water flood risk
g. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that wastewater flows from the proposal can be accommodated and to ensure sustainable connections to wastewater services can be achieved
h. the provision of suitable noise, light and air quality mitigation measures in relation to the A1123
i. provision of safe vehicular and pedestrian access from Houghton Road
j. provision of connecting active travel routes facilitating access to St Ives One Leisure Outdoor Centre in agreement with Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority
k. satisfactory resolution of any impact caused by traffic generated from the allocation on the local and strategic road networks in accordance with the requirements of relevant highway authorities and having regard to a transport assessment and travel plan

10.64 The site is technically within Wyton-on-the-Hill parish but the site has immediately adjoins the edge of St Ives and has a greater functional relationship with the town.

10.65 Due to the site's edge of town location and its visual prominence in the landscape, a comprehensive parameter plan is required to ensure a holistic approach to the design of development integrating it with St Ives and mitigating landscape impact. Development must also be sensitively designed and master planned to minimise the perception of coalescence of St Ives with Houghton and Wyton.

10.66 In landscape terms the site is prominent in longer range views particularly from the north and west where there are no landscape features along its boundaries. This allows for significant visibility from points along Sawtry Way in long distance views from the public rights of way that links Sawtry Way to the Old Ramsey Road. Therefore a landscape plan and strategy for the site must incorporate landscaping along these sides to mitigate landscape impact. Any existing landscape features and hedgerows should also be retained. An ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary.

10.67 Adjacent to the site is the Houghton and Wyton conservation area and the grade II listed West and East Lodge, these are separated by Houghton Road and are being renovated. A proposal must demonstrate potential impacts on these nearby heritage asset and their significance through a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

10.68 Initial archaeology evaluation of the site has found Iron Age and medieval remains. The County Council consider there is also potential for Roman funerary remains. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

10.69 The site is located within flood zone 1, and currently open greenspace. Surface water risk is predominately very low, however there is a field drain / ditch in the centre of the site and other topographic low spots resulting in ponding. As such a, a site-specific flood risk assessment and detailed drainage strategy are required, considering both current and future climate change scenarios with a sequential approach taken to the site layout based on modelled outputs.

10.70 Discharge rates should remain at greenfield rates in consultation with the LLFA. Opportunities for Natural Flood Management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment, should be explored, see 'Managing flood risk'.

10.71 Early engagement and Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Ives Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Interim treatment solutions may be necessary until a permanent treatment solution is put in place.

10.72 There is potential for noise, light and air quality to affect the site due to its proximity to the A1123 and the proposal to add to these. Mitigation measures should be incorporated to fully address noise and air quality impacts.

10.73 A transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network (the A1123) and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with nearby villages in Wyton, Houghton and St Ives.

10.74 A proposal will be expected to provide an active travel route facilitating access to St Ives One Leisure Outdoor Centre. The A141 and St Ives Improvement Scheme provides some indicative routes for active travel and transport improvements within and along the southern boundary of the site. The development will be expected to liaise with Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority to agree acceptable routes and connections.

Bury 1: Bury Industrial Estate, Old Station Road

Allocation Bury 1

Bury Industrial Estate, Old Station Road, Bury

0.96 ha of land at Old Station Road is allocated for residential development of about 30 homes.

Successful development of the site will require:

a. high quality design and layout to integrate with adjoining residential development and Ramsey conservation area informed by a proportionate heritage assessment
b. retention of the mature trees within the site and incorporation into the landscaping scheme
c. provision of a flood risk assessment and a detailed drainage strategy, and modelling of the High Lode watercourse to evaluate current and future flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provide a 15m buffer around the pumping station and safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. assessment of land contamination and completion of remediation measures appropriate to residential development
g. amendment or replacement of the existing junction with Old Station Road to ensure appropriate access for residential rather than commercial use including adequate provision for active travel modes
h. retention and enhancement of the public right of way along the eastern boundary and a continuous footpath provided through to Old Station Road

10.75 Part of the site has previously been used for an engineering works, its redevelopment could bring visual enhancements to the Ramsey Conservation Area. Impact on this heritage asset and integration with neighbouring uses will be required in compliance with Policy LP 56 'Heritage Assets and their Settings'.

10.76 There are a number of mature trees within the site which should be protected and incorporated into the landscaping scheme where feasible to provide visual amenity to the character of the development and maintain their biodiversity value.

10.77 The site lies within flood zone 1. Surface water risk is predominately very low, however, there is a higher risk running east to west through the middle of the site along the existing road. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared, including a model of the High Lode watercourse that considers present day and climate change scenarios and safe access and escape routes. A sequential approach should be taken to the site layout based on modelled outputs.

10.78 Discharge rates should remain as existing with a potential for in consultation with the Lead Local Flood Authority. There should be an investigation into the existing onsite drainage network and whether this will need expanding considering the wider impact of flood risk. Opportunities for Natural Flood Management and mitigation of cumulative development impacts, given the site's medium sensitivity catchment, should be explored, see also 'Managing flood risk'.

10.79 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Ramsey Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. There is a sewer pumping station adjacent to the southern boundary requiring a encroachment buffer of at least 15m to ensure it does not impact on the amenity of future residents on the site due to odour.

10.80 Part of the site has previously been used for an engineering works so a land contamination assessment must be submitted to accompany any planning application including proposals for completion of any necessary remediation works prior to any residential properties being occupied.

10.81 The site has an existing access from Old Station Road which appears to have sufficient frontage to allow safe and appropriate access to the site. Amendment of the road junction suitable for residential rather than the existing commercial use will be required.

10.82 The public right of way which runs along the eastern boundary connects to Mugglestone Lane to the north which enables pedestrian access to key services within Ramsey from the site and surrounding residential development. A development scheme must retain and enhance this active travel route and provide an integrated connection through to Old Station Road to all for enhanced connectivity.

Bury 2: Off Cheveril Lane

Allocation Bury 2

Off Cheveril Lane

6.4 ha of land off Cheveril Lane is allocated for biodiversity net gain and land to safeguard against flooding.

Successful development of the site will require:

a. a layout plan identifying the areas of biodiversity and flood risk enhancements
b. retention of existing landscape features
c. an ecological assessment to assess the baseline conditions of the site and identifying what enhancements can be provided on site
d. proposal sensitive to the setting of the Ramsey Conservation Area and wider rural setting listed and be informed by a proportionate heritage assessment

10.83 The site is located on the south eastern edge of Bury adjacent to development along Buryfield and Crabtree Way to the west and north west.

10.84 The site is at significant risk of flooding with approximately 55% of the site is within flood zone 3b, 3% is within flood zone 3a, 17% is in flood zone 2 leaving some 25% in flood zone 1 making inappropriate for built development. Open space uses and measures that provide a boost to biodiversity potentially using the site as a habitat bank for off-site biodiversity net gain credits and to enhance flood mitigation are supported.

10.85 The site benefits from established trees and vegetation along its borders enclosing the site. These should be retained as part of a landscaping strategy for the site which is encouraged to support wet woodland enhancement.

10.86 An ecological assessment will be required. Engagement will be required with ecologists and wildlife specialists to ascertain the habitats and types of biodiversity gains that could be made on the site considering that it is constrained by flood risk so encouraging some habitats may be less favourable other more water resilient habitats and species. A proposal involving wet woodland and flood meadow is likely to be viewed favourably.

10.87 The site is adjacent to the Ramsey Conservation Area on its northeastern corner, it contributes to the wider rural setting. Considering that the site is to be retained for as a habitat bank, there are likely to be beneficial impacts for the Conservation Area. Impact on this heritage asset will be required in compliance with Policy LP 56 'Heritage Assets and their Settings'.

Bury 3: RAF Upwood - Phase 3, Bury

Allocation Bury 3

RAF Upwood - Phase 3

17.69 ha of land at RAF Upwood is allocated for a mixed use development to comprise:

1. about 170 homes
2. about 11.5 ha of land for green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation

Successful development on the site will require:

a. design and layout that is capable of being integrated with approved development RAF Upwood and allocation Ramsey 1
b. provision of a strong landscaping scheme including the retention of trees and hedgerow to minimise impact and retain a sense of visual separation between the site and existing development to the north informed by a proportionate Landscape and Visual Impact Assessment
c. provision of a flood risk assessment and detailed drainage strategy to evaluate current and future surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of a safe and suitable means of access and integration with approved development RAF Upwood including an assessment of transport impacts through a transport assessment and travel plan
f. provision of active travel routes to link with existing and proposed networks and local services and facilities

10.88 The site lies immediately north of RAF Upwood, a mixed use development which is currently under construction and to be brought forward in phases. Mixed use allocation 'Ramsey 1: RAF Upwood phase 4 (Upwood)' lies to the south. Successful development of RAF Upwood Phase 3 will be required to demonstrate that it can be successfully integrated with both the approved development RAF Upwood and allocation 'Ramsey 1: RAF Upwood phase 4 (Upwood)' illustrating how it can be successfully master planned to create a comprehensive development through design, layout and movement and circulation of vehicles, pedestrians and active travel routes.

10.89 The site is fairly open with limited vegetation along its boundaries providing views out across open countryside to the north and west. Areas of hardstanding remain which once formed the runway for RAF Upwood. This could be retained to reflect the previous use of the site and also provide additional heritage value as part of a landscaping scheme. About 11.5 ha of green infrastructure will be provided as a mix of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. This will not only provide opportunities to minimise landscape impact to the west and north, but also provides active travel, social, leisure and environmental opportunities, creating a sense of place.

10.90 The site is located within flood zone 1 and surface water risk is predominately very low. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared that considers present day and climate change scenarios. Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. The assessment should consider the wider impact of flood risk in combination with opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, see also 'Managing flood risk'.

10.91 Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Ramsey Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

10.92 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided and effectively integrated with approved development RAF Upwood and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for cyclists and pedestrians and active travel users which will facilitate integration with the wider development at RAF Upwood, allocation Ramsey 1 and provide access to local services and facilities.

Ramsey 1: RAF Upwood phase 4 (Upwood)

Allocation Ramsey 1

RAF Upwood - Phase 4

14 ha of land at RAF Upwood is allocated for a mixed use development to comprise:

1. about 4.8 ha for office, research and development, industrial and general industrial uses within use classes E(g)(i-ii) and B2
2. about 9.2 ha of land for green infrastructure to include a mixture of strategic green space, accessible natural green space and flood mitigation

Successful development of the site will require:

a. design and layout that respects the site's location as part of wider development and is capable of being integrated with approved development RAF Upwood, Established Employment Area and allocation Bury 3
b. use of design that ensures that the physical relationships and separation of proposed uses from existing residential buildings are not oppressive or overbearing, considering the routes and spaces between buildings with employment development to be located in the south of the site
c. provision of a strong landscaping scheme including the retention of trees and hedgerow to minimise impact on the wider countryside setting and to provide green infrastructure links to allocation Bury 3 informed by a proportionate Landscape and Visual Impact Assessment
d. provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk including climate change
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. the safeguarding of suitable access for the maintenance of existing sewerage infrastructure
g. the assessment of noise, light, air, and dust pollution impacts from the proposed employment uses and provision of appropriate mitigation reflecting the nature of the surrounding uses
h. provision of a safe and suitable means of access from Ramsey Road and assessment of impacts of proposed employment uses through a transport assessment and travel plan
i. provision of active travel routes to link with existing and proposed networks and local services and facilities

10.93 The site is located to the west of Established Employment Area (EEA) Upwood Air Park, existing residential development and south of allocation 'Bury 3: RAF Upwood - Phase 3, Bury'. Development of RAF Upwood Phase 4 will be required to demonstrate that it can be successfully integrated to form part of the wider development master plan for RAF Upwood to create a comprehensive and holistic development. A proposal will be required to demonstrate how it can be effectively integrated with the Established Employment Area to the east whilst responding positively to, and mitigating against any adverse impact on residential development to the east. The compatibility of the proposed land use and the significance of the properties

and their settings would require assessment. This should include the physical relationships of the existing surrounding uses and the impact of the proposed uses to ensure an integrated approach to development to create an attractive, safe and accessible development for all users. Special attention should be paid to ensuring that proposed uses are not oppressive or overbearing on existing uses and that the routes and spaces between buildings respond appropriately to the existing and proposed land uses including in relation to vehicle and pedestrian circulation, movement and amenity. The site is considered capable of delivering about 19,200sqm of employment floorspace. Once complete the development will form part of the EEA.

10.94 The site is exposed to the wider landscape to the north and west with some trees and hedgerow on the site boundaries. About 9.2 ha of green infrastructure will be provided as a mix of strategic green space, amenity open space, accessible natural green space and flood mitigation. This will not only provide opportunities to minimise landscape impact to the west, but also provides active travel, social, leisure and environmental opportunities and linkages to the north and 'Bury 3: RAF Upwood - Phase 3, Bury', creating a sense of place.

10.95 The site is located in flood zone 1 and surface water risk to the site is predominantly very low. Surface water risk is largely confined topographic low spots and flow paths along the south eastern and southern boundaries of the site. There are culverts south of the site beneath Ramsey Road. A culvert course and condition survey may be required, including consultation with the culvert owner. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Safe access and escape routes should be investigated and established.

10.96 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a medium sensitivity catchment, see also 'Managing flood risk'.

10.97 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Ramsey Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this, unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. There is a sewer within the site boundary which will require the safeguarding to ensure suitable access for the maintenance of existing sewerage infrastructure

10.98 A proposal will be required to provide an assessment of noise, light, air, and dust pollution impacts from the proposed employment uses and potential movement of vehicles including HGVs. Due to the site's proximity to residential development it will be required to demonstrate through a noise and air quality assessment how these impacts can be mitigated.

10.99 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Ramsey Road, that the site can be effectively integrated with the Established Employment Area and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for cyclists and pedestrians and active travel users which will facilitate integration with the wider development at RAF Upwood and allocation Bury 3 and provide access to local services and facilities.

Ramsey 2: North of Hollow Lane

Allocation Ramsey 2

North of Hollow Lane

1.7 ha of land north of Hollow Lane is allocated for residential development of about 20 homes.

Successful development of the site will require:

a. engagement with Abbey College on the reuse of this field and if alternative provision of playing fields is required
b. retention of existing trees, hedges and boundary features on its eastern, southern and western boundaries and provision of landscaping on its northern boundary as part of the landscape plan or strategy
c. provision of a flood risk assessment and drainage strategy, taking into account groundwater, surface water and modelling of unnamed ordinary watercourse to evaluate current and future fluvial, groundwater and surface water flooding risks
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated to ensure that sustainable connections can be achieved
e. provision of safe and appropriate vehicular and pedestrian access from Hollow Lane
f. design to be sensitive to the conservation area, the setting of the Abbey and associated assets and edge of settlement location informed by a proportionate heritage assessment
g. archaeological investigation, recording and where appropriate conservation

10.100 The site is located on the eastern edge of Ramsey along Hollow Lane. It forms part of a field associated with Abbey College which forms part of their sports and playing fields. Engagement with the College will be required to ascertain if these playing fields are no longer needed by them or if an alternative provision can be made.

10.101 The site is located within flood zone 1, with an ordinary watercourse situated on the southern boundary. Surface water risk is predominately very low however there are small areas along the southern boundary that are of higher risk. As such, a site-specific flood risk assessment and drainage strategy must be prepared with a sequential approach taken to the site layout based on modelled outputs. Modelling may be required in consultation with Environment Agency and Lead Local Flood Authority (LLFA), to robustly define existing and future fluvial flood risk to the site. Groundwater conditions in the north of the site should be investigated.

10.102 Discharge rates should remain at greenfield rates in consultation with the LLFA. Opportunities for Natural Flood Management and mitigation of cumulative development impacts given the site's location within a medium sensitivity catchment see also 'Managing flood risk'.

10.103 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Ramsey Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

10.104 The site is in a sensitive location being on the edge of the settlement where the character of the area has a transitional character where it extends into the countryside. Existing landscaping on its eastern, southern and western boundaries must be retained and additional landscaping on its northern boundary be provided to enclose the development from the wider sports and playing fields.

10.105 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

10.106 The site is wholly located within the Ramsey conservation area. A proportionate heritage assessment will be required setting out how impact on the conservation area will be mitigated to ensure a high quality design that reflects local character in compliance with Policy LP 56 'Heritage Assets and their Settings'. Also, due to the site's association with Ramsey Abbey and it being within the Ramsey Abbey precinct, there is the potential for archaeology. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

Chapter 11:

Service Centres

11.1 Service Centres are the next level in the settlement hierarchy after market towns and each is considered capable of accommodating some development sustainably due to the level of services, facilities and infrastructure they contain.

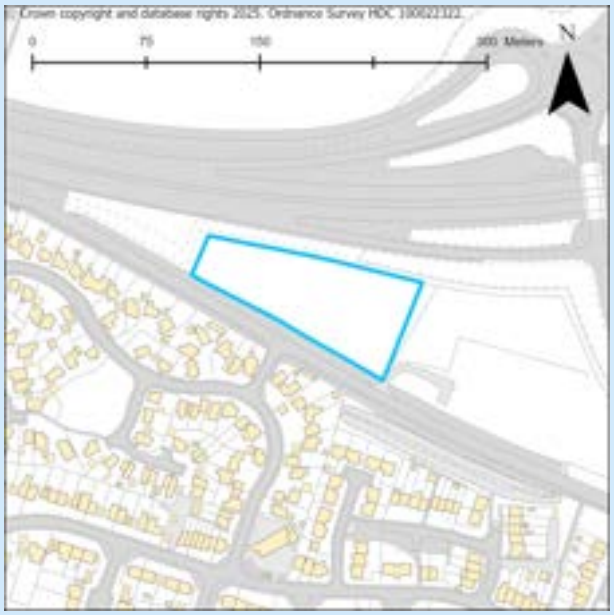
11.2 The following table sets out how many allocations are proposed in each of the Service Centres, all allocations can be found on the Policies Map where they can also be viewed within their wider setting:

Settlement	Number of allocations
Alconbury Weald	0
Brampton	2
Buckden	0
Fenstanton	1
Godmanchester	3
Kimbolton	2
Little Paxton	2
Sawtry	6
Somersham	3
Warboys	0
Yaxley	1

Brampton 1: Wallis Land, Thrapston Road

Allocation Brampton 1

Wallis Land, Thrapston Road



0.7 ha of land called Wallis Land along Thrapston Road is allocated for a mixed use development comprising:

1. About 10 homes
2. about 0.4 ha of open space

Successful development of the site will require:

a. built development located on 0.3ha within the eastern half of the site with the remainder of the site (0.4ha) being used for open space
b. provision of a heritage assessment and appropriate mitigation of potential impacts on the known archaeological assets
c. high quality development that reflects the edge of settlement location retaining existing landscape features and boundary features such as trees and hedgerows
d. an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement
e. provision of suitable noise, light and air quality mitigation measures in relation to the A141
f. provision of a flood risk assessment and drainage strategy taking into account, surface water, reservoir and groundwater flood risk and including climate change
g. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
h. the provision of safe vehicular access from Thrapston Road
i. the provision of a suitable means of access and provision of a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development.

11.3 The site is located on the northern edge of Brampton bounded by Thrapston Road to the south of and the A141 to north.

11.4 The site is partially covered by a Scheduled Monument designation. Archaeological investigation was carried out in support of a planning application in 2019 that identified that medieval ridge and furrow is present on part of the site. Built development on this land covered by this designation is not supported and must be used for public open space. A proposal must be supported by a heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.5 A belt of existing established landscape features and hedgerows run along the site's boundaries which must be retained as part of a comprehensive landscaping strategy for the site. An ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary.

11.6 There is potential for noise, light and air quality to affect the site due to its proximity to the A141. Mitigation measures should be incorporated to fully address noise and air quality impacts.

11.7 The site is within flood zone 1. Current surface water flood risk to the site is predominantly very low, risk in the high and medium risk events is confined to areas of ponding within topographic low spots in the northeast and northwest of the site. The drainage strategy must ensure there is no increase in surface water flood risk elsewhere as a result of new development. Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority and Middle Level Commissioners/Sawtry Internal Drainage Board. A sequential approach should be taken to the site layout based on modelled outputs. Infiltration SuDS are unlikely to be appropriate at this site. The site-specific flood risk assessment should further investigate groundwater levels in consultation with the Lead Local Flood Authority. The site is potentially at risk from Hinchingbrooke Country Park Lakes (reservoir risk) which would require investigation.

11.8 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in both a medium and high sensitivity catchment, see also 'Managing flood risk'.

11.9 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Brampton Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.10 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Thrapston Road which may be through development of the land to the east which is already permitted. Any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with Brampton village.

11.11 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to maximise incidental extraction of any minerals as part of development.

Brampton 2: Land off Huntingdon Road

Allocation Brampton 2

Land off Huntingdon Road

5.97 ha of land off Huntingdon Road is allocated for a mixed use development comprising of:

1. open space
2. car parking facilities for the Country Park

Successful development of the site will require:

a. a comprehensive masterplan setting out the location and scale of the proposed car park with a network of pathways and landscaping
b. provision of additional pedestrian paths must be provided linking into the existing park and incorporation of public right of way located on the eastern boundary
c. an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement
d. provision of a proportionate heritage assessment and appropriate mitigation of potential impacts on listed buildings and conservation area
e. the location of the car park within flood zone one and the provision of a proportionate flood risk assessment including the assessment of groundwater conditions and appropriate drainage for the car park to ensure surface water runoff is not increased elsewhere
f. Early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
g. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
h. provision of a safe and suitable means of access(s) from Huntingdon Road
i. provision of safe and appropriate pedestrian access
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development.

11.12 The site adjoins and is located south of Hinchingbrooke Country Park County Wildlife Site providing opportunities to enhance green infrastructure and nature conservation sites through enhanced biodiversity net gain and natural and open space as well as providing infrastructure such as car parking to enable the enjoyment of the park.

11.13 A masterplan will be required setting out the location and scale of the car park and how internal paths for pedestrian use will be laid out within the site as well as how they will connect to the existing park. This masterplan will need to set out how the proposal will be sensitively landscaped ensuring effective integration with the wider park. High quality and sustainable design and materials and consideration of all amenity impacts of the proposal will be required in compliance with policies in 5 'How we will create well designed places'.

11.14 Due to the proximity to the County Wildlife Site, an ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary.

11.15 The site is within the setting of the grade I listed Pepys House, grade II listed 44 Huntingdon Road and Brampton Conservation Area. A proposal must be supported by a proportionate heirtage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.16 Approximately 63% of the site lies within flood zone 3b with a further 11% within flood zones 2 and 3a. The southern extent of the site is located within flood zone 1. Surface water risk to the site is predominantly very low. The site is located within Alconbury Brook in Cambridgeshire flood alert area meaning safe access and escape routes should be considered further to ensure safe evacuation of site users. Potential risk from Grafham Reservoir may require investigation. The car park should be sited in flood zone 1 next to the access road. Ground conditions should be investigated due to high groundwater emergence risk. Appropriate drainage for the car park will be required, ensuring any surface water is mitigated onsite. A water main runs along the southwest boundary of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.17 Opportunities for natural flood management and mitigation of cumulative development impacts given the site's location within a high sensitivity catchment should be explored, see also 'Managing flood risk'.

11.18 A suitably designed safe access or accesses onto the existing highway will be required. There is a significant demand for car parking during events at the country park and a new car park accessed from Huntingdon Road would cater for increased visitor numbers and avoid the need for all visitors arriving by car to use Hinchingbrooke Park Road. Adequate parking and preventative highway measures should be provided so that the surrounding highway network is not adversely affected.

11.19 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to minimise sterilisation and maximise incidental extraction of any minerals as part of development.

Fenstanton 1: Galley Hill

Allocation Fenstanton 1

Galley Hill

61 ha of land at Galley Hill is allocated for a mixed use development comprising of:

1. commercial, business, industrial and storage and distribution uses within use classes B2 and B8 with ancillary E(g)(i); and
2. 36 ha of open space for land to safeguard against flooding

Successful development of the site will require:

a. built development being located on land within flood zone 1 (25ha of the site) leaving the remaining 36ha for open space to safeguard against flooding
b. a comprehensive masterplan to ensure a holistic approach to the design of development
c. landscape features and boundary features such as hedgerows supported by a landscape plan and strategy and by a proportionate Landscape and Visual Impact Appraisal, taking into account the rising main along the southern boundary and across the south west corner
d. an assessment to assess impact on nearby County Wildlife Sites and Impact Risk Zone for Hemingford Grey Meadow SSSI and Houghton Meadow SSSI
e. an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement
f. high quality design to mitigate any impact on nearby listed buildings to the south east associated with Hall Green Farm informed by a proportionate heritage assessment
g. archaeological investigation, recording and where appropriate conservation
h. provision of a flood risk assessment and drainage strategy, taking into account residual risk from culverts, fluvial, groundwater and surface water flood risk, modelling of Hall Green Brook and unnamed ordinary watercourses including climate change and a strategy to provide betterment to be produced in agreement with the Council in liaison with relevant bodies.
i. the assessment of opportunities for using Natural Flood Management to reduce flood risk on site and in the surrounding area
j. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
k. the safeguarding of suitable access for the maintenance of existing sewerage infrastructure

l. integration of the existing public right of way within a masterplan
m. the provision of suitable noise, light and air quality mitigation measures in relation to the A1307
n. provision of safe vehicular access to the site exploring the potential of a roundabout junction off the A1307 into the site
o. the provision of a suitable sustainable transport network for pedestrians, cyclists and vehicles and be supported by a transport assessment taking into account the impact of the proposal on the road traffic network

p. the proposal to make best use of minerals (sand and gravel) located within the site
q. demonstration of the compatibility between the employment uses and Marsh Lane Quarry

11.20 The site is located to the north of the Lakeside Technology Park, west of Fenstanton and south of St Ives just off the junction between the A1307 and London Road. The site is considered capable of delivering about 100,000sqm of employment floorspace.

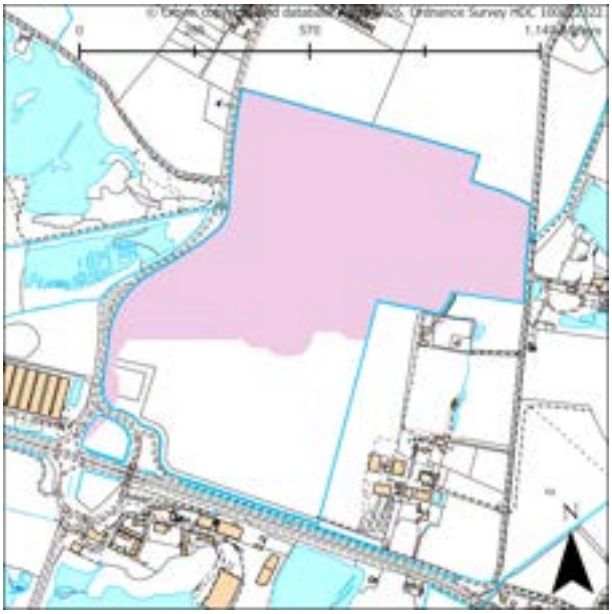
11.21 A comprehensive masterplan will be required to integrate built development and open space/ flood mitigation uses. A landscape scheme will also be required to retain existing hedgerows and vegetation as well as providing appropriate enhancements mitigating the impact of built development on the wider countryside.

11.22 The site is within the Impact Risk Zone for Hemingford Grey Meadow SSSI and Houghton Meadow SSSI. Assessment will be required of the potential impacts on the Hemingford Grey Meadow SSSI and Houghton Meadow SSSI arising from increased urbanisation pressure generated by users of this site. Appropriate mitigation will be required.

11.23 Hedgerows in poor condition. Limited views into proposed site due to screen plantations around field edges. Development could provide enhancements to landscaping and improve conditions of hedgerows. A proposal must be supported by a comprehensive landscape plan and strategy and by a proportionate Landscape and Visual Impact Appraisal.

11.24 An ecological assessment will be required as Low Road Meadows County Wildlife Site partially falls within the site's boundary. The impact of development on the County Wildlife site (CWS) will need to be assessed and any negative impacts avoided, or where that is not feasible, appropriate mitigation and compensation measures will be proposed. Ecological enhancements must be proposed to address the impact. Additionally, to the north west is the Marsh Lane Gravel Pits CWS and to the south is Fenstanton Pits CWS, an assessment will need to include impact on this site as well.

11.25 The layout and scale of development should take account of the cluster of listed buildings at Hall Green Farm and Manor Farm to ensure there is not a detrimental impact on their setting. A proposal must demonstrate potential impacts on these nearby heritage asset and their significance through a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. There is potentially very significant archaeology on the site, archaeological investigations are required to assess the extent of archaeological potential within the site in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.



11.26 There is a public right of way running through the site northern half of the site. This should be retained on its existing alignment and enhanced to support use of this active travel route.

11.27 The site is partially located within flood zone 1, however, over half of the site is within flood zone 3b (functional floodplain). This area has been set aside to safeguard against flooding and mitigate fluvial flood risk (about 36 ha). An indicative safeguarding area is provided, however, applicants should always

consult the latest flood maps for the most up to date information. Hall Green Brook and ordinary watercourses, flow through the centre of the site and the River Great Ouse sits to the north. Surface water risk to the site is nominal with isolated ponding. As such, a site-specific flood risk assessment and drainage strategy must be prepared, including a model of the ordinary watercourses, which should be included within site design and layout, that consider present day and climate change scenarios. There are several culverts around the site where residual risk from potential blockages could impact the site, therefore any modelling should consider the impacts of the condition and potential blocking of the culverts demonstrating that any residual risks can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. A strategy to provide flood risk betterment must be produced in agreement with the Council in liaison with relevant bodies.

11.28 Further consideration of surface water risk in flood zone 1 should be undertaken and discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Groundwater conditions must also be investigated. Any assessment should consider the wider impact of flood risk in combination with opportunities for Natural Flood Management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment, looking to reduce flood risk on site and in the surrounding area, see also 'Managing flood risk'.

11.29 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.30 There is potential for noise, light and air quality to affect the site due to its proximity to the A1307 and the scale of the proposal may increase pollution levels locally. Mitigation measures should be incorporated to fully address noise and air quality impacts.

11.31 The site outline includes 0.92 ha piece of land adjacent to the south western corner of the main site which will be used to provide an roundabout junction with an arm designed to serve the site. This will need to take into account Anglian Water existing infrastructure which is protected by easements and should not be built over or development located where access for maintenance and repair could be restricted. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network. This should also assess the impact of the proposal considering the proposed uses on site and potential for larger HGV movements onto the A1307. Any adverse off-site transport impacts should be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with nearby villages and to support local employment. Sustainable transport should be supported through provision of supporting infrastructure such as bus stops and cycle access.

11.32 The site is within a Source Protection Zone (SPZ), just over half of the site is within SPZ 2 with the remainder being within SPZ 3. Due to the proposed uses and increased car parking and hardstanding arising form commercial development there may be greater risk of groundwater pollution and runoff. An assessment on the impact on groundwater pollution and appropriate mitigation will be required. Consultation with the Environment Agency will also be required and compliance with their guidance on groundwater protection.

11.33 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers undertake a Minerals Resource Assessment (in accordance with Annex 1 of the Minerals Safeguarding Practice Guidance 2019 or successor documents). This assessment should include proposed mitigation to incorporate extraction where possible, and make use onsite or available for others to use off-site. They also recommend that the design of development should seek to minimise mineral sterilisation.

11.34 The site is located within the Consultation Area for the safeguarded waste site known as Marsh Lane Quarry which is currently undergoing restoration. Demonstration of compatibility between the proposed site and safeguarded will be required to ensure incompatible development does not occur.

Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue

Allocation Godmanchester 1

Former RGE Engineering site and HDC Car Park, The Avenue

2.46 ha of land at the former RGE Engineering site and Huntingdonshire District Council (HDC) Car Park, The Avenue, Godmanchester is allocated for residential development of about 85 homes.

Successful development of the site will require:

a. a masterplan and design brief to support the redevelopment of the site and illustrate how it will integrate with surrounding uses
b. demonstration that the site can pass the exception test and provide flood risk betterment to the site and surrounding area
c. sequential location of development within the site and demonstration of safe access and escape routes and provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water flood and reservoir flood risk, modelling of River Great Ouse, climate change and natural flood management
d. the assessment of opportunities for using Natural Flood Management to reduce flood risk on site and in the surrounding area
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
g. an air quality assessment and low emissions strategy
h. a contamination assessment and mitigation measures as appropriate
i. provision of high quality development to reflect the site's sensitive location and relationship with several listed buildings and the Huntingdon and Godmanchester conservation areas, informed by a proportionate heritage assessment ensuring that heritage assets and their settings are preserved and where possible enhanced
j. the provision of amenity and open space for users to mitigate the recreational impacts on nearby nature sites
k. landscape features and boundary features such as hedgerows supported by a landscape plan and strategy
l. provision of a suitable means of access and provision of a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the town, , access to common land to the north and provision for a landing area for footbridge

11.35 The site offers an opportunity for environmental enhancement of this approach into Huntingdon. It can also consolidate a cluster of housing which is well located with regard to access to services and provide homes in an attractive, sensitive location. A design brief and masterplan should be prepared for the site due to its sensitive location.

11.36 Built development is only supported on land classified as being flood zone 1. The north, east and south of the site are within flood zone 3b with a small patch in the north within flood zone 2 due to close proximity to surrounding rivers. The centre and west of the site is in flood zone 1. Current risk of surface water flood risk to the site is low. Assessment of the current drainage system in place should be carried out to ascertain any current capacity issues and whether the current system could accommodate the proposed residential development or whether further capacity will be required.

11.37 The site has the opportunity to reduce flood risk within the brownfield site and in the wider area if this can be demonstrated through the exception test and substantial assessment and modelling. Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available. The site is potentially at risk from Hinchingbrooke Country Park Lakes (reservoir risk) which would require investigation. Residual risk at this site comes from the potential blockage of the culverts underneath the A1307 south and west of the site. Culvert course and condition surveys may be required, including for consultation with the culvert owner. The proposal must demonstrate that any residual risks can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. The site is located within the River Great Ouse in Cambridgeshire from Brampton to Earith flood alert area. Safe access and escape routes should be investigated and established.

11.38 As the site is currently brownfield land at high flood risk the site must implement natural flood management features to substantially reduce flood risk to the site and surrounding areas. The cumulative impacts of development must be addressed given the site's location in a high sensitivity catchment, looking to reduce flood risk on site and in the surrounding area, see also 'Managing flood risk'.

11.39 The site is within zone 3 of a Source Protection Zone (SPZ), an assessment on the impact on groundwater pollution and appropriate mitigation may be required. Consultation with the Environment Agency will also be required and compliance with their guidance on groundwater protection.

11.40 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.41 The existing commercial use and historic uses of the site mean that contamination may be an issue. This will need to be fully investigated and appropriate measures taken to bring the site up to the required standard for residential development.

11.42 A high quality design-led development should reflect the site's sensitive location on the urban/ rural fringe of Godmanchester and the relationship with the Huntingdon and Godmanchester conservation areas and a number of listed buildings. The scheme must ensure that heritage assets and their settings are preserved and where possible enhanced and be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.43 Amenity space should also be provided within the site to ease any potential increase in recreational pressure on nearby designated sites such as Portholme Meadow SAC and SSSI.

11.44 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for

vehicles, cyclists and pedestrians which will facilitate integration with Huntingdon. This may include additional provision supported through the CPCA's A141 and St Ives improvements scheme. Approved application 25/01587/FUL identifies vehicular, cycle and pedestrian access to the site would be via the existing access to Bridge Place Car Park from The Avenue. Pedestrian connectivity to the common land provided to the north with further pedestrian access points joining The Avenue. Whilst not within the control of the applicants (due to land ownership), future provision has been made for a landing area for a footbridge to be provided to the south crossing Cooks Backwater.

Godmanchester 2: South of Godmanchester, off the A1198

Allocation Godmanchester 2

South of Godmanchester off the A1198

48 ha of land to the south of Godmanchester is allocated for a residential led mixed use development to comprise:

1. about 550 homes
2. at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery on land immediately adjoining the existing cemetery
3. green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation
4. the north western part of the site comprising all land around around Stoneyhill Brook and bordering Silver Street must be used for natural green space or biodiversity net gain totalling a minimum of 6.8ha
5. a new roundabout on the A1198 and a safe crossing point to provide access to parts of the site on both sides of this road

Successful development of the site will require:

a. completion of a public master planning exercise agreed with the Council resulting in the submission of a masterplan illustrating design and layout that is capable of being integrated with existing and approved development to the north, east and south and which demonstrates minimisation of the development's impact on the Waterfowl Sanctuary to the west

b. creation of distinct character areas with lower densities near the southern edges of the scheme

c. provision of a strong landscaping scheme including the retention of trees and hedgerows other than where essential infrastructure routes cut through them and their reinforcement to promote a mature setting to development and to minimise landscape impact informed by a Landscape and Visual Impact Assessment and Arboricultural Assessment

d. the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy, taking into account groundwater, residual and reservoir flood risk and modelling of Stoneyhill Brook and ordinary watercourses to evaluate current and future fluvial and surface water flood risks

e. the assessment of opportunities for using Natural Flood Management to reduce flood risk on site and in the surrounding area

f. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated including submission of a foul water drainage strategy

g. the safeguarding of suitable access for the maintenance of existing water supply infrastructure

h. agreement with the Council in liaison with the Environment Agency that meeting the requirements of the Water Framework Directive would not be compromised

i. archaeological investigation, recording and where appropriate conservation

j. provision of a safe and suitable means of access from the A1198 and assessment of transport impacts through a transport assessment and travel plan

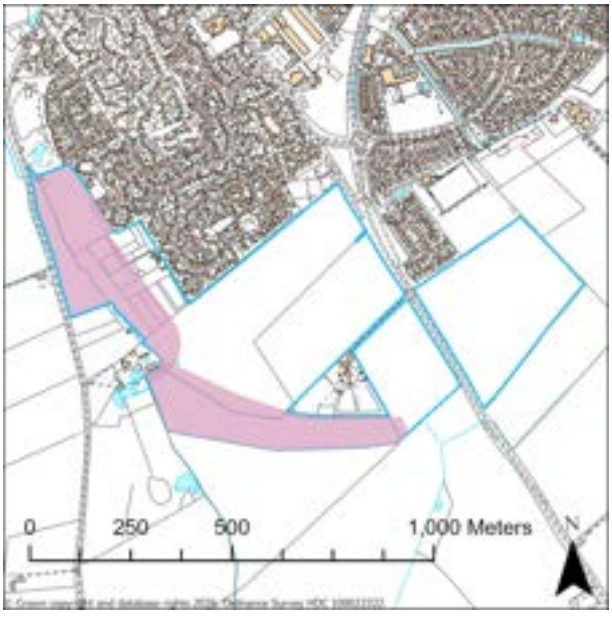
k. provision of pedestrian and cycle routes to link with existing networks and local services and facilities

11.45 This site is located to the south of Godmanchester situated either side of the A1198. Originally submitted as 6 separate sites it has been drawn together as one site to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook.

11.46 Development of the site must be design led with the variety of green space uses proposed shaping the overall layout of the scheme. A public master planning exercise must be completed as part of the preparation of the planning application to ensure that the local community can help shape the development.

11.47 The landform broadly falls from the southern edge of the site down towards existing development. The key view of St Mary's Church spire from the A1198 must be retained to reinforce the sense of place on this approach to the town. The site would be suitable for low density residential homes reflecting its location on the edge of the settlement with limited pockets of medium density homes to provide variety in both housing supply and character of the development. Opportunities to integrate development with the diverse adjoining residential areas of Godmanchester must be addressed through a masterplan. This will be essential to provide linkages to social and community infrastructure.

11.48 The majority of site is located within flood zone 1. Stoneyhill Brook is a known source of surface water flooding which forms the western boundary to part of the site and runs through it in the north western section close to Silver Street. Built development should only be in areas of flood zone 1 and must avoid areas of surface water flood risk associated with Stoneyhill Brook. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information. Silver Street is recognised as a valued local amenity for informal recreation. This portion must only be for biodiversity net gain and flood mitigation uses to reduce flood risk, minimise the impact on views from Silver Street and continue the established open space appearance of the Combden Place green space to the north. The extent of fluvial flood risk of an unmodelled watercourse and Stoneyhill Brook is currently unknown and will require assessment taking into account climate change.



11.49 Surface water risk is predominately very low across the wider site. A site-specific flood risk assessment and detailed drainage strategy must be prepared, ensuring there is no increase in surface water flood risk elsewhere as a result of new development. Discharge rates at greenfield rates will apply in consultation with the Lead Local Flood Authority. The northern most part of the site is partly located within River Great Ouse in Cambridgeshire from Brampton to Earith Flood alert area consideration of safe access and escape routes may be required.

11.50 There is a water main to the west of the A1198 crossing the site to which access must be possible for maintenance purposes. There is potential residual risk to the site from a blockage of the culvert beneath the A1198 and Silver Street. A culvert course and condition surveys may be required, including for consultation with the culvert owner. The proposal must demonstrate that any residual risks can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Groundwater conditions must be investigated further in the northernmost parcel of the site where Stoneyhill Brook traverses and approach to SuDs established. Risk from reservoir flooding (Grafham reservoir) should be investigated in the same location. Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, looking to reduce flood risk on site and in the surrounding area, see also 'Managing flood risk'.

11.51 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. As wastewater and surface water drainage are separate a proposal must submit a foul drainage strategy to demonstrate that there is sufficient capacity to accommodate growth, without detriment to existing communities and the environment.

11.52 Godmanchester Lawn Cemetery adjoins the northern tip of the site. At least 0.8 ha of land must be provided immediately adjoining this for an extension to the cemetery which will allow for it to approximately double in size providing a single integrated cemetery for the town.

11.53 A comprehensive landscape scheme for the site should be submitted to ensure an integrated approach is taken to landscaping and provision of biodiversity net gain on the site.

11.54 Due to the size of the site in a landscape that is very rich in archaeological remains, there is the potential for finds of archaeological interest within the site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.55 The ability to provide a suitable safe point of access from the A1198 to serve the whole development was a key reason for consolidating the separate parcels. A new junction on the A1198 towards the southern edge of the site is expected to be provided as a roundabout to serve the scheme comprehensively. This must include safe crossing points for pedestrians and cyclists. No vehicular access may be taken onto Silver Street. Active travel routes must be provided to facilitate integration with the existing town and facilitate access to local shops and community facilities by walking, cycling and wheeling. These should include active travel routes into Whitehill Gardens, Romans' Edge including into the neighbourhood play area, Bluegate, London Road and through the western part of the site to Silver Street.

Godmanchester 3: Former A14 Compound, North of A1198 Roundabout

Allocation Godmanchester 3

Former A14 Compound, North of A1198 Roundabout

5.2 ha of land at the former A14 compound north of the A1198 roundabout is allocated for commercial, business and industrial uses within use classes E(g)(i-iii) and B2.

Successful development of the site will require:

a. provision of an illustrated masterplan to indicate the proposed layout of the site
b. provision of a landscaping scheme to minimise the visual impact of the development on surrounding countryside informed by a Landscape and Visual Impact Assessment and Arboricultural Assessment
c. retention and reinforcement of the wooded buffer on the northern and eastern edges of the site to provide acoustic screening for the Wood Green Pets Charity and a landscaping buffer to screen potential development on site 'Hemingford Abbots 1: The Lattenburys' with the exception of gaps to facilitate active travel connections between the two sites
d. removal of the temporary landscaping bund along the western edge of the site
e. reuse of existing hardstanding materials where feasible within the construction of the site
f. integration of existing Anglian Water infrastructure ensuring it remains available for maintenance and repair
g. provision of a flood risk assessment, a detailed drainage strategy taking into account further investigation of surface water flood risk including climate change, and residual risk of nearby culverts.
h. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
i. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
j. a contaminated land assessment and implementation of appropriate mitigation to a suitable standard for the proposed employment use
k. a noise assessment and provision of appropriate mitigation reflecting the nature of both the proposed use and the adjoining Wood Green pets Charity
l. agreement with appropriate Highways Authorities to obtain provision of safe and appropriate vehicular, public transport and active travel access to the site
m. evidence of collaborative working with the site promoters of 'Hemingford Abbots 1: The Lattenburys' to demonstrate the ability to provide an active travel linkage connecting the two sites, and construction of this to an agreed point on the boundary to ensure a functional route is provided

11.56 The site was formerly used as a construction compound for the A14 and is mainly covered in hardstanding although all buildings have now been cleared. The site would be suitable for a range of employment uses with buildings comprising about 15,000 sqm of floorspace set within a carefully landscaped scheme. The site would be supported for the promoted use of a science and technology based business park, along with more standardised employment units.

11.57 Robust landscaping should be retained or reinforced in particular to minimise the visual impact of buildings on countryside to the west and impacts on the Wood Green Pets Charity to the north. The eastern boundary already benefits from substantial mature trees which should be retained and reinforced although a small section may need to be removed to facilitate provision of an active travel connection between this site and the adjoining 'Hemingford Abbots 1: The Lattenburys'.

11.58 To promote construction sustainability, existing hardstanding materials should be reused, for example as hardcore, within the redevelopment of the site as far as this is feasible. There is a risk of contamination due to the previous use of the site. A proportionate land contamination assessment should be undertaken to identify the scale and nature of this risk. Any required mitigation to ensure the land is restored to a suitable quality for employment uses must be completed before any premises are occupied.

11.59 Anglian Water identify there is a water main to the northern boundary of the site and potential connections into the site to the north-west. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted.

11.60 The site is located in flood zone 1 and surface water risk to the site is predominantly very low. Evidence notes that surface water flood risk is inconclusive between datasets therefore the drainage strategy should investigate this further in consultation with the Lead Local Flood Authority ensuring no increase in surface water. Ordinary watercourses should be included within the site design and layout and infilling of drainage ditches should be avoided. The wider impact of nearby allocations and commitments should also be considered. Culverts are present beneath the A1198 to the west of the site requiring a condition assessment of the culverts and investigation into the impact of a potential blockage of the structures. A proposal must demonstrate that residual risks can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

11.61 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'.

11.62 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main exists on the northern boundary of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.63 Given proximity to the A14 and A1198 a noise assessment will be required to ensure that safe, healthy working conditions are provided for people working on the site. This should also consider the noise generation implications of the site, in particular on Wood Green Pets Charity. Appropriate mitigation measures should be put in place to ensure well-being of the adjoining use given the sensitive nature of some of the animals at the rescue centre.

11.64 The site adjoins highway land alongside the A1198 to which safe and appropriate access must be provided. Agreement will be required with relevant Highways Authorities to provide access for both vehicles and active travel users to the site from the A1198. This may be in the form of construction of an additional arm from the existing roundabout. if this is not achievable alternative means of access may be explored and implemented provided the arrangements are agreed by the relevant highways authority. Design will need to ensure that it does not adversely impact on safety performance of the existing roundabout. To promote access to the site by public transport the scheme should collaborate with Cambridgeshire and Peterborough Combined Authority/ Cambridgeshire County Council to secure an additional stop on the X3 route and ensure provision of adequate bus infrastructure on both sides of the A1198.

11.65 This site adjoins 'Hemingford Abbots 1: The Lattenburys' which is expected to provide a new community potentially providing homes for people who work at this site. To facilitate access by active travel modes a cycleway and footpath connection must be secured between the two development schemes. A continuous route must be secured through the eastern boundary of this site to enable people to walk or cycle between them.

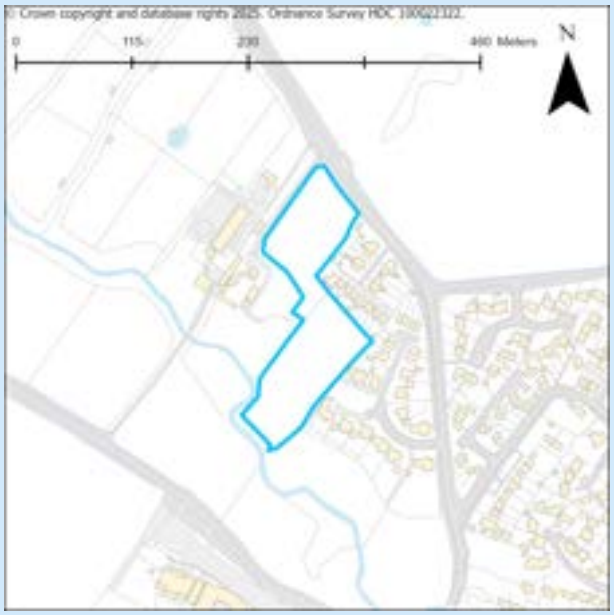
Kimbolton 1: Brittens Farm, Station Road

Allocation Kimbolton 1

Brittens Farm, Station Road

1.40 ha of land at Brittens Farm, Station Road is allocated for mixed use development to comprise:

1. about 25 homes; and
2. about 0.5 ha of open space to safeguard against flooding



Successful development of the site will require:

a. demonstration that the site can pass the exception test and built development located on land within flood zone 1 blue green corridor on the southern 0.5ha of the site which is at higher flood risk
b. provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, groundwater, surface water and residual flood risk, modelling of River Kym and ordinary watercourse including climate change.
c. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated and suitable sustainable sewer connections achieved
d. a heritage assessment and design sensitive to the setting of the adjacent listed buildings and ridge and furrow land
e. archaeological investigation, recording and where appropriate conservation
f. retention of existing hedges and boundary features as part of the landscape plan or strategy
g. provision of safe and appropriate vehicular and pedestrian access from Station Road and within the site
h. integration of the public open space to be provided in the southern part of the site with that provided with Kym View Close
i. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.66 The site is located on the north western edge of Kimbolton and consists of two connected parcels of land.

11.67 Built development is only supported on land classified as being flood zone 1. The southern most edge of the southern parcel is at a high risk of fluvial flooding form the River Kym as well as surface water flooding. As such, this land should be retained for flood mitigation, sustainable drainage, open space and landscaping. This also serves to conserve the ridge and furrow on site and provide a softer development edge. This open space should be integrated with that provided as part of the adjacent Kym View Close to provide a comprehensive high quality open space experience for residents and other users at least linked by a footpath connection.

11.68 The site is impacted by several heritage assets namely the grade II listed buildings of Brittens Farm and Worndith Farm to the west and also by the presence of ridge and furrow in the southern part of the site sloping down towards the River Kym. A heritage assessment will be required setting out how impact on these assets will be mitigated in compliance with Policy LP 56 'Heritage Assets and their Settings'. Also, archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.69 The site is in a sensitive location in heritage and landscape terms so requires high quality design and landscaping to ensure effective integration and high quality placemaking. Existing landscaping features such as hedgerow should be retained where they form an established feature and additional landscaping provided as part of a landscape plan or strategy.

11.70 The majority of the site is within flood zone 1, only water compatible development will be permitted in flood zone 3b. The southern boundary, southeastern and southwestern corners within flood zone 3b, 3a and 2 in association with the River Kym. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information. There is a low surface water flood risk across the site. Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage to take into account flood risk information available at the time.

11.71 The main area of risk adjacent to the River Kym should be left free of development and used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. Risk from an ordinary watercourse will also require further investigation. Production of a detailed drainage strategy with discharge rates remaining at greenfield rates at a minimum in consultation with the Lead Local Flood Authority will be required. It should be possible to include the risk area within a blue green corridor, offering multifunctional benefits including ecological, social and amenity value to the site. Residual risk at this site comes from the potential blockage of the culverts underneath the B645, B660 and the unnamed road. Culvert course and condition surveys may be required, including for consultation with the culvert owner. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. The site is located within the River Kym in Bedford Borough and Cambridgeshire flood alert area. Safe access and escape routes should be investigated and established.

11.72 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Kimbolton Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Engagement with Anglian water to assess a sustainable point of connection to the sewer network is recommended.

11.73 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village. The two parcels are

connected by a much narrower section of land which will be required to provide a vehicular and pedestrian routes through, the design and layout of these ensuring connectivity and an integrated scheme will be required as well.

11.74 The site is located within a Mineral Safeguarding Area for Sand and Gravel and also Brickclay, the County Council recommend that developers should seek opportunities to maximise incidental extraction of any minerals as part of development.

Kimbolton 2: South East of Bicton industrial Estate, Stow Road

Allocation Kimbolton 2

South East of Bicton Industrial Estate, Stow Road

4.8 ha of land adjacent to Bicton Industrial Estate is allocated for commercial, business, industrial uses and storage and distribution within use classes E(g)(i-iii), B2 and B8.

Successful development of the site will require:

a. a comprehensive masterplan to ensure a holistic approach to the design of development integrating it the adjacent employment estate
b. provision of landscaping strategy including a tree buffer on the eastern and southern boundary to provide a screen to the surrounding countryside
c. ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement safeguarding the adjacent county wildlife site
d. provision of a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flood risk including modelling of unnamed watercourse
e. on-site drainage/ wastewater solutions in agreement with the Environment Agency
f. provision of satisfactory access appropriate to the nature of traffic
g. the provision of a suitable sustainable transport network for pedestrians, cyclists and vehicles

11.75 The site is located adjacent to an established area of employment uses. The site would form an extension to the Bicton Industrial Park/ Harvard Industrial Estate. The western parcel of land was previously allocated in the previous Local Plan under KB3 for employment uses. The allocation has been carried forward with additional land to the east as a second phase. The site is considered capable of delivering about 14,000sqm of employment floorspace. Once complete the development will form part of EEA Bicton Industrial Park/ Harvard Industrial Estate, Kimbolton.

11.76 A comprehensive masterplan will be required to integrate the new employment uses with the surrounding employment uses. The design and landscaping of any development will need careful consideration with regard to its setting and impact on the wider landscape, especially the adjacent Meadow on Kimbolton Airfield County Wildlife Site (CWS) to the west of the site. Substantial planting will be required on the eastern and southern boundaries to minimise the impact on views from the surrounding countryside.

11.77 An ecological survey will be required to assess the impact on the CWS. The impact of development on the CWS will need to be assessed and any negative impacts avoided, or where that is not feasible, appropriate mitigation and compensation measures will be proposed. Ecological enhancements must be proposed to address the impact.

11.78 The site is located within flood zone 1 and surface water risk is predominately very low. However, surface water flood risk is inconclusive between datasets. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared to investigate risk further that considers present day and climate change scenarios. There is an unmodelled watercourse on the western boundary which requires modelling as part of the flood risk assessment to identify flood risk, a sequential approach should be taken to the site layout based on modelled outputs, with opportunities to use this location as a blue green corridor providing multiple benefits alongside flood risk, including ecological, social and amenity benefits.

11.79 Discharge rates should remain at greenfield rates as a minimum in consultation with the Lead Local Flood Authority. Natural flood management and mitigation of cumulative development impacts given the site's location within a medium sensitivity catchment should be explored, see also 'Managing flood risk'.

11.80 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Kimbolton Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. The allocation is not in proximity to Anglian Water wastewater networks, it is therefore considered that an onsite solution would need to be taken forward in, subject to the necessary discharge consents in consultation with the Environment Agency.

11.81 Although the location of the industrial estate is relatively unsustainable, in that access is almost exclusively by car, the estate successfully meets the needs of a range of businesses and makes a valuable contribution to the local economy. Ideally access to the site should be provided through the established employment area. However, the Highways Authority have previously acknowledged that this may not be easily achieved. An alternative access from Stow Road was approved in April 2022 (21/01827/FUL) for the construction of an access road to serve the previous site allocation which has been implemented.

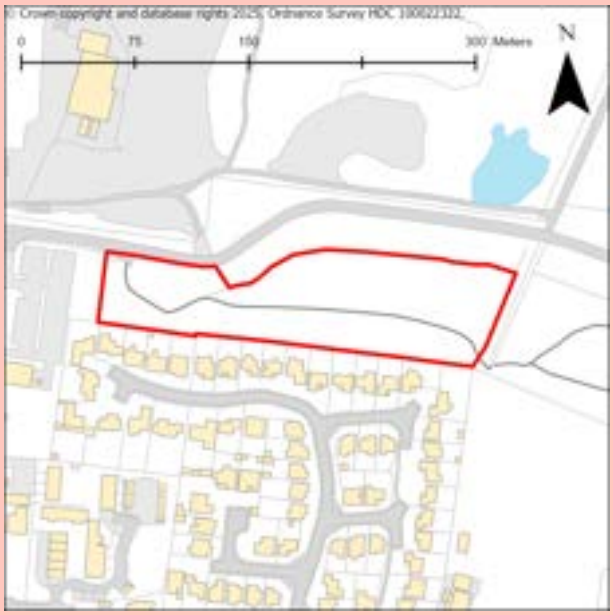
11.82 Safe and suitable foot and cycle paths to access to and within the development will need to be created to ensure that active and sustainable travel methods are maximised as much as possible.

Little Paxton 1: North of St James Road

Allocation Little Paxton 1

North of St James Road, Little Paxton

1.3ha of land North of St James Road, Little Paxton is allocated for residential development of about 35 homes.



Successful development of the site will require:

a. use of design that harmonises with development to the south to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected
b. retention of the raised embankment on the northern edge of the site
c. retention of trees and hedgerows and their reinforcement to minimise the visual impact of development and provide a mature setting to development
d. provision of amenity and open space to mitigate recreational impacts on nearby nature sites
e. an ecological assessment and enhancement scheme for the site that addresses its impact on Paxton Pits Nature Reserve and SSSI, including the County Wildlife Site
f. provision of a proportionate flood risk assessment including detailed assessment of surface water flood risk, assessment of groundwater and reservoir risk
g. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
h. a noise and air quality assessment and appropriate mitigation from the sand and gravel extraction operations and nearby active waste management area
i. provision of agreed land contamination remediation measures and agreement with the Environment Agency that meeting the requirements of the Water Environment Regulations would not be compromised
j. provision of a safe and suitable means of access
k. retention, or realignment and enhancement of public right of way alongside provision of safe and accessible active travel routes to facilitate integration with Little Paxton and nearby services and facilities
l. demonstration that the development and occupation of the development will not adversely affect the operation, restoration or aftercare of Little Paxton Quarry (Minerals Development Area) located immediately adjacent to the north of the site

11.83 The land is situated on the northern edge of the village between existing housing and the countryside, including the Paxton Pits Nature Reserve and SSSI. The site would be suitable for low density homes reflecting its location on the edge of the settlement. The site is bordered by residential development to the south, opportunities to integrate development with this should be addressed. The design of any development proposal and its landscaping scheme should demonstrate how it will respond to and mitigate impact on Paxton Pits Nature Reserve and SSSI, including the County Wildlife Site.

11.84 There is a raised embankment along most of the northern boundary of the site that will be expected to be retained to give the development a mature setting and provide screening for the countryside and Paxton Pits. It is expected that development of the site will take place on land south of the raised embankment to ensure it is well-related to the existing built up area of Little Paxton.

11.85 A comprehensive arboricultural survey will be necessary, along with a landscape management plan, to ensure existing trees and planting on the embankment are retained and reinforced with new planting to provide screening of the development and a sense of containment with the settlement.

11.86 The site is located within the Impact Risk Zone associated with Little Paxton SSSI. This indicates that there is potential for the proposed development to have a harmful effect on terrestrial SSSIs, and so Natural England should be consulted on development likely to be associated with the proposed end use of the site. Assessment will be required of the potential impacts on the Little Paxton SSSI arising from increased recreational pressure generated by residents of this site. Appropriate mitigation or alternative recreational provision will be required.

11.87 An ecological survey and enhancement scheme will be required. The impact of development on Paxton Pits Nature Reserve and SSSI, including the adjacent County Wildlife Site will need to be assessed and any negative impacts avoided, or where that is not feasible, appropriate mitigation and compensation measures will be proposed. Ecological enhancements must be proposed to address the impact on Paxton Pits Nature Reserve and SSSI, including the adjacent County Wildlife Site. In addition, a bat survey will be required as the long woodland edge along the site and land immediately to the east and nearby freshwater lakes have potential to be foraging habitats for Barbastelle bats.

11.88 The site is within flood zone 1 and has nominal surface water flood risk. There is a surface water flow path along the road adjacent to the northern boundary of the site. There is also a small area of surface water extent in the middle of the site. A proportionate flood risk assessment and drainage strategy will be required with a detailed assessment of surface water to establish surface water flood risk conditions. Risk from Grafham Reservoir will require investigation as will groundwater flood risk. A proposal must show that the development can be designed to be safe and that there is adequate emergency planning provision.

11.89 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Neots Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Interim treatment solutions may be necessary until a permanent treatment solution is put in place.

11.90 The site is wholly within a sand and gravel mineral safeguarding area and mineral development consultation area. Across the road to the north lies an active waste management area, meaning that the site could be impacted by noise, light pollution, dust and vibrations resulting from ongoing works. Therefore, a noise and air quality assessment and appropriate mitigation from the sand and gravel extraction quarry operations (including restoration and aftercare) and nearby active waste management area will be required.

11.91 The site is wholly greenfield land after being restored after minerals extraction meaning there is the potential for ground contamination. A proposal must investigate and provide appropriate remediation of contaminated land including how it can be made compatible with sustainable drainage solutions, surrounding lakes and the River Great Ouse. Agreement with the Environment Agency must be confirmed demonstrating that the scheme meets the requirements of the Water Environment Regulations would not be compromised.

11.92 Access is currently obtained via the Old Great North Road, and the site is within a mineral development area which provides access for vehicles associated with its operation. Details of a suitably designed safe vehicular access onto the existing highway should be provided and agreed. The scheme must also demonstrate improvement to pedestrian and cycle routes to enable the development to link to existing

networks and onto the Old Great North Road, safety of access for residents would require consideration. A public right of way runs through the site; an equivalent route must be retained in agreement with the local highway authority.

Little Paxton 2: West of Great North Road

Allocation Little Paxton 2

West of Great North Road

20.4ha of land West of Great North Road, Little Paxton is allocated for residential development of about 410 homes.

Successful development of the site will require:

a. provision of a design code to be agreed with the Council following proportionate public engagement
b. use of design that allows for integration with the existing residential area to the east
c. provision of a substantial landscaping buffer on the northern and western boundaries to minimise the visual impact of the scheme on the wider landscape, providing separation from proposed development and the A1 and contributing to the Great Ouse Priority Area informed by a Landscape and Visual Impact Assessment
d. provision of amenity and open space to mitigate recreational impacts on nearby nature sites
e. retention of trees and hedgerows and their reinforcement to minimise the visual impact of development and provide a mature setting to development informed by an Arboricultural Assessment
f. provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk, modelling of ordinary watercourses and assessment of residual risk including climate change
g. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
h. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
i. archaeological investigation, recording and where appropriate conservation
j. a noise, vibration and air quality assessment and appropriate mitigation from the A1
k. provision of a safe and suitable means of access to the Great North Road and assessment of transport impacts through a transport assessment
l. improvement to pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to the existing residential area including the submission of a Travel Plan
m. a Minerals Resource Assessment and should maximise incidental extraction of any minerals as part of development

11.93 The land is situated between the A1(M) and Great North Road. The site would be suitable for low density residential homes reflecting its location on the edge of the settlement. Residential development is located to the east of the site on Great North Road, opportunities to integrate development with the nearby residential area of Little Paxton must be addressed through a masterplan. A proposal will also need to demonstrate how it will integrate the existing employment uses with the proposed development without detrimentally impacting upon its continued use. A development proposal should provide clear visual and physical links through to residential development to the east of Great North Road to facilitate integration.

11.94 To ensure a comprehensive, locally informed vision for the proposal a public engagement exercise must be completed. A design code must be prepared including a vision and design principles for the proposal, consideration of options, and justification for selecting a preferred option. The use of design codes can be applied where the detailed design of different parts of the overall development will be handled separately, or where development will be implemented over two or more phases or by more than one developer. National Planning Practice Guidance contains useful advice and guidance on design codes.

11.95 The site is wholly within the Great Ouse strategic green infrastructure area and is also a Natural Cambridgeshire priority landscape area (Great Ouse Valley).The land rises noticeably east to west in the southern half of the site. Views across the A1 and to continuing countryside can be seen clearly from multiple points on the eastern boundary despite it being interspersed by mature trees and hedgerow demonstrating the continuing elevation of the landscape. These should be considered within the Landscape and Visual Impact Assessment. There is woodland in the southern edge of the site and playing fields along Great North Road opposite the site frontage. Therefore, the site has some capacity to link to the green and blue infrastructure network. Clear views into the site can be seen from the B1041 both along the eastern boundary of the site and from the north west where it crosses over the A1. A proposal must demonstrate how it can be sensitively planned to address these topographical and landscape challenges. Therefore a strong landscaping scheme will need to be demonstrated throughout and especially on the northern and western boundaries to minimise the visual impact of the scheme on the wider landscape, provide separation from new development and the A1 and contribute to the Great Ouse Priority Area. This should be informed by a Landscape and Visual Impact Assessment.

11.96 The site is located within the Impact Risk Zone associated with Little Paxton SSSI and St Neots Common SSSI. These IRZ requires Natural England to be consulted on residential developments of 100 units as there is potential for the proposed development to have a harmful effect on terrestrial SSSIs. Assessment will be required of the potential impacts on the Little Paxton SSSI and St Neots Common SSSI arising from increased recreational pressure generated by residents of this site. Appropriate mitigation or alternative recreational provision will be required.

11.97 The site is located in flood zone 1, surface water flood risk across the site is minimal and constrained to the east of the site parallel to the B1041and the northeast and south eastern corners of the site. Further consideration of surface water flood risk, including a drainage strategy will be required and discharge rates should remain at greenfield rates at a minimum in consultation with the Lead Local Flood Authority, including the consideration of safe access and escape routes. Groundwater emergence risk is variable across the site requiring further assessment to understand the use of flood management techniques and SuDs as part of the drainage strategy. Culverts are present beneath the A1 northwest and southwest of the site. A culvert course and condition surveys may be required, including for consultation with the culvert owner. A proposal must demonstrate that residual risks can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

11.98 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in partly within a high sensitivity catchment, see 'Managing flood risk'.

11.99 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated, that a sustainable point of connection to the network can be agreed and that the requirements of the Water Framework Directive would not be compromised. St Neots Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main and rising main (pressurised sewer) exists on the eastern (B1041) boundary to the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.100 Due to the size of the site there is archaeological potential. The site was previously subject to very small scale archaeological evaluation in the early 1990s, which found potential late Neolithic – early Bronze Age settlement activity. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.101 The western boundary of the site bounds the A1 part of the strategic transport network meaning the site will be impacted by noise air and light pollution. A proposal must demonstrate through a through a noise and air quality assessment how these impacts on development can be mitigated.

11.102 To the north of the site access can be achieved onto the A1 heading north, vehicles can also exit heading south from the A1 into Little Paxton. To the south of the site access to the A1 heading south can also be achieved. Mill Lane Bridge provides the only direct access to the nearby market town of St Neots. Due to the significance of the A1 as part of the strategic road network and the resultant increase in traffic from increased residential development, a proposal must assess the potential impact of development on the A1 and local transport network through the submission of transport assessment including demonstrating how any impacts can be successfully mitigated. Details of a suitably designed safe vehicular access onto the existing highway should be provided and agreed in consultation with Cambridgeshire County Council (as the local highways authority) and National Highways.

11.103 A footpath is located on the opposite side of Great North Road (which provides access onto and off the A1.) The scheme must demonstrate improvement to pedestrian and cycle routes to enable the development to link to existing networks, safety of access for residents would require inclusion in the assessment. A proposal must demonstrate that it can provide and suitable means of access to the existing residential area of Little Paxton which will require the crossing of the Great North Road. A Travel Plan will be required to demonstrate how this can be achieved.

11.104 The site is entirely within a Sand and Gravel Mineral Safeguarding Area, Cambridgeshire County Council recommend that developers undertake a Minerals Resource Assessment (in accordance with Annex 1 of the Minerals Safeguarding Practice Guidance 2019 or successor documents). This assessment should include proposed mitigation to incorporate extraction where possible and make use onsite or available for others to use off-site. They also recommend that the design of development should seek to minimise mineral sterilisation.

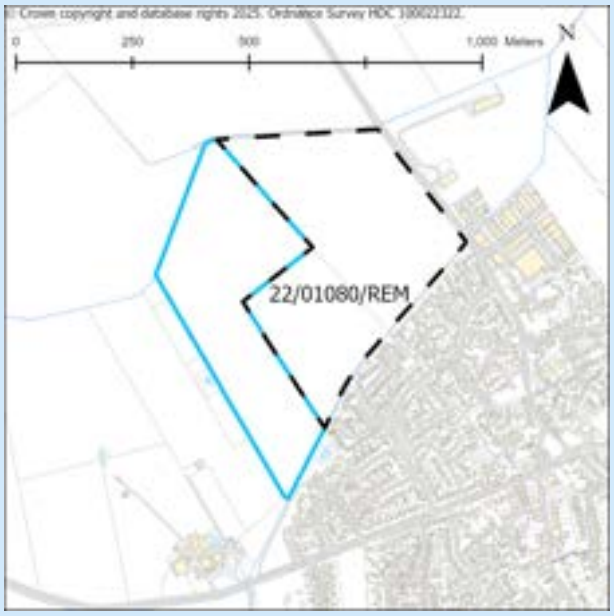
Sawtry 1: West of Glatton Road

Allocation Sawtry 1

West of Glatton Road

12.5ha of land West of Glatton Road, Sawtry is allocated for mixed use development to comprise:

1. about 330 homes; and
2. about 2ha of open space to safeguard against flood risk along Sawtry Brook

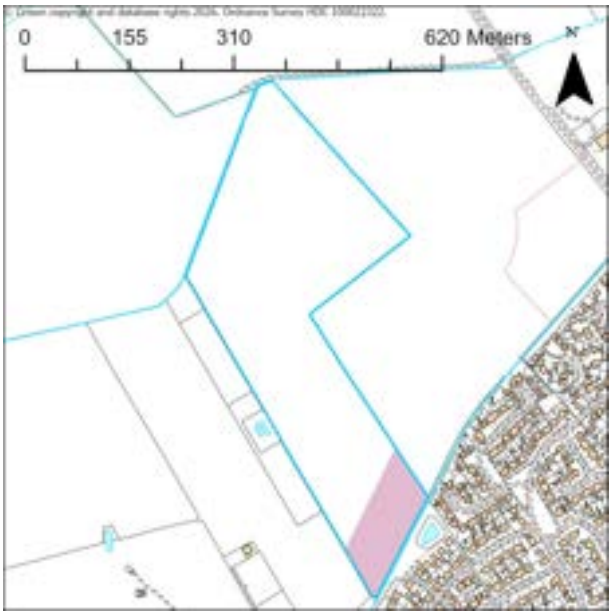


Successful development of the site will require:

a. completion of a proportionate public master planning exercise agreed with the Council resulting in the submission of a master plan illustrating use of design that is capable of being integrated with approved development to the east and south
b. provision of a strong landscaping scheme including the retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by a proportionate Landscape and Visual Impact Assessment and Arboricultural Assessment.
c. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
d. provision of a flood risk assessment and detailed drainage strategy taking into account surface water flood risk including climate change and modelling of Sawtry Brook and unnamed watercourses
e. agreement with the Middle Level Commissioners that they will not object on the basis of flood risk in the Middle Level system
f. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
g. provision of agreed land contamination remediation measures and agreement with the Environment Agency that meeting the requirements of the Water Environment Regulations would not be compromised
h. archaeological investigation, recording and where appropriate conservation
i. provision of a safe and suitable means of access from Glatton Road and through approved development 22/01080/REM and assessment of transport impacts through a transport assessment
j. retention and connections to of public rights of way alongside provision of active travel routes to facilitate integration with Sawtry
k. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.105 The site is located west of Glatton Road and approved development 22/01080/REM (Land North Of Shawley Road And West Of Glatton Road Sawtry for 340 dwellings) adjoins to the immediate east. The site would be suitable for low density homes to reflect the lower density context of larger villages and location within a Local Services Village. The design of any development proposal and its landscaping scheme should demonstrate how it will respond to and mitigate impact on the nearby residential areas and connect into and integrate with approved development to the east.

11.106 The land slopes north west to south east and sits within an area of open countryside at the base of a hill. The eastern, northern and southern edges of the site are bounded by Sawtry Brook, with tree and hedgerow along the southern boundary. The site can be clearly seen in long distance views from multiple locations and public rights of way. A strong landscaping scheme would be required to allow for transition to the open countryside and to respond to its countryside setting informed by a proportionate Landscape and Visual Impact Assessment.



11.107 The site is predominantly in flood zone 1. However, the south eastern corner of the site is partially located within flood Zones 3b, 3a and 2 due to the presence of the Sawtry Brook which flows along the south eastern site boundary. There is no detailed flood model for Sawtry Brook or the ordinary watercourses located along the north western, north eastern and eastern site boundaries. Risk is largely confined to the northern and southern site boundaries. Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available. The site has the opportunity to provide betterment to flood risk through the provision of about 2ha of open space to safeguard against flooding and to be used as a blue green corridor for water compatible development only which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits, the final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 2ha safeguarded land considered the minimum requirement. All non-water compatible development must be sequentially located within flood zone 1. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information.

11.108 The drainage strategy must ensure there is no increase in surface water flood risk elsewhere as a result of new development. Discharge rates should remain at greenfield rates as a minimum, and topographic low spots and the major flow paths should be retained in site layout and design. Infilling of depressions or channels must be avoided. Middle Level Commissioners and Sawtry IDB discharge consent will be required and development will not be permitted with 20m of the top of the bank. The assessment should consider the wider impact of flood risk in combination with adjacent sites.

11.109 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a medium sensitivity catchment, see 'Managing flood risk'.

11.110 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Sawtry Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.111 There is the potential for ground contamination as a result of previous land uses. A proposal must investigate and provide appropriate remediation of contaminated land including how it can be made compatible with sustainable drainage solutions and Sawtry Brook. Agreement with the Environment Agency must be confirmed demonstrating that the scheme meets the requirements of the Water Environment Regulations would not be compromised.

11.112 There is archaeological potential as there are Iron Age/Romano-British archaeology extending into site identified from neighbouring geophysical surveys. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.113 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Glatton Road and that any adverse off-site transport impacts can be adequately mitigated. A road safety audit, local junction spacing and capacity assessment must also be included including the impact on the local transport network through Sawtry and on Glatton Road.

11.114 Public rights of way run along the eastern and northern boundary of the site. A proposal must demonstrate how it can connect to and retain the rights of way on their existing alignment, be maintained or enhanced and connect to the wider right of way/highway network. In addition, the design of the development should provide active travel routes to facilitate integration with Sawtry.

11.115 The site is located within a brick clay mineral safeguarding area. Cambridgeshire County Council recommend that prior extraction of brick clay is unlikely to be feasible as part of development. In the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

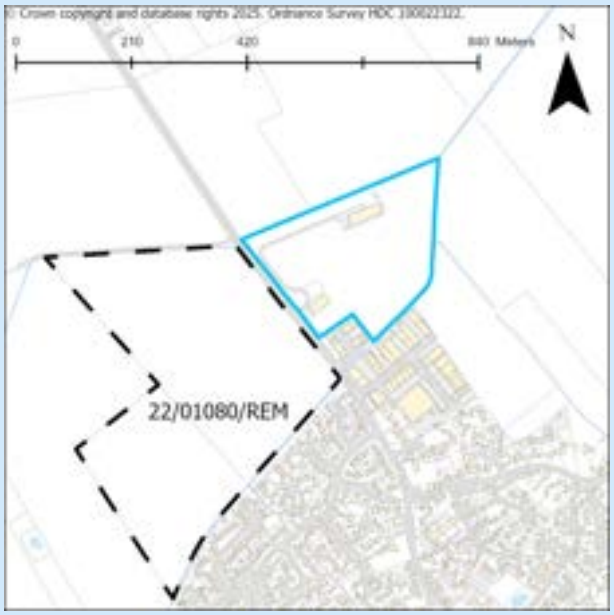
Sawtry 2: East of Glatton Road and North of Brookside Industrial Estate

Allocation Sawtry 2

East of Glatton Road and North of Brookside Industrial Estate

6.5ha of land East of Glatton Road and North of Brookside Industrial Estate is allocated for mixed use development to comprise:

1. about 170 homes; and
2. about 1ha of open space to safeguard against flood risk along Sawtry Brook



Successful development of the site will require:

a. provision of a layout that facilitates integration with employment development to the south and approved development to the west
b. provision of a strong landscaping scheme including the retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by a proportionate Landscape and Visual Impact Assessment and Arboricultural Assessment.
c. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
d. provision of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of Sawtry Brook and an unnamed ordinary watercourse to evaluate current and future fluvial and surface water flood risk
e. agreement with the Middle Level Commissioners that they will not object on the basis of flood risk in the Middle Level system
f. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
g. provision of agreed land contamination remediation measures and agreement with the Environment Agency that meeting the requirements of the Water Environment Regulations would not be compromised
h. archaeological investigation, recording and where appropriate conservation
i. provision of a safe and suitable means of access from Glatton Road and assessment of transport impacts through a transport assessment
j. provision of active travel routes to facilitate integration with Sawtry
k. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.116 The site is located north of Brookside Industrial Estate and east of Glatton Road, the site contains two agricultural buildings and some hard standing. The site is suitable for low density residential development reflecting the lower density context of larger villages and Service Centres in Huntingdonshire.

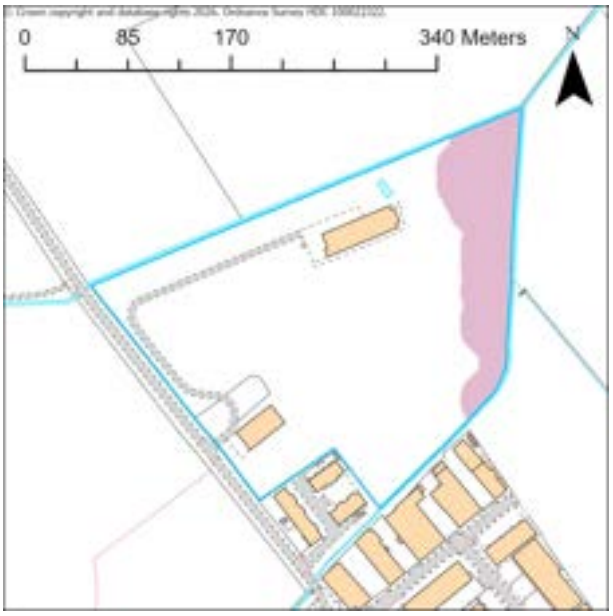
11.117 The design of any development proposal and its landscaping scheme should demonstrate how it will respond to employment development to the south and integrate with approved development 22/01080/REM (Land North Of Shawley Road And West Of Glatton Road Sawtry for 340 dwellings) to the west. Design and layout of the scheme will need to take into account existing uses on the site including oil pipeline buffer zone and electricity infrastructure. The southern boundary is bounded by Sawtry Brook and an established employment area - Brookside Industrial Estate - which is screened by trees, buildings and hedgerow creating a landscape barrier to the wider countryside and the site to the north. The eastern and northern boundaries look out into interrupted open countryside. A public right of way just outside the eastern boundary facilitates uninterrupted views into the site and wider countryside. The site is clearly visible from Glatton Road (on the western edge) which is bounded by hedgerow. A strong landscaping scheme would be required to allow for transition to the open countryside and to respond to its countryside setting informed by a proportionate Landscape and Visual Impact Assessment.

11.118 Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available. The site is located within flood zone 1, the eastern side of the site is partially located within fluvial flood zones 3b, 3a and 2 due to the presence of the Sawtry Brook. Surface water risk is low on the southern part of the site with higher risk confined to the northern site boundary following the channel of an unnamed ordinary watercourse. As such, modelling will be required of Sawtry Brook and the ordinary watercourse to address fluvial and surface water flood risk including climate change. There is potential residual risk to the site from a blockage of the culverts beneath Glatton Road along Sawtry Brook and an unnamed ordinary watercourse, therefore any modelling should consider the impacts of the condition and potential blocking of the culverts. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Surface water discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Middle Level Commissioners and Sawtry IDB discharge consent will be required and development will not be permitted with 20m of the top of the bank. The assessment should consider the wider impact of flood risk in combination with adjacent sites.

11.119 Areas at risk should not be developed and should be left as open greenspace or included within blue green corridors along the watercourses and include water compatible development only. The site has the opportunity to provide betterment to flood risk through the provision of about 1ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits, this should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 1ha safeguarded land considered the minimum requirement. All non-water compatible development must be sequentially located within flood zone 1. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information.

11.120 The assessment should consider the wider impact of flood risk in combination with opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, see also 'Managing flood risk'.

11.121 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Sawtry Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.



11.122 There is the potential for ground contamination as a result of previous land uses. A proposal must investigate and provide appropriate remediation of contaminated land including how it can be made compatible with sustainable drainage solutions and Sawtry Brook. Agreement with the Environment Agency must be confirmed demonstrating that the scheme meets the requirements of the Water Environment Regulations would not be compromised.

11.123 There is archaeological potential on site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.124 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Glatton Road and that any adverse off-site transport impacts can be adequately mitigated. A road safety audit, local junction spacing and capacity assessment must also be included including the impact on the local transport network through Sawtry and on Glatton Road and the need for two points of access with at least one in emergency form. The suitability of the approach road network from B1043 via Glatton will need to be assessed in relation to the ability to cater for higher volumes of traffic.

11.125 The site is located within a brick clay mineral safeguarding area. Cambridgeshire County Council recommend that prior extraction of brick clay is unlikely to be feasible as part of development. In the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

Sawtry 3: West of Toll Bar Way and Green End Road

Allocation Sawtry 3

West of Toll Bar Way and Green End Road

18.8ha of land West of Toll Bar Way and Green End Road, Sawtry is allocated for mixed use development to comprise:

1. about 330 homes; and
2. about 3ha about of open space to safeguard against flood risk along the unnamed watercourse on the northern boundary

Successful development of the site will require:

a. completion of a proportionate public master planning exercise agreed with the Council resulting in the submission of a master plan illustrating use of design that is capable of being integrated with residential development to the north
b. provision of a strong landscaping scheme including the retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by a proportionate Landscape and Visual Impact Assessment and Arboricultural Assessment.
c. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
d. provision of a flood risk assessment and a detailed drainage strategy taking into account residual risk from culvert condition, and modelling of the ordinary watercourses to the north and south of the site to evaluate current and future flood and residual surface water risk
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
f. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
g. an ecological assessment to ensure protection of the Aversley Wood SSSI
h. design to be sensitive to the setting of the listed buildings to the north west informed by a proportionate heritage assessment
i. archaeological investigation, recording and where appropriate conservation
j. assessment of noise and air quality impacts for the site, particularly from the A1(M) and appropriate mitigation to address any adverse impacts
k. provision of a safe and suitable means of access from Toll Bar Way and assessment of transport impacts through a transport assessment
l. retention, enhancement and connections to public right of way alongside provision of active travel routes to facilitate integration with Sawtry
m. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.126 The site is situated between Toll Bar Way to the east and St Judith's Lane to the west. The site would be suitable for low density homes to reflect the lower density context of larger villages and location within a Local Services Village and location on the edge of the countryside.

11.127 Trees and hedgerow line the eastern edge with the site highly exposed in the wider landscape from St Judith's Lane, which has minimal hedgerow. The site can also be clearly seen from elevated public vantage points such as High Holbourn Hill and from public rights of way outside the site. The northern edge abuts a dispersed pattern of development of garden land, homes and back gardens and farm buildings that provide a steady transition from built development to countryside. This includes the grade II listed buildings (Barn at 47 St Judith's Lane and 47 St Judith's Lane), as such a proposal should be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. There is archaeological potential on site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.128 The site is highly exposed and would require significant strategic landscaping to the west to ensure it integrates and provides a transition to the existing countryside and hill. A public right of way is also located on the northern boundary which provides the opportunity for the retention the right of way on its existing alignment or provision of enhanced connections to the wider right of way/highway network through an enhanced green corridor. The design of any development proposal and its landscaping scheme should demonstrate how it will respond to and mitigate impact on the nearby residential areas and connect into and integrate with the wider countryside. The character of St Judith's lane should be retained and buffered, acting as a transition to the wider landscape and higher ground to the west and connected green infrastructure provided and reinforced. Design should factor in the presence of overhead powerlines and underground utilities pipelines.

11.129 The site lies within flood zone 1 with a small area along the northern boundary within flood zones 2 and 3b adjacent to the unnamed watercourse. All non-water compatible development must be sequentially located within flood zone 1. Surface water risk is predominately very low. A site-specific flood risk assessment and detailed drainage strategy must be prepared, including a model of the ordinary watercourses (which should be kept in place and remain unobstructed) that considers fluvial and surface water risk including climate change. There is potential residual risk to the site from a blockage of structures beneath St Judiths Lane and Green End Road the condition and impact of the culverts should be explored within the site-specific flood risk assessment. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Discharge rates should remain at greenfield rates as a minimum in consultation with the Lead Local Flood Authority. Middle Level Commissioner and Sawtry IDB discharge consent will be required and development will not be permitted with 20m of the top of the bank. The assessment should consider the wider impact of flood risk in combination with adjacent sites. The site has the opportunity to provide betterment to flood risk through the provision of about 3ha of open space to safeguard against flooding and to be used as a blue green corridor for water compatible development only which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information. The final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 3ha safeguarded land considered the minimum requirement.

11.130 Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, should be explored, see 'Managing flood risk'.

11.131 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Sawtry Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main exists on the eastern boundary to the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.132 The site is approximately 300m east of Aversley Wood SSSI meaning it could impact on the biodiversity and ecological significance of the site. An ecological assessment will be required to address the potential impact on Aversley Wood SSSI especially in relation to potential increased footfall resulting from an increase in population, ecological and biodiversity impact.

11.133 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Toll Bar Way and that any adverse off-site transport impacts can be adequately mitigated. A road safety audit, local junction spacing and capacity assessment must also be included including the impact on the local transport network through Sawtry.

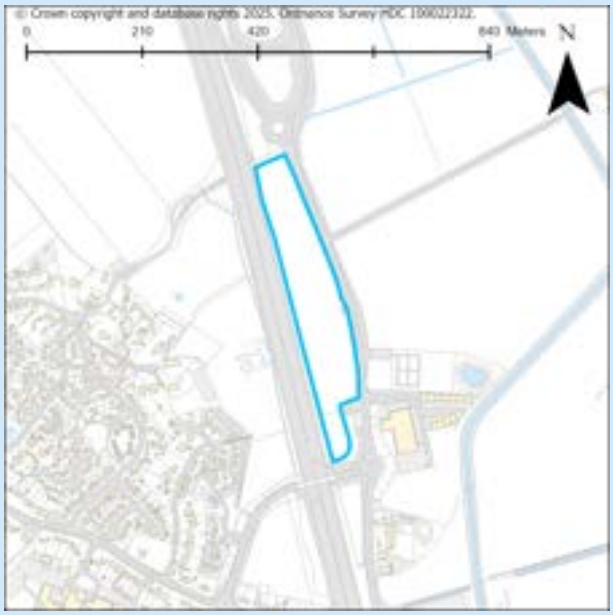
11.134 A public right of way is also located on the northern boundary of the site. A proposal must demonstrate how it can connect to and retain the rights of way on their existing alignment, be maintained or enhanced and connect to the wider right of way/highway network. In addition, the design of the development should provide active travel routes to facilitate integration with Sawtry from the east and west of the site. Additional public transport infrastructure will be required to facilitate bus use.

11.135 The site is located within a brick clay mineral safeguarding area. Cambridgeshire County Council recommend that prior extraction of brick clay is unlikely to be feasible as part of development. In the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

Sawtry 4: Off Old North Road

Allocation Sawtry 4

Off Old North Road



4ha of land Off Old North Road is allocated for mixed use development to comprise:

1. about 1.5 ha for Sui generis associated with electric vehicle charging and associated E(a) shop and E(b) food and drink, E(g)(iii) uses
2. about 1ha for B2, B8 and E(g)(i-iii) uses
3. about 1 ha for open space uses

Successful development of the site would require:

a. use of design that ensures that the physical relationships and separation from proposed and existing uses to the south are not oppressive or overbearing, considering the routes, spaces and between buildings
b. location of open space in the south of the site to minimise impact on existing uses to the south and heritage impact to the east
c. retention of trees and hedgerows and their reinforcement to provide a mature setting to development informed by an Arboricultural Assessment
d. provision of a proportionate flood risk assessment and detailed assessment of surface water flood risk
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
f. archaeological investigation, recording and where appropriate conservation
g. assessment of noise and air quality impacts for the site from the A1(M) and proposed uses incorporating appropriate mitigation to address any adverse impacts
h. provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes
i. retention and enhancement of public right of way
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.136 The site is surrounded by the A1(M) and Old North Road. It is largely contained by trees and hedgerow. The site has the potential to provide a mixed-use site focussed around the predominant use of electric vehicle charging station and complementary uses that assist in facilitating short to medium term stays. Acceptable uses include shops and cafes and open space for recreational purposes.

11.137 Due to the predominant use of the site as an electric vehicle charging station it is common for people to need to stay for a period of time. Therefore any additional uses on site should not to be to the detriment of the primary use and those using the facilities. As such 1ha of land has been allocated for B2, B8 and E(g)(i-iii) uses provided they can demonstrate that the uses can be carried out without causing detriment to the amenity of the area and those using the services .

11.138 Design of the site should reflect the uses on the site paying special attention to safety, movement and circulation of vehicles and pedestrians. The south eastern edge of the site abuts St Andrew's Cemetery which includes the Grade II listed Tombstones Grave Yard and an existing use sits just outside the south eastern corner of the site. Design of the site should ensure impact on these existing uses are minimised. The location of open space in the south of the site will contribute towards this, but should not considered as the sole solution.

11.139 The site is not constrained by fluvial flood risk and surface water risk to the site is predominantly very low. An assessment of surface water will be required to establish surface water flood risk conditions. Discharge rates should remain at greenfield rates at a minimum in consultation with the Lead Local Flood Authority. A proposal must show that the development can be designed to be safe and that there is adequate emergency planning provision. The assessment should consider the wider impact of flood risk in combination with adjacent sites. Middle Level Commissioner and Sawtry IDB discharge consent will be required and development will not be permitted with 20m of the top of the bank.Opportunities for natural flood management and mitigation of cumulative development impacts given the site's location within a medium sensitivity catchment should be explored, see also 'Managing flood risk'.

11.140 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Sawtry Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.141 There is a water main to the northern boundary, that the developer should be aware of in terms of constructing accesses to the site. There are no links to the sewer network from this site, and further advice would need to be sought for a sustainable point of connection to the wastewater network. Early pre-planning engagement with Anglian Water is advised.

11.142 Due to the site's close proximity to a Scheduled Monument of a shrunken medieval village and manorial earthwork and being near to two medieval churches, there is the potential for formal medieval cemetery remains. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. The site proposes 1ha of open space which could be integrated so to provide additional mitigation for heritage assets and be located in the part of the site where most significant archaeology is, if found.

11.143 There is potential for noise, light and air pollution affecting the site due to its proximity to the A1(M) and as a result of the proposed uses for the site. Mitigation measures should be incorporated to fully address noise and air quality impacts from the A1(M), proposed uses and on nearby business uses and heritage.

11.144 Roundabouts are located to the north and south of the site. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Old North Road and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include road junction spacing, visibility, and vertical alignment. A Travel plan should be provided to encourage access from Sawtry by active travel modes.

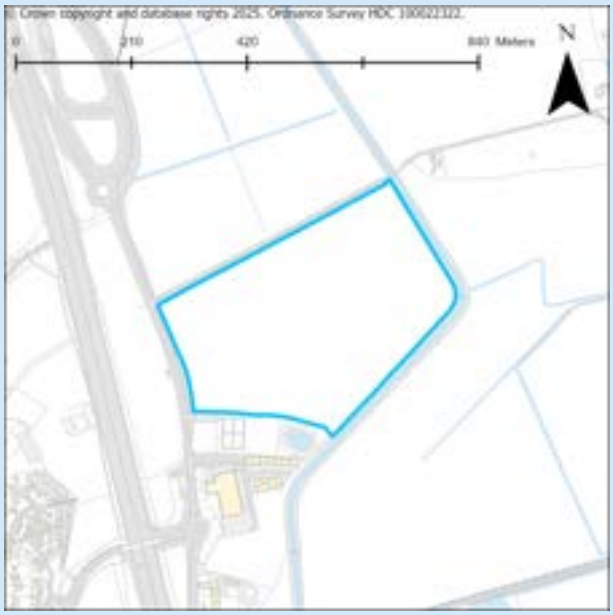
11.145 A public right of way transects the site. A proposal must demonstrate how it can connect to and retain the right of way on its existing alignment, be maintained or enhanced and connect to the wider right of way/highway network.

11.146 The site is within a brick clay mineral safeguarding area. Cambridgeshire County Council note that prior extraction of brick clay is unlikely to be feasible as part of development. However, in the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

Sawtry 5: Little Common Farm

Allocation Sawtry 5

Land at Little Common Farm



14.6ha of land at Little Common Farm, Sawtry is allocated for mixed use development to comprise:

1. B2 general industrial uses; and
2. about 2.5ha open space to safeguard against flood risk along Middle Level Catchwater Drain

Successful development of the site will require:

a. provision of a strong landscaping scheme and retention of trees and hedgerow to mitigate countryside and heritage impact informed by a proportionate Landscape and Visual Impact Appraisal
b. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
c. provision of a flood risk assessment and detailed drainage strategy, taking into account the culverting bridge on Cooks Lane and full detailed flood modelling of the Middle Level Catchwater Drain to evaluate current and future fluvial and surface water flooding risks
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
e. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. archaeological investigation, recording and where appropriate conservation
g. assessment of noise and air quality impacts for the site from the A1(M) and proposed uses incorporating appropriate mitigation to address any adverse impacts
h. provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes
i. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.147 The site is bounded by Old North Road to the west, Cooks Lane to the north and surrounded by countryside. The south western edge of the site abuts St Andrew's Cemetery which includes the Grade II listed Tombstones Grave Yard and Sawtry Village Neighbourhood Plan allocation for an extension to the cemetery. Due to the openness of the site a strong landscaping scheme would be required to mitigate impact on the open countryside, alongside reinforced planting and landscaping to minimise impact on the Cemetery and the setting of the listed building. The site has potential to provide development of a scale that could be integrated into the existing business cluster and is considered capable of delivering about 30,000 sqm of employment floorspace.

11.148 The majority of the site is located within flood zone 1 with parts of the eastern site boundaries located in flood zones 3a and 2 due to the Middle Level Catchwater Drain. Evidence notes the site is not required to pass part b) of the exception test as the development proposed is less vulnerable. However, the test

should be reapplied at the application stage as some flood risk information has not been available. Surface water risk is predominately very low, however, there are some small areas of surface water ponding in the topographic low spots.

11.149 The risk area and Middle Level Catchwater Drain should be included in site design as a blue green corridor and include water compatible development only, offering multifunctional benefits including ecological, social and amenity value to the site. Infilling of drainage ditches should be avoided. Middle Level Commissioner and Sawtry IDB discharge consent will be required and development will not be permitted with 20m of the top of the bank. There is potential residual risk to the site from a blockage of a small bridge on Cooks Bridge over the Middle Level Catchwater Drain. Therefore, any modelling of the drain should consider the impacts of the condition and potential blocking of the bridge. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. The site cannot be developed until the required information detailed on existing and future flood risk from the Middle Level Catchwater Drain is fully ascertained in consultation with the Middle Level Commissioners, Sawtry IDB, Lead Local Flood Authority (LLFA) and Environment Agency. Discharge rates should remain at greenfield rates as a minimum in consultation with the LLFA. The assessment should consider the wider impact of flood risk in combination with adjacent sites. The site has the opportunity to provide betterment to flood risk through the provision of about 2.5ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. The final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with development sequentially located within flood zone 1and 2.5 ha safeguarded land considered the minimum requirement. Opportunities for natural flood management and mitigation of cumulative development impacts given the site's location within a medium sensitivity catchment should be explored.

11.150 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Sawtry Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main and running along the boundaries of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.151 There could be potential archaeological potential due to the nearby Scheduled Monument of a shrunken medieval village and manorial earthwork and two medieval churches. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.152 There is potential for noise, light and air pollution affecting the site due to its proximity to the A1(M) and as a result of the proposed uses for the site. Mitigation measures should be incorporated to fully address noise and air quality impacts from the A1(M), proposed uses and on the tranquillity and setting of the cemetery and grade II listed building.

11.153 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Old North Road and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include road a safety audit, local junction spacing, capacity assessments. A travel plan should be provided to encourage access from Sawtry by active travel modes.

11.154 The site is within a brick clay mineral safeguarding area. Cambridgeshire County Council note that prior extraction of brick clay is unlikely to be feasible as part of development. However, in the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

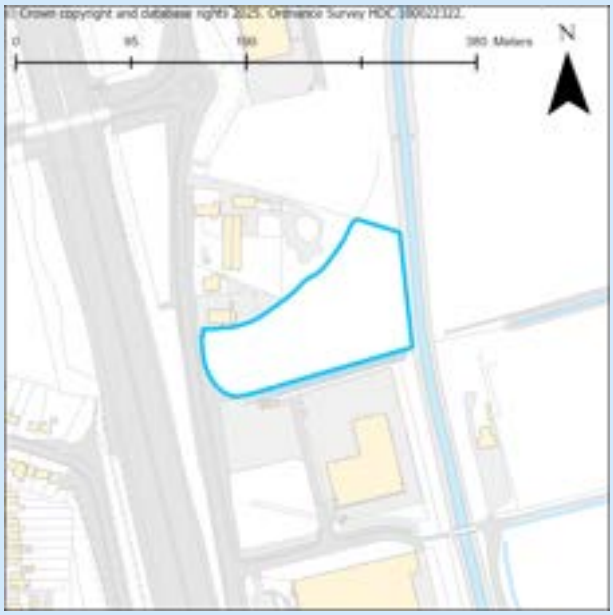
Sawtry 6: North of Black Horse Industrial Estate

Allocation Sawtry 6

North of Black Horse Industrial Estate

1.4ha of land North of Black Horse Industrial Estate is allocated for mixed use development to comprise:

1. B2 general industrial and/or B8 storage and distribution uses; and
2. about 0.3ha open space to safeguard against flood risk along Middle Level Catchwater Drain



Successful development of the site will require:

a. retention of trees and hedgerows and their reinforcement to provide a mature setting to development informed by an Arboricultural Assessment
b. concentration of development away from the eastern edge and the Middle Level Catchwater Drain and agreement with the Middle Level Commissioners that they will not object on the basis of flood risk in the Middle Level system.
c. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
d. provision of a flood risk assessment and detailed drainage strategy modelling Middle Level Catchwater Drain and Black Horse Drain to evaluate current and future fluvial and surface water flood risk
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
f. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
g. archaeological investigation, recording and where appropriate conservation
h. assessment of noise and air quality impacts for the site from the A1(M) and proposed uses incorporating appropriate mitigation to address any adverse impacts
i. provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.155 The site is located north of Black Horse Industrial Estate an established employment area, to the north is Sawtry Motors a nursery and some residential properties. Development in this location could join up existing business and industrial uses allowing room for commercial expansion of the industrial estate. The sites location near to further industrial uses such as Old Great North Road Industrial Estate could provide opportunity for enhanced employment opportunities within the area. The site is capable of providing about 4,000sqm of employment floorspace.

11.156 Trees and hedgerow line the west and south of the site and some of the north. Trees and hedgerows should be retained and reinforced where possible to provide a mature setting to the development and minimise any landscape impact.

11.157 The majority of the site is located within flood zone 1 with parts of the eastern site boundaries located in flood zones 3a and 2 due to Middle Level Catchwater Drain and Black Horse Drain to the south and east of the site. MLC and Sawtry IDB discharge consent will be required and development will not be permitted with 20m of the top of the bank. Surface water risk is predominately very low, with a flow path following the Black Horse Drain. Evidence notes the site is not required to pass part b) of the exception test as the development proposed is less vulnerable. However, the test should be reapplied at the application stage as some flood risk information has not been available. The risk area, Black Horse Drain and Middle Level Catchwater Drain should be included in site design as a blue green corridor and include water compatible development only, offering multifunctional benefits including ecological, social and amenity value to the site. Infilling of drainage ditches should be avoided and flow paths retained.

11.158 The site cannot be developed until the required information detailed on existing and future flood risk from the Black Horse Drain and Middle Level Catchwater Drain is fully ascertained in consultation with the Middle Level Commissioners, Lead Local Flood Authority (LLFA) and Environment Agency. Discharge rates should remain at greenfield rates as a minimum in consultation with the LLFA. The assessment should consider the wider impact of flood risk in combination with adjacent sites. The site has the opportunity to provide betterment to flood risk through the provision of about 0.3ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits, the final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 0.3ha safeguarded land considered the minimum requirement. All non-water compatible development must be sequentially located within flood zone 1. Opportunities for natural flood management and mitigation of cumulative development impacts given the site's location within a medium sensitivity catchment should be explored, see 'Managing flood risk'.

11.159 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Sawtry Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main runs along the boundaries of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.160 There could be archaeological potential due to the nearby Scheduled Monument of a shrunken medieval village and manorial earthwork and two medieval churches. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.161 There is potential for noise, light and air pollution affecting the site due to its proximity to the A1(M) and as a result of the proposed uses for the site. Mitigation measures should be incorporated to fully address noise and air quality impacts from the A1(M), proposed uses and on nearby business and residential uses.

11.162 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Old North Road and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include road a safety audit, local junction spacing and capacity assessments. A Travel Plan should be prepared to support access from Sawtry by active travel modes.

11.163 The site is within a brick clay mineral safeguarding area. Cambridgeshire County Council note that prior extraction of brick clay is unlikely to be feasible as part of development. However, in the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

Somersham 1: College Farm, West of Parkhall Road

Allocation Somersham 1

College Farm, West of Parkhall Road

6.3ha at land at College Farm, West of Parkhall Road is allocated for residential development of about 120 homes

Successful development of the site will require:

a. use of design that harmonises with surrounding development to integrate the new homes with neighbouring residential development, disused railway line, allotments and smallholdings
b. completion of an Arboricultural Assessment and provision of a landscaping scheme which incorporates protected trees, retention of trees and hedgerows and their reinforcement to provide a mature setting to development and minimise the visual impact of development on the adjoining countryside
c. provision of a flood risk assessment and detailed drainage strategy, taking into account groundwater and surface water flood risk now and in the future
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
e. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. archaeological investigation, recording and where appropriate conservation
g. provision of a safe and suitable means of access from Parkhall Road and assessment of transport impacts through a transport assessment
h. retention, enhancement and connection to public rights of way alongside provision of safe and accessible active travel routes to facilitate integration with Somersham and nearby services and facilities
i. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.164 The site is located off Parkhall Road. The site is suitable for low density residential development reflecting the lower density context of larger villages and Service Centres in Huntingdonshire.

11.165 The site is lined on the northern boundary by trees and a disused railway line, screening the site from the northern approach. Residential properties back onto the eastern boundary and the southern aspect of the entrance way. To the south is Somersham and District Smallholdings and Allotments which wrap around the site to the west. A tree preservation order spans the north eastern boundary. Development of the site would have limited landscape impact but design must consider how the site will integrate with residential properties and existing allotments and smallholdings whilst ensuring the retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise impact on protected trees.

11.166 The site is located within flood zone 1 with nominal surface water risk. There are some high-risk areas of ponding in the east and southwest of the site. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared that considers present day and climate change scenarios with a sequential approach taken to the site layout based on modelled outputs.

11.167 Discharge rates should remain at greenfield rates as a minimum in consultation with the Lead Local Flood Authority. Infiltration SuDS may not be appropriate for the site therefore groundwater conditions must be investigated further. Natural flood management and mitigation of cumulative development impacts given the site's location within a medium sensitivity catchment, should be explored, see also 'Managing flood risk'.

11.168 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Somersham (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main runs along the eastern boundary of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.169 There could be archaeological potential due to the field name 'Chapel Field' raising potential for medieval remains of a chapel. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.170 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Parkhall Road and that any adverse off-site transport impacts can be adequately mitigated. This should include a road safety audit, local junction spacing and capacity assessments. Cambridgeshire County Council have noted that there may be a drain that may require culverting to achieve access therefore early dialogue with the Lead Local Flood Authority is recommended.

11.171 A public right of way runs from the entrance into the site before heading south along the eastern edge. Further public rights of way are located outside the site to the east and south. A proposal must demonstrate how it can connect to and retain the rights of way on their existing alignment, be maintained or enhanced and connect to the wider right of way/highway network.

11.172 No footpath adjoins the site frontage, however there is one within 50m of the site on the opposite side of the road. A footpath along the site frontage will need to be created to join the site with the nearby footpath to make making it safe and accessible for new residents to access the site using active travel and to provide a safe and suitable means of access to Somersham and nearby services and facilities.

11.173 Part of the eastern entrance of the site is within a sand and gravel mineral safeguarding area and water recycling area consultation zone therefore consultation will be required with Cambridgeshire County Council to identify any mitigation measure that may be required. In the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

Somersham 2: Dews Bus and Coach Depot, Chatteris Road

Allocation Somersham 2

Dews Bus and Coach Depot, Chatteris Road

2.2ha of land at Dews Bus and Coach Depot, Chatteris Road is allocated of about 50 homes

Successful development will require:

a. use of design that will integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected
b. retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by an Arboricultural Assessment
c. provision of amenity and open space to mitigate recreational impacts on nearby nature sites
d. provision of a flood risk assessment and detailed drainage strategy, taking into account groundwater, modelling of Cranbrook Drain including appropriate modelling of climate change to more robustly confirm fluvial flood risk
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
f. provision of agreed land contamination remediation measures and agreement with the Environment Agency that meeting the requirements of the Water Environment Regulations would not be compromised
g. archaeological investigation, recording and where appropriate conservation
h. provision of a safe and suitable means of access from Chatteris Road and assessment of transport impacts through a transport assessment
i. provision of active travel routes to facilitate integration with Somersham
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.174 The site is on Chatteris Road and located east of approved development 23/00369/REM (North of the Bank, Somersham) which is currently under construction. The site is currently in use as a bus and coach depot and is part previously developed land. The southern boundary is mostly screened from Chatteris Road by trees and hedgerow, as is the western and northern boundaries meaning it is well screened from the surrounding countryside meaning landscape impact would be minimal if trees and hedgerow were retained. The site is suitable for low density residential development reflecting the lower density context of larger villages and Service Centres in Huntingdonshire.

11.175 The site is located approximately 3.2km northwest of the Ouse Washes SAC/SPA/Ramsar. Whilst this site is located outside Natural England's Goose and Swan Impact Risk Zone, it is immediately adjacent to the this area. It is also located within the IRZ associated with Berry Fen SSSI and Ouse Washes SSSI. These areas are functionally linked land to he Ouse Washes. Whilst the site is unlikely be functionally linked land itself (as a bus depot is unlikely to have suitable habitats on-site), proposals here will need to

consider mitigation measures, such as adequate screening around the site boundary and implementation of an ecologically sensitive lighting strategy, to avoid disturbance of the surrounding land which may be functionally linked to the Ouse Washes. Development should also provide amenity and open space to mitigate any increased recreational pressure generated by residents of this site.

11.176 The site is located within flood zone 1, with Cranbrook Drain situated to the south. Surface water risk is predominately very low. However, due to areas of ponding and the proximity to Cranbrook Drain, a site-specific flood risk assessment and detailed drainage strategy are required including assessment of climate change with a sequential approach taken to the site layout based on modelled outputs. This should include an evaluation of groundwater conditions and a comprehensive model of Cranbrook Drain, considering both current and future climate change scenarios. Groundwater conditions must be fully investigated.

11.177 Discharge rates should remain at greenfield rates as a minimum to the east of the site where there is current open greenspace and surface water modelling based on layout plans and detailed design may be required through consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, should be explored, see 'Managing flood risk'.

11.178 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Somersham (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.179 There could be archaeological potential due to there being a Romano-British farmstead immediately to the west of the site and cropmarks to the east. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

11.180 The site is currently in use as a coach and bus depot and therefore there is the potential for contamination on site which may require resolution. A proposal must investigate and provide appropriate remediation of contaminated land including how it can be made compatible with sustainable drainage solutions.

11.181 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Chatteris Road and that any adverse off-site transport impacts can be adequately mitigated. A road safety audit, local junction spacing and capacity assessment must also be included.

11.182 The site is within a sand and gravel mineral safeguarding area. Cambridgeshire County Council recommend that in the interests of sustainability developers should seek to make best use of any minerals incidentally extracted as part of development.

Somersham 3: College Farm, West of Newlands Industrial Estate

Allocation Somersham 3

College Farm, West of Newlands Industrial Estate

1.8 ha of land at College Farm, West of Newlands Industrial Estate is allocated for about 45 homes.

Successful development of the site will require:

a. high quality development that reflects the transitional character of the area between Somersham and the surrounding countryside
b. retention of the trees along the west boundary and the site frontage; except where removal is required for access
c. provision of a flood risk assessment and drainage strategy including assessment of unnamed ordinary watercourses to evaluate current and future fluvial and surface water flooding risks
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of appropriate acoustic treatment to mitigate against adjacent industrial uses and the College Farm complex to the north-west
f. provision of a suitable means of vehicular and pedestrian access from the B1086

11.183 This site is located on the western edge of Somersham and adjoins the Newlands Industrial Estate on its eastern side and requires a sensitive high quality development that reflects its transitional relationship with Somersham to the countryside.

11.184 The site is located within flood zone 1, with ordinary watercourses, on the southern and eastern boundaries. Surface water risk is predominately very low however some risk is present along the ordinary watercourse on the southern and eastern boundaries and two areas of ponding are present on the site. As such, a site-specific flood risk assessment and drainage strategy must be prepared with a sequential approach taken to the site layout based on modelled outputs. Risk from the ordinary watercourses should be investigated and modelling may be required in consultation with the Lead Local Flood Authority (LLFA) and Environment Agency, to robustly define existing and future fluvial flood risk to the site.

11.185 Discharge rates should remain at greenfield rates in consultation with the LLFA. Opportunities for Natural Flood Management and mitigation of cumulative development impacts given the site's location within a low sensitivity catchment, maybe explored, see 'Managing flood risk'.

11.186 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Somersham (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be

close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

11.187 Due to the proximity of the site to the industrial estate and to College Farm to the north-west, appropriate noise mitigation measures will be required and additional hard landscaping may be required to mitigate against noise generated from the industrial estate to the east.

11.188 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

Yaxley 1: Eagle Business Park, phase 3, Broadway

Allocation Yaxley 1

Eagle Business Park, Phase 3, Broadway

16.0ha of land at Eagle Business Park, Broadway is allocated for commercial, business, industrial and storage and distribution uses within use classes E(g)(i-iii), B2 and B8.

Successful development of the site will require:

a. built development only to be constructed within the portion of the site within flood zone 1
b. concentration of development away from the southern edge of the site to allow for retention of a maintenance strip for Middle Level Commissioners to service Pig Water drain
c. provision of a strong landscaping buffer on the southern and north eastern boundaries with a minimum width of 12m in addition to the maintenance strip to minimise the visual impact of the scheme on the adjoining landscape, in particular the sensitive setting of the Great Fen area
d. expansion of the wooded buffer on the western edge of the site to provide acoustic screening from the East Coast mainline railway
e. provision of a flood risk assessment and detailed drainage strategy, taking into account groundwater, modelling of the unnamed ordinary watercourse and Pig Water ordinary watercourse to evaluate current and future fluvial and surface water flooding risk
f. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated and to ensure sustainable wastewater connections can be achieved.
g. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
h. retention of the public right of way through the site, either on the current alignment or on an enhanced route using a potential diversion through the southern and north eastern landscaping belt, subject to agreement with Cambridgeshire County Council
i. provision of highway and active travel infrastructure that safely connect the scheme into the existing Eagle Business Park at Falcon Way
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

11.189 The site adjoins the Eagle Business Park and seeks to provide a third phase to the employment area. The site could deliver commercial, business, industrial and storage and distribution uses within use classes E(g)(i-iii), B2 and B8. The B8 use could support last mile logistics and smaller scale storage and distribution appropriate to the scale and nature of the employment area. The site is considered capable of delivering about 33,000sqm. 23/00973/OUT for Phase 3 was approved in August 2024. Once completed the allocation will form part of EEA Eagle Business Park, Yaxley.

11.190 The majority of the site is located within flood zone 1 but its southern/eastern edge falls within flood zones 2 and 3a, this flooding is associated with the Pig Water drain . Development must be located away from areas of flood risk to allow for the retention of a maintenance strip for Middle Level Commissioners to service Pig Water drain.

11.191 A comprehensive masterplan will be required to ensure this phase integrates successfully with the adjoining employment area as well as integrating the existing public right of way that runs through the site either on its existing alignment or it being rerouted within the site.

11.192 The site is sensitively located with it being highly visible from the south and east due to the flat fenland landscape but is less visible from the west due to the railway and existing development. The site is currently visible from the north due to the gently falling landscape, and landscaping is not established at the intervening Eagle Park. As such, development must provide a strong landscaping buffer on the southern and north eastern boundaries with a minimum width of 12m in addition to the maintenance strip to minimise the visual impact of the scheme on the adjoining landscape, in particular the sensitive setting of the Great Fen area. A proposal will need to be supported by a landscaping plan and strategy, along with a landscape management plan, to ensure existing trees and planting are retained where possible.

11.193 The majority of the site is located within flood zone 1, with a small area in the western part of the site within flood zones 2 and 3b. Fluvial flood risk at the site is predominantly from future tidal sources. Pig Water watercourse runs along the south eastern side of the site and an unnamed ordinary watercourse alongside the northwest and northeast. Surface water risk is predominately very low. Development should be sequentially located outside the area of flood risk. Due to the tidal flood risk and proximity to Pig Water and an unnamed watercourse, a site-specific flood risk assessment and detailed drainage strategy are required considering both current and future climate change scenarios. The ordinary watercourse within the site should be included within site design and layout. Infilling of drainage ditches should be avoided. It must be proven that the development can be safe for its lifetime, which is 75 years for commercial development. A flood response emergency plan should be put in place.

11.194 Discharge rates should remain at greenfield rates to the east of the site where there is current open greenspace in consultation with the Lead Local Flood Authority. Opportunities for Natural Flood Management and mitigation of cumulative development impacts, given the site's medium sensitivity catchment, should be explored, see 'Managing flood risk'.

11.195 Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Peterborough (Flag Fen) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main runs along the south western boundary of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

11.196 There is potential for noise, light and air quality to affect the site due to its proximity to the East Coast Mainline Railway and the proposal is of a scale that could increase levels of pollutants. Mitigation measures should be incorporated to fully address noise and air quality impacts. One mitigation must be the expansion of the wooded buffer on the western edge of the site.

11.197 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the existing Eagle Business Park and wider village.

11.198 The site is located within a Mineral Safeguarding Area for Brick Clay, the County Council recommend that developers should seek opportunities to maximise incidental extraction of any minerals as part of development.

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Chapter 12:

Local Service Villages

12.1 Local Service Villages are the next level in the settlement hierarchy after Service Centres and each offer a limited but valuable range of services and facilities that help to meet some of the day to day needs of residents and can help provide local services and facilities for residents of nearby villages and hamlets.

12.2 The following table sets out how many allocations are proposed in each of the Local Service Villages, all allocations can be found on the Policies Map where they can also be viewed within their wider setting:

Settlement	Number of allocations
Abbots Ripton	1
Alconbury	2
Bluntisham	2
Earith	0
Elton	0
Farcet	0
Great Staughton	1
Hemingford Abbots	1
Hemingford Grey	0
Houghton and Wyton	1
Needingworth	2
Offord D'Arcy	1
Offord Cluny	1
Spaldwick	1
Stilton	2
Wansford	0

Abbots Ripton 1: Home Farm South

Allocation Abbots Ripton 1

Home Farm South

2.83 ha of land at Home Farm South is allocated for a mixed use development to comprise:

1. about 15 homes
2. about 0.5ha for commercial use within classes E(g)(i-iii)

Successful development of the site will require:

a. a masterplan to ensure a holistic approach to the design of development integrating residential and commercial uses
b. retention and protection of existing trees and hedgerows including protected trees, and a comprehensive scheme of landscaping set out within a landscape plan or strategy and management plan
c. sequential location of development outside areas of flood risk and provision of a flood risk assessment and detailed drainage strategy, taking into account surface water, residual risk from a culvert and modelling of unnamed ordinary watercourse and Bury Brook to evaluate current and future fluvial and surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. a 15m buffer around the pumping station and safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. design sensitive to the setting of the adjacent conservation area supported by a proportionate heritage assessment
g. archaeological investigation, recording and where appropriate conservation
h. provision of a suitable means of access and provision of a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village

12.3 The site is located on the southern edge of Abbots Ripton consisting of partially greenfield and partially previously developed land.

12.4 A proportionate masterplan will be required to set out how the proposed residential and the commercial uses will be successfully integrated with the existing buildings on site and landscape features including protected trees.

12.5 The presence of existing landscape features, trees and hedgerows means a comprehensive landscaping plan and strategy will be necessary, along with a landscape management plan to ensure existing trees and planting are retained where possible. The existing elm trees and trees protected under a Tree Preservation Order are to be retained and not adversely impacted by development. An ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary.

12.6 The majority of the site is located within flood zone 1, with a small area to the north located within flood zones 2 and 3a and an ordinary watercourse adjacent to the northern boundary. Surface flood water risk is predominately very low with small areas of higher risk confined to the western boundary and northern corner of the site. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared, including a detailed model of the ordinary watercourse and Bury Brook that considers present day and climate change scenarios. A sequential approach should be taken to the site layout based on modelled outputs. There is potential residual risk to the site from a blockage of the culvert in close proximity of the site, therefore any modelling of the ordinary watercourse should consider the impacts of the condition and potential blocking of the culvert, demonstrating that they can either be mitigated or safely managed and that safe access and escape can be achieved. Opportunities to open existing culverts may also provide biodiversity opportunities.

12.7 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority and Middle Level Commissioners/Internal Drainage Board. The assessment should consider the wider impact of flood risk. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment, should be explored, see also 'Managing flood risk'.

12.8 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Anglian Water identify need for a 15m buffer around the pumping station and safeguarding of sewer infrastructure which runs through the eastern area of the site.

12.9 The site is adjacent to the Abbots Ripton conservation area, as such a proposal must demonstrate sensitivity to the conservation designation and be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. Also, the site is in close proximity to medieval remains and there is ridge and furrow to the north so there is potential for archaeological remains on the site. Archaeology works are required to assess the extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.10 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

Alconbury 1: South of Great North Road

Allocation Alconbury 1

South of Great North Road

1.4 ha of land south of Great North Road is allocated for residential development of about 30 homes.

Successful development of the site will require:

a. layout and design that respects the site's location at the entrance to the village, in particular reflecting nearby densities
b. a landscaping scheme that includes mitigation on the southwest boundary to soften the impact of the development to the south west, including the retention of mature and established trees and hedgerow
c. provision of a site specific flood risk assessment and drainage strategy including safe access and escape routes
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. provision of a heritage assessment and appropriate mitigation of potential impacts on the listed Homefield Farm to the east and listed buildings to the north west
g. provision of a safe and suitable means of access from Great North Road
h. provision of safe and appropriate pedestrian access
i. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development.

12.11 The site is located on the southern edge of Alconbury village on land bounded by residential development to the northwest, highway to the northeast and open fields to the southwest. The land should be developed at a density that reflects that to the north of Great North Road to remain in keeping with the existing residential developments in the immediate locality. Design, scale and materials should seek to respect the character and appearance of a residential development providing an attractive gateway into the village.

12.12 In addition to suitable planting and retention of mature trees and hedgerows within the site; any landscaping should provide substantial planting on the southwest boundary to contain the development, and contribute to a soft outer edge to the village.

12.13 The site is not constrained by fluvial flood risk however surface water flood risk is present on a small portion of the site in the northern most corner. Further consideration of surface water flood risk, including a drainage strategy will be required with a sequential approach taken to the site layout based on modelled outputs. Topographic low spots and flow paths should be incorporated into site design and layout, if possible. Discharge rates should remain at greenfield rates as a minimum in consultation with the Lead Local Flood Authority. Safe access and escape routes must be investigated so routes remain dry in a flood event.

12.14 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Alconbury Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main runs along Great North Road; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

12.15 Homefield Farm is a grade II listed building located immediately to the east of the site and to the north west is the grade II listed 23 and 25 Great North Road. Design and layout of development must respond sensitively to reflect the site's location and relationship with these heritage assets and be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.16 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. Provision of a safe and suitable means of access should be provided from Great North Road and consideration given to the impact that additional vehicles will have on the existing road layout. Safe and suitable foot and cycle paths to access and move within the development will need to be created to ensure that active travel methods are the preferred option for residents.

12.17 The site is located within a Sand and Gravel Mineral Safeguarding Area. In the interests of sustainability developers should seek to make best use of any minerals incidentally extracted as part of development.

Alconbury 2: East of Globe Lane

Allocation Alconbury 2

East of Globe Lane

3.5 ha of land east of Globe Lane is allocated for residential development of about 60 homes.

Successful development of the site will require:

a. a design that reflects the site's position on the edge of the settlement and long-range visibility across open fields to the north, west and south
b. provision of a Landscape and Visual Impact Assessment and Arboricultural Assessment demonstrating retention of existing mature and established trees and hedgerows and provision of substantial landscaping on all boundaries to minimise the landscape impact of the scheme
c. provision of a proportionate flood risk assessment and detailed assessment of surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.
e. design and layout of development to respond sensitively to reflect the site's location and relationship with nearby listed buildings to the north and informed by an proportionate heritage assessment
f. provision of a safe and suitable means of access from the Globe Lane and assessment of transport impacts through a proportionate transport assessment
g. provision of safe and appropriate pedestrian access
h. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.18 The site is located on the western edge of Alconbury village on land bounded by open fields on three sides as such the density of the development and elevations should respect the surrounding landscape and views into and out of the village. Design, scale and character should seek to respect the character and appearance of the residential development to the south east providing an attractive gateway into the village.

12.19 In addition to suitable planting and retention of mature trees and hedgerows within the site any landscaping should provide substantial planting on the southwest and southeast boundaries to contain the development, and reduce the visual impact on the surrounding countryside.

12.20 The site is within flood zone 1. Surface water flood risk is currently very low. However, information on surface water flood risk is inconclusive with more up to date mapping showing reduced flood risk. Therefore a detailed assessment of surface water will be required to establish surface water conditions with a sequential approach taken to the site layout based on modelled outputs. Further consideration of surface water flood risk, including a drainage strategy will be required including the consideration of safe access and escape routes. Discharge rates should remain at greenfield rates as a minimum in consultation with

the Lead Local Flood Authority. The assessment should consider the wider impact of flood risk in combination with neighbouring sites. Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location within both low and medium sensitivity catchments, see also 'Managing flood risk'.

12.21 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Alconbury Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.22 There are three grade II listed buildings (4 Globe Lane, 23 and 25 Great North Road and Homefield Farm) and the Alconbury conservation area to the north and north east of the site. A proposal must demonstrate potential impacts on these nearby heritage asset and their significance through a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.23 A proportionate transport assessment is required to demonstrate that safe access for both vehicles and pedestrians can be provided from Globe Lane considering any potential impact that additional vehicles will have on the existing road layout. Due to the narrow nature of Globe Land highway improvements are likely to be required to safely accommodate the scale of development proposed and the potential for two points of access should be investigated. Safe and suitable foot and cycle paths to give access to and circulation within the development will need to be created to enable active travel routes into Alconbury.

12.24 The site is located within a Sand and Gravel Minerals Safeguarding Area. A Construction Environment Management Plan should be provided to make best use of any mineral incidentally extracted as part of the development and / or make available for others to use.

Bluntisham 1: Land off 18 Holliday's Road

Allocation Bluntisham 1

Land off 18 Holliday's Road

2ha of land off 18 Holliday's Road is allocated for residential development of about 35 homes.

Successful development of the site will require:

a. provision of a high quality development which reflects the sensitive setting in proximity to the grade I listed St Mary's Church and be supported by a proportionate heritage assessment
b. archaeological investigation, recording and where appropriate conservation
c. retention of trees and planting along the southern boundary with Rectory Road
d. provision of landscaping on the eastern and northern boundaries to provide a soft edge to the village and provide screening from the Ouse Valley
e. provision of amenity and open space to mitigate recreational impacts on nearby nature sites
f. provision of a flood risk assessment and drainage strategy taking into account surface water, groundwater including climate change.
g. integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair and early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
h. provision of safe and appropriate vehicular and pedestrian access onto Holliday's Road
i. provision of safe and appropriate pedestrian access onto Rectory Road
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.25 The site is located on the eastern edge of Bluntisham. The majority of the site consists of paddocks and includes a stable block and menage with the western extent of the site consisting of 18 Holliday's Road. Development require the demolition of this property and should be considered within the master planning process.

12.26 To the south of the site is the grade I listed St Mary's Church and formerly part of Frogs Hall. It is essential that the significance of these heritage assets and their setting be preserved and where possible enhanced. A proposal must be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. Due to site's proximity to a medieval church/graveyard and grade I listed medieval church, there is potential for other medieval remains on site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.27 The site has low hedgerows and planting along its frontage on Rectory Road. It will be expected that a comprehensive planting scheme is designed to soften the development in public views and provide integration with the countryside as well as mitigate impact on adjacent heritage assets. A substantial planting buffer should be provided along the eastern and northern boundaries of the site to minimise the impact of the development on the wider countryside and from the public right of way to the north east of the site.

12.28 The site is located approximately 1.5km west of the Ouse Washes SAC/SPA/Ramsar. Whilst this site is located outside Natural England's Goose and Swan IRZ and not within 400m of it, the site is located within 150m of the RSPB Ouse Fen Reserve and within 230m of Berry Fen SSSI, these sites are considered to be functionally linked to the Ouse Washes. Assessment will be required of the potential impacts on the Ouse Washes SAC/SPA/Ramsar/ SSSI site and the Berry Fen SSSI arising from increased recreational pressure generated by residents of this site and may have indirect urbanisation impacts upon potential areas of functionally linked land associated with the Ouse Washes SPA and Ramsar. Appropriate mitigation or alternative recreational provision will be required.

12.29 The site is within flood zone 1, surface water flood risk is predominantly very low across the site. High and medium risk surface water risk is confined to a topographic depression in the northeast of the site, which should be incorporated into site design and layout and should ideally not be infilled. Discharge rates should remain at greenfield rates at a minimum in consultation with the Lead Local Flood Authority. The southern area of the site has no groundwater flood risk, but groundwater flood risk assessment will be required due to flood risk in the north.

12.30 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'.

12.31 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Somersham (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.32 There is a foul sewer located along the southern boundary of the site which is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible further engagement with Anglian Water is advised.

12.33 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village. There is an existing footpath along Rectory Road which could provide a link as well as one along Holliday's Road.

12.34 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to minimise sterilisation and maximise incidental extraction of any minerals as part of development.

Bluntisham 2: West of Colne Road

Allocation Bluntisham 3

Land to the West of Colne Road

7.8 ha of land west of Colne Road is allocated for a mixed use development comprising:

1. about 85 homes; and
2. about 3ha of open space
3. 0.2ha land for St Helen's Primary School staff parking

Successful development of the site will require:

a. provision of a Landscape and Visual Impact Assessment and a comprehensive landscaping scheme ensuring retention and protection of existing trees and hedgerows
b. provision of 3 ha of open space of the north western corner of the site to mitigate recreational pressure impacts to nearby nature sites
c. provision of a flood risk assessment and drainage strategy, taking into account groundwater and surface water to evaluate current and future flood risk
d. early engagement agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. the provision of a suitable means of access and provision of a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village supported by a transport assessment
f. provision of land for school staff car parking located on approximately 0.2 ha of land towards Colne Road
g. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.35 The site is located on the northern edge of the village and adjoining the built form of the village. The planting along the field boundaries provides a good level of screening of the land. The development should retain the existing boundary planting wherever possible and should seek to design a development that is visually contained within the site.

12.36 The site is located within 2km of the Ouse Washes SAC/SPA/Ramsar and is within the Impact Risk Zone associated with Berry Fen SSSI and Ouse Washes SSSI. Assessment will be required of the potential impacts on the Ouse Washes SAC/SPA/Ramsar/ SSSI site and the Berry Fen SSSI arising from increased recreational pressure generated by residents of this site. Appropriate mitigation or alternative recreational provision will be required. 3 ha of the site is proposed to provide public amenity for residents and direct residents away from nearby protected nature sites for recreation such as the Ouse Washes SAC/SPA/Ramsar/ SSSI site and Berry Fen SSSI. This space os required as these sites are vulnerable to recreational pressure which could be increased by residents of this site.

12.37 The site is located within flood zone 1. Surface water risk is predominately very low with a small area of higher risk on the boundary with Colne Road. A site-specific flood risk assessment and drainage strategy must be prepared, that investigate groundwater condition; and surface water risk considering present day and climate change scenarios. A sequential approach should taken to the site layout based on modelled outputs. The potential use of infiltration SuDS should be investigated. Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for Natural Flood Management and mitigation of cumulative development impacts, given the site's location within a low sensitivity catchment, maybe explored, see also 'Managing flood risk'.

12.38 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Somersham (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.39 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

12.40 The site should provide land for car parking for the staff of St Helens Primary School. This will be on approximately 0.2 ha of land located on the eastern edge of the site towards Colne Road. Engagement with the Primary School on the potential number of spaces should be undertaken.

12.41 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to minimise sterilisation and maximise incidental extraction of any minerals as part of development.

Great Staughton 1: East of B661, The Green

Allocation Great Staughton 1

East of B661, The Green

0.90 ha of land east of the B661, The Green is allocated for residential development of about 15 homes.

Successful development of the site will require:

a. provision of a high quality development which reflects the countryside location
b. retention of trees and hedgerows and their reinforcement to minimise the visual impact of development and provide a mature setting to development
c. provision of a flood risk assessment and drainage strategy taking into account climate change and modelling of the ordinary watercourse including residual risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. design and layout of development to respond sensitively to reflect the site's location and relationship with heritage assets to the south informed by a proportionate heritage impact assessment
g. provision of safe vehicular and pedestrian access from the B661 (The Green)

12.42 The site is located on the north western edge of the village accessed from The Green (the B661). The site adjoins residential development on its southern boundary.

12.43 Trees and hedgerow define the boundaries of the site, these should be retained where possible and form part of landscaping plan for the site. This is to provide a softer development edge and mitigate any landscape impact of development on adjacent heritage assets.

12.44 The site is located in flood zone 1 with nominal surface water flood risk. An ordinary water course appears to be culverted on the eastern site boundary. As such a flood risk assessment and drainage strategy will be required including the impacts of climate change and modelling of the ordinary watercourse including the investigation of capacity and residual risk from the culvert demonstrating that they can either be mitigated or safely managed. Opportunities to open existing culverts may also provide biodiversity opportunities. A sequential approach should be taken to the site layout based on modelled outputs.

12.45 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Kimbolton Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit

limit will be required at the WRC, although no significant constraints have been identified. There is a gravity sewer running along the road boundary to the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

12.46 To the south of the site is the grade II listed 31 and 33, The Green. It is essential that the significance of this heritage asset and its setting be preserved and where possible enhanced. As such a proposal must be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

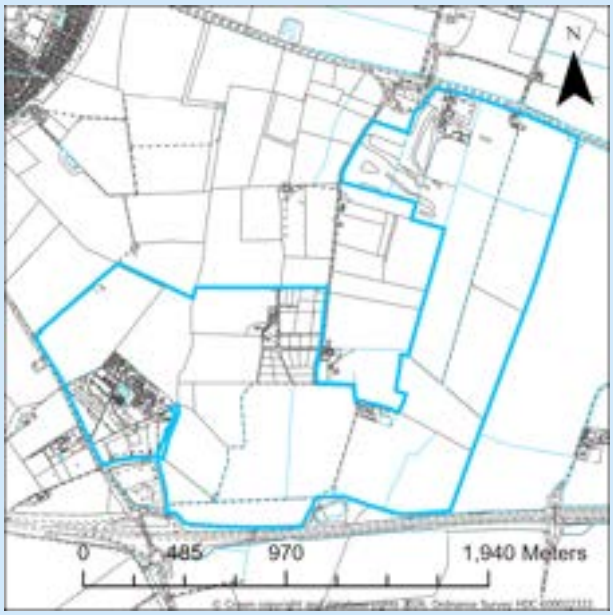
12.47 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

Hemingford Abbots 1: The Lattenburys

Allocation Hemingford Abbots 1

The Lattenburys

265 ha of land at The Lattenburys (South of the A1307 and North of A14, and East of A1198) is allocated for mixed use development to comprise:



1. about 3,800 homes to include a diverse range of tenures to support establishment of an inclusive community
2. provision of care home bedspaces (use class C2) that reflects an up to date assessment of private and public sector bed needs to be undertaken prior to the submission of applications for reserved matters on each phase of development
3. about 6.0 ha for employment use within use classes E(g)(i-iii) and B2
4. retention of Woodgreen Pets Charity and about 10 ha of additional land to meet future expansion needs
5. two local centres to include local shops a neighbourhood health facility, and other community facilities appropriate to the scale of development
6. educational facilities including a secondary school, two primary schools and associated early years nursery facilities
7. indoor and outdoor sports and recreation facilities appropriate to the scale of development
8. green infrastructure appropriate to the scale of development to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, and land for biodiversity net gain including about 26ha to be established as a country park
9. transport infrastructure improvements necessary to provide safe and appropriate vehicular access, public transport infrastructure and active travel routes appropriate to the scale of the development

Successful delivery of the site will require:

a. completion of a public master planning exercise agreed with the Council resulting in the submission of a masterplan illustrating use of design that establishes a distinctive and sustainable new community with a clear sense of place which respects its wider countryside setting
b. preparation and agreement with the Council of a clear phasing scheme that illustrates how and in what order each key element of the development will be delivered
c. provision of high quality development and use of design codes to create distinct character areas reinforced by inclusion of differentiated densities of development with higher densities around local centres where appropriate
d. the location of uses within the development scheme that minimises the need to travel and maximises opportunities for people to access services, community facilities and infrastructure using active travel
e. provision of a landscaping scheme, informed by a Landscape and Visual Impact Assessment and an Arboricultural Assessment, to minimise the visual impact of the development including a provision of open space uses on the ridge of higher land in the centre of the site to reduce the visual impact of the development on longer distance views from and to the Great Ouse green infrastructure priority area and the Hemingfords conservation area supported by a proportionate heritage assessment

f. retention of existing trees and hedgerows to provide a mature setting to development other than where removal is essential for infrastructure provision
g. completion of an Ecological and Biodiversity Net Gain Assessment and Strategy to demonstrate how natural habitats will be enhanced and provided, including provision of at least 10% biodiversity net gain throughout the site
h. provision of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of unnamed ordinary watercourses and tributaries to evaluate current and future fluvial and surface water flooding risks
i. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
j. early engagement and agreement with the Council in liaison with the Environment Agency that meeting the requirements of the Water Framework Directive would not be compromised
k. assessment of noise and air quality impacts for the site, particularly from the A14 and A1307 and on Woodgreen Pets Charity, and provision of appropriate mitigation to address any adverse impacts
l. protection of the setting of the grade II listed farmhouse at Rectory Farm supported by a proportionate heritage assessment
m. archaeological investigation, recording and where appropriate conservation
n. provision of a transport assessment and travel plan agreed by the appropriate Highways Authorities that demonstrate how travel needs will be minimised and accommodated, and how active travel and public transport usage will be maximised
o. provision of safe and suitable means of access from both the A1307 and the A1198
p. connection to the bridleway adjoining the south eastern boundary of the site to facilitate linkages to the public right of way network south of the A14
q. evidence of collaborative working with the site promoters of 'Godmanchester 3: Former A14 Compound, North of A1198 Roundabout' to demonstrate the ability to provide an active travel linkage connecting the two sites, and construction of this to an agreed point on the boundary to ensure a functional route is provided
r. agreement with Cambridgeshire County to address the use or protection of the sand and gravel safeguarding area in the northern eastern tip of the site
s. agreement with Cambridgeshire County Council to address removal or provision of an appropriate buffer zone around the waste management area at New Farm
t. exploration of the feasibility of providing an underground waste collection system in agreement with the Council's Head of Operational Services (or future equivalent)

12.48 This site offers the opportunity for creation of a substantial new community, promoted under the name of 'The Lattenburys', where the developers' aspiration is to create two linked villages situated within the lower elements of the landform designed to generate a village-style living experience while in a wholly new community. A master plan will be required for The Lattenburys which must demonstrate how the new community will blend housing, employment and other uses and ensure that it remains a distinct community separate from Godmanchester and the Hemingfords.

12.49 Place-making is a key element of establishing a new community. Given the greenfield nature of this site establishment of a clear sense of identity and character for the scheme is essential. The master plan should clearly illustrate how this is proposed to be achieved. A sensitive response to its location with the northern part of the site relating to the Ouse Valley strategic green infrastructure corridor and the majority of the site reflecting the open, slightly undulating nature of the south east claylands landscape character area.

12.50 As a new community, the scheme proposed for The Lattenburys should seek to maximise its sustainability in terms of layout, design and construction and promote the establishment of a mixed, inclusive community providing opportunities for all. To ensure this, and to reflect the increasing proportion of older people living in Huntingdonshire, the new homes provided should include a diverse range of property types and sizes. In particular, homes suitable for supported living and a smaller proportion of properties suitable for extra-care provision should be included within the use class C3 homes to support aspirations for people to remain living independently within their own homes as long as possible. In addition, residential nursing home provision will be required to help meet the need for residents who are not capable of living fully independently. It is anticipated that due to the scale of this scheme development will extend beyond the 2046 end point of this Local Plan. While development is encouraged to progress as quickly as possible subject to delivery of all necessary supporting infrastructure, it is estimated that about 2,750 new homes will be delivered by 2046 with the remaining 1,050 new homes being completed after 2046.

12.51 The proposed scheme includes the existing Woodgreen Pets Charity which provides some employment along with volunteering opportunities. Land for expansion of this facility must be included within the master plan to ensure a single contiguous site. Residential development on land that wraps around the expansion land will not be supported, it is expected that this land will be retained as green infrastructure to reinforce the site as a standalone community.

12.52 Inclusion of employment land within the scheme allows for promotion of a sustainable new community by facilitating opportunities for people to live and work in close proximity. Employment land should be developed for uses such as offices, research and development and light industry that can be easily integrated with residential uses and some carefully located general industry. Storage and distribution uses will not be supported. Additional employment opportunities should be provided through establishment of at two local centres and three schools. The proposals should demonstrate how the scheme will support a sustainable community that enables residents to access local employment by active travel and public transport.

12.53 Being located between the A1307 and A1198 with direct frontages to both of these roads provides opportunities for the site to gain access to the main highway network through provision of new junctions the format of which must be agreed with the local highways authority in consultation with National Highways. A new roundabout is expected to be required on the A1307 which may require the existing Moats Way/ Rideaway junction to be reworked. A new roundabout is also expected to be required on the A1198 to facilitate north-south access. National Highways require an operational junction capacity assessment on the A14 be carried out at planning application stage.

12.54 A transport assessment and travel plan will be required which must investigate opportunities to provide connectivity to Godmanchester, Huntingdon and St Ives where residents are likely to need to travel to access services and facilities that are of a scale that will not be included within the scheme. Opportunities must be explored to provide public transport connections linking into the wider public transport network in consultation with the local highways authority and National Highways. Public transport infrastructure should be incorporated both along the A1307 and A1198 boundaries and within the site to maximise the ease and attractiveness of using public transport for residents and people working within the development. Active travel opportunities are currently limited in the area and will need to be upgraded to facilitate access by non-motorised modes. Appropriate high-quality walking and cycling infrastructure will need to be incorporated into the site. The site adjoins 'Godmanchester 3: Former A14 Compound, North of A1198 Roundabout' To facilitate access by active travel modes a cycleway and footpath connection must be secured between the two development schemes. A continuous route must be secured through the western boundary of this site to enable people to walk or cycle between them.

12.55 The open character and higher landform of the central part of the site should also be acknowledged. While the focus of the master plan should be on designing a successful new community, it must be informed by a visual and landscape impact assessment to reflect the wider surrounding network of towns and villages and the potential impacts of the scheme on their local character. This should inform a comprehensive landscaping scheme for the development to ensure it respects the Ouse Valley strategic green infrastructure corridor and longer distance views between the site and the Hemingfords conservation areas. A heritage

appraisal will also be required to consider and appropriately mitigate the impact on the grade II listed Rectory Farmhouse which is situated within the northern boundary of the site and the impact on the Hemingfords conservation area.

12.56 There is the grade II listed Rectory Cottage located within, the scale of the development will also impact the Hemingfords Conservation Area and potentially other designated assets. A heritage assessment is required to identify impacts and appropriate mitigation in compliance with Policy LP 56 'Heritage Assets and their Settings'. Due to the scale of the site and the rich archaeological landscape it is located within, archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

12.57 Substantial multi-functional strategic green infrastructure will be required to reduce the impact of built development on the landscape and longer distance views to/ from the Ouse Valley strategic green infrastructure area. A ridgeline runs broadly west to east across the centre of the site. This is to be used for open space uses to include a large-scale country park, woodland planting and green buffers to mitigate landscape and air quality impact, and areas of biodiversity net gain to minimise the long distance impact on the landscape. Diverse green infrastructure provision will be required including parks, biodiversity corridors, sustainable drainage areas, grass and artificial turf playing fields, allotments, informal recreation spaces and play areas. This should be phased in alignment with the development timeline, with a strong emphasis on early provision during the first 0–5 years of occupation. Early delivery is particularly important as green infrastructure plays a critical role in placemaking, climate resilience, and supporting community wellbeing. Sports provision should accord with the latest standards at the time as advised by Sport England, national governing body standards for individual sports and the Huntingdonshire Playing Pitch and Outdoor Sports Strategy or successor documents.

12.58 To successfully accommodate the proposed development community infrastructure will be required which should be concentrated in two local centres serving the northern and southern parts of the site respectively. Community infrastructure should be located such that it maximises opportunities for access by active travel modes. The local centres should provide a focal point for services for the community and include small scale day to day retail opportunities to reduce the need for car trips. A health facility will be required with an interim facility during early phases to ensure access to health services for new residents, and a permanent facility of at least 753 sqm to be delivered during mid-late phases once the threshold for operational health facility is reached.

12.59 Social and community facilities will also be required to support local residents in hosting community events and groups to help build a sense of place and belonging. This will be expected to be delivered in a phased manner ensuring that an interim community meeting space is provided with the first phase of homes which may be delivered as part of a multi-use building. Indoor sports and recreation facilities will also be required in accordance with the latest standards at the time as advised by Sport England, national governing body standards for individual sports and the Huntingdonshire Indoor Built Facilities Strategy or successor documents.

12.60 Education provision is a high priority in a new community given the tendency for a high proportion of families to move into such places. Two primary schools each of 4 forms of entry are expected to be required which are expected to be provided with accompanying facilities for early years education facilities and for those with special educational needs and disabilities. The provision of these should be phased alongside the new homes that they will support with a total of 8 ha of land to be reserved for these. Secondary education provision will also be required with an expectation of the need for a single school with capacity for up to 7 forms of entry for which 7.7ha of land should be reserved. Should all the land reserved for educational facilities not ultimately be required for this use then alternative uses of the surplus land will be considered as appropriate at the time.

12.61 The site is located within flood zone 1, with ordinary watercourses, south and east of the site. Surface water risk is predominately very low. A site-specific flood risk assessment and detailed drainage strategy must be prepared, including a model of the ordinary watercourses that consider present day and climate change scenarios, and which should be included within site design and layout. The main area of risk along the ordinary watercourse in the south of the site should be left free of development and used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. There is potential residual risk to the site from a blockage of the culverts beneath and in close proximity of the site, therefore any modelling of the ordinary watercourse should consider the impacts of the condition and potential blocking of the culvert demonstrating that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities.

12.62 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. The assessment should consider the wider impact of flood risk in combination with of adjacent sites. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment should be explored, see 'Managing flood risk'.

12.63 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Huntingdon (Godmanchester) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.64 The existing waste management facility known as New Farm, Hemingford Abbots is located within the proposed site and is safeguarded under Policy 16 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan. Agreement must be reached with Cambridgeshire County Council on how this service can be provided elsewhere or successfully integrated into the scheme.

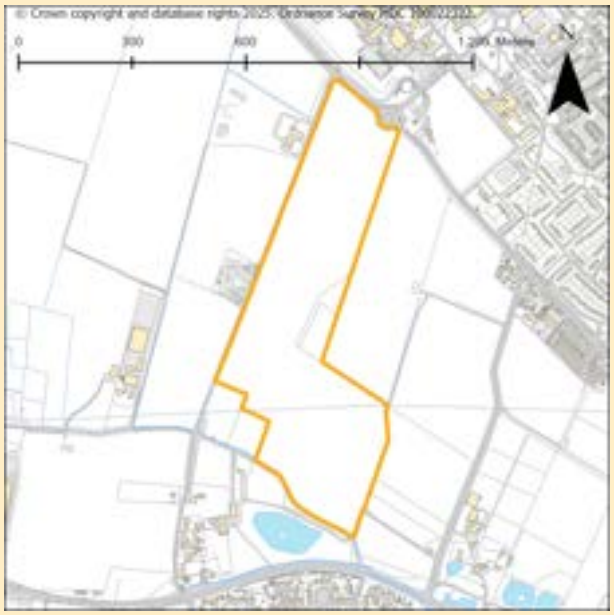
12.65 Establishment of a complete new community offers opportunities to take new approaches to service delivery. The feasibility of providing an underground waste collection system must be explored in collaboration with the Council's Head of Operational Services and implemented where demonstrated to be feasible. This offers advantages to households of removing the need for multiple wheeled bins to be stored within gardens, and can offer cleaner, more attractive public spaces.

Houghton and Wyton 1: Ruddles Lane

Allocation Houghton and Wyton 1

Ruddles Lane

28 ha of land at Ruddles Lanes is allocated for a ground mounted solar voltaic panels.



Successful development of the site will require:

a. retention of boundary features and additional landscaping to mitigate the visual impact of solar panels where feasible
b. an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement
c. solar panels located on land classified as flood zone 1
d. demonstration that the site can pass the exception test and sequential location of development within the site and provision of emergency plans and safe access and escape routes for the lifetime of development
e. provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water, groundwater and residual flood risk including modelling of Back Brook and ordinary watercourse including climate change.
f. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
g. an enhanced access point from Sawtry Way (B1090) to enable installation and maintenance
h. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.66 The site is broadly 'L' shaped located and between Wyton on the Hill and Houghton and Wyton. The Renewables Energy Assessment has identified that the site has technical potential for ground mounted solar energy generation subject to also overcoming any additional constraints relating to issues around planning, economic viability, supply chains, cumulative impacts and infrastructure (energy storage and transmission).

12.67 The presence of existing landscape features and hedgerows means a comprehensive landscaping plan and strategy will be necessary to ensure existing trees and planting are retained. An ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary.

12.68 The majority of the site is within flood zone 1, flood zone 2 to 3b are present in the south of the site as a result of Back Brook and the River Great Ouse. Solar panels are required to be located on land classified as being within flood zone 1. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information. The site is located within the River Great Ouse in Cambridgeshire from Brampton to Earith flood alert area. However, the site is defended to a 100-year standard of protection removing the risk during a 1% AEP (Annual Exceedance Probability) defended event, but residual risk remains. Consultation with the Environment Agency will be required to establish the condition of flood defences. Emergency plans must be in place for such areas and safe access and escape routes must be in place for the lifetime of development. Resistance and resilience measure may also be put in place to manage residual flood risk when avoidance measures have been exhausted.

12.69 Surface water risk to the site is predominantly very low and mostly in the south of the site, coincident with the area of modelled fluvial risk. A detailed drainage strategy will be required, given the site is currently greenfield. Runoff should remain at greenfield rates, in consultation with the Lead Local Flood Authority. There is possibility of groundwater emerging at the surface locally in the south of the site. The site-specific flood risk assessment should further investigate groundwater levels. Risk from reservoir flooding (Grafham reservoir) should be investigated. Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available.

12.70 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment.

12.71 An enhanced point of access is required from Sawtry Way (the B1090) to enable the installation of solar panels and the longer term maintenance and inspection of these. Anglian Water have identified that there is a water main to the northern boundary and sewer/final effluent pipes to the western boundary, these should be considered when constructing accesses to the site and engagement with Anglian Water is advised. A water main runs along the northern and western boundaries of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

12.72 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to maximise incidental extraction of any minerals as part of development and/or make these available to others. This should be demonstrated through a Construction Environment Management Plan.

12.73 The site is located within Wyton Water Recycling Centre Consultation Area. The proposed use is for a solar farm which would not be regularly occupied by people so mitigation may not be required.

Needingworth 1: Giffords Park, East of B1040

Allocation Needingworth 1

Giffords Park, East of B1040

122 ha of land at Giffords Park, East of the B1040 is allocated for a mixed use development comprising:

1. about 1,750 homes
2. provision of care home bedspaces (use class C2) that reflects an up to date assessment of private and public sector care bed needs to be undertaken prior to the submission of applications for reserved matters on each phase of development
3. about 5 ha of land for a local centre including retail, service and health uses including a mobility hub
4. about 4.6 ha of commercial and employment uses
5. 4 ha of land for a primary school
6. about 3.3 ha of land for a solar farm to help meet the electricity demands of the site
7. about 65.5 ha of green infrastructure, sustainable drainage and flood mitigation uses

Successful development of the site will require:

a. completion of a public master planning exercise agreed with the Council
b. a masterplan and design code setting out the development proposal including details on the layout, mix and composition of uses ensuring their successful integration as a strategic extension to St Ives
c. differentiated densities of development with higher densities around defined centres where appropriate
d. provision of high quality development to reflect the site's edge of settlement location
e. provision of a landscaping scheme to minimise the visual impact of the development and retention of trees and hedgerows to provide a mature setting to development, informed by a Landscape and Visual Impact Assessment and Arboricultural Assessment
f. provision of strategic green infrastructure to included ecological mitigation and enhancement measures
g. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
h. provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, groundwater and surface water flood risk, modelling of ordinary watercourses, Heath Drain and assessment of residual risk including climate change
i. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
j. archaeological investigation, recording and where appropriate conservation
k. assessment of noise and air quality impacts for the site arising from the A1123
l. provision of a safe and suitable means of access from the A1123 and assessment of transport impacts through a transport assessment
m. provision of active and sustainable travel connectivity within the site and to St Ives supported by the submission of a Travel Plan
n. social and community facilities appropriate to the scale of development

o. provision of primary and early years education facilities, in agreement with Cambridgeshire County Council
p. assessment of the need for retail development and the impact on main town centre uses nearby and in St Ives town centre
q. phasing of development to ensure provision of infrastructure and services coincides with occupation of properties
r. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.74 Gifford's Park is technically within Holywell-cum-Needingworth parish but the site has immediately adjoins the edge of St Ives and has a greater functional relationship with the town forming a strategic extension to it.

12.75 A comprehensive masterplan will be required to integrate built development with St Ives so it forms a sustainable and holistic extension to the town. The masterplan must be supported by local engagement exercises with key stakeholders and residents as well as the Council. The proposed mix of uses must be set out within the masterplan and design code ensuring that a high quality of development is achieved with a balanced mix of uses providing homes, services, infrastructure, open space and integration of a solar farm.

12.76 The scale of development can provide a wide range of housing types and tenures. The housing mix will have regard to the expected demographic change over the lifetime of the development. This means that homes suitable for first time buyers, family homes, homes for those who wish to downsize and extra care units or care homes are all likely to be required. In recognition of the scale of this allocation it is considered important that the full range of sizes, types and tenures of home are available.

12.77 The site should provide a mix of densities reflective of large developments with higher densities around defined centres where appropriate. Density mix should be balanced with the requirements of other criteria within the within the allocation including those relating to landscape, green infrastructure, other uses and sustainable transport. The site will provide a local centre which will include elements of retail development, health and community uses. Retail development in this area should not compete with, but instead complement the existing town centre and surrounding uses within St Ives town centre. A mobility hub should be provided with easy access to the A1123 to facilitate access to sustainable and active travel modes.

12.78 Land for employment is also important and contributes to sustainable development by offering opportunities for people to work close to home. Employment provision should complement that already in St Ives and be sustainably located with active travel connections. A variety of premises should be included offering suitable accommodation for a range of employment uses. E(g) uses may be integrated with residential areas, however, B2 general industrial uses should avoid directly adjoining residential areas. A proposal must demonstrate that all employment development is sustainably located within the site avoiding adverse impacts on the amenity of residents including from transport, parking, noise, air and light pollution.

12.79 The site is within the Impact Risk Zone for Houghton Meadows SSSI and Berry Fen SSSI. Assessment will be required of the potential impacts on the Houghton Meadows SSSI and Berry Fen SSSI arising from increased recreational pressure generated by residents of this site. Appropriate mitigation or alternative recreational provision will be required. Given the size of the development there are opportunities to provide substantial open space for recreational needs and add to the strategic green infrastructure network. A full range of formal and informal open space, including sports and play facilities, parks and gardens, natural/semi-natural green space, amenity green space, allotments should be assessed and incorporated in accordance with the Council's current standards at the time of development.

12.80 The presence of existing landscape features and hedgerows and proximity to designated nature sites means a comprehensive landscaping plan and strategy will be necessary, along with a landscape management plan, to ensure existing trees and planting are retained where possible. A Landscape and Visual Impact Appraisal will be required. An ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary.

12.81 The site is predominantly located within flood zone 1, the western extent of the site is located within the functional floodplain (flood zone 3b) which also coincides with the River Great Ouse in Cambridgeshire from Brampton to Earith flood alert area and will be reserved for water compatible development. An indicative safeguarding area is provided, however, applicants should always consult the latest flood maps for the most up to date information. Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available. Modelled risk from Heath Drain should be confirmed in consultation with Environment Agency. Surface water risk to the site is predominantly very low. However, further consideration of surface water flood risk with climate change and a drainage strategy will be required and discharge rates should remain at greenfield rates at a minimum in consultation with the Lead Local Flood Authority, including the consideration of safe access and escape routes.

12.82 The main areas of risk along the ordinary watercourses in the west, northeast and south should be left free of development and used as blue green corridors which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. There is an opportunity to reduce overall flood risk through river restoration, floodplain reconnection and enhanced drainage standards. There is a risk of some groundwater flooding which may require further investigation to confirm conditions. A sequential approach should be taken to the site layout based on modelled outputs. Residual risk at this site comes from the potential blockage of the structure beneath Needingworth Road to the southeast of the site. A culvert course and condition surveys may be required, including for consultation with the culvert owner. A proposal should demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Risk from reservoir flooding (Grafham reservoir) should be investigated.

12.83 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see 'Managing flood risk'.

12.84 Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Ives Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.85 To date a Heritage Desk-Based Assessment by the site promoters concludes that the site is known to contain the remains of a Roman settlement in its south eastern corner. This is a large cropmark complex and is considered to be of regional significance. The rest of the site is considered to have moderate potential for Prehistoric and Roman remains. The site is considered to have low potential for remains of all other archaeological periods. As such, further archaeological works should be undertaken prior to development and recorded in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

12.86 There is potential for noise, light and air quality to affect the site due to its proximity to the A1123 and by virtue of its scale increase potential pollution on and around the road network. Mitigation measures should be incorporated to fully address noise and air quality impacts.

12.87 A detailed transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with St Ives.

12.88 The site is partially located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to maximise incidental extraction of any minerals as part of development and/or make these available to others. This should be demonstrated through a Construction Environment Management Plan.

12.89 A small part of the western edge of the site at the junction between Marley Road and the B1040 is within a consultation area for a Water Recycling Area (sewage treatment works). As there is existing development between the sewage works and the site it is unlikely that development at this site will be affected by it.

Needingworth 2: North of Bluntisham Road

Allocation Needingworth 2

South of A1123

35ha of land South of A1123 is allocated for mixed use development to comprise:

1. about 100 homes
2. community retail facilities to meet any needs arising from the development
3. land to safeguard against flooding

Successful development of the site will require:

a. completion of public engagement resulting in the submission of a master plan illustrating use of design that harmonises with the surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected
b. provision of a strong landscaping scheme which incorporates protected trees, retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by an Arboricultural Assessment
c. accommodation of infrastructure relating to the Fens Reservoir including agreement of easements and access for maintenance
d. demonstration that the site can pass the exception test and the sequential location of development outside areas of flood risk
e. provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk and residual risk including climate change
f. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
g. archaeological investigation, recording and where appropriate conservation
h. assessment of noise and air quality impacts for the site from the A1123 and appropriate mitigation to address any adverse impacts
i. provision of a safe and suitable means of access from Bluntisham Road and High Street and assessment of transport impacts through a transport assessment
j. provision of active travel routes to facilitate integration with Needingworth
k. retention and enhancement of public rights of way bridleway 129/16 and footpath 129/2.
l. seek opportunities to maximise incidental extraction of any minerals as part of development

12.90 The site is located south of the A1123, with the High Street bounding the western edge and Bluntisham Road the western. Residential development is located to the east and south. Tree lines bound the northern and eastern boundary with some trees and a low hedgerow along the High Street. Electricity and telegraph poles are located along the site's frontage along Bluntisham Road and within the site. The site would be suitable for very low density homes to reflect the edge of settlement location within a Local Services Village and its relationship with the surrounding residential developments. The design of the site will have to demonstrate how overhead powerlines can be mitigated against or incorporated into the site.

12.91 Existing trees and hedges would need to be predominantly retained and reinforced with new planting to provide an enhanced setting to the development. There are also several trees protected by an area Tree Preservation Order along the southern edge which would require retention and careful consideration of how they can be incorporated into the design of development as part of a landscaping scheme.

12.92 The Fens Reservoir is a Nationally Significant Infrastructure Project is designed to enhance water storage and supply in the eastern region. The project is progressing towards the submission of a Development Consent Order whereby infrastructure in the form of pipelines will be finalised. The masterplan must consider the location of development in relation to this infrastructure, allowing space for servicing and maintenance. Phasing of the development will need ensure that the development is compatible with the Fens Reservoir infrastructure taking into account construction phasing for each project and include appropriate easements for long-term maintenance in agreement with Anglian Water. A proposal must demonstrate how this will be incorporated into the development as part of a a wider landscape scheme and active travel provision.

12.93 The allocation includes the requirement for proportionate community or retail facilities to meet any needs arising from the development. Design of the development should take into account the overall development at the site, and ensure that sufficient parking is provided on the site in line with policy 'Parking provision and vehicle movement'. A proposal must demonstrate that the provision of a community or retail facility would not adversely impact the local road network and that safe and suitable access and movement for vehicles and pedestrians can be achieved.

12.94 The site is predominantly flood zone 1 with flood zones 2 and 3a located in the south western corner attributed to Heath Drain watercourse and the ordinary watercourse tributaries. The west of the site is located within the River Great Ouse in Cambridgeshire from Brampton to Earith flood alert area. The assessment of fluvial flood risk from unmodelled ordinary watercourses will be required. Evidence notes the exception test can be passed if areas at risk remain as open greenspace. However, the test should be reapplied at the application stage as some flood risk information has not been available. The site has the opportunity to provide betterment to flood risk through the provision of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. This should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future with a sequential approach taken to the site layout based on modelled outputs.

12.95 Bridges/culverts over Heath Drain are present at the southwest of the site (High Street and A1123) blockages of which may cause flooding. There is also a potential for the blockage of the culvert underneath High Street along the ordinary watercourse. Such a scenario should be investigated at the FRA stage demonstrating that this can either be mitigated or safely managed. Opportunities to open existing culverts may also provide biodiversity opportunities. Culvert course and condition surveys may be required, including for consultation with the culvert owner. Risk from reservoir flooding (Grafham reservoir) should be investigated.

12.96 Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see 'Managing flood risk'.

12.97 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Needingworth Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.98 Due to the size of the site there is archaeological potential, there are two areas of cropmarks on site indicative of late prehistoric or Roman settlement and is also a large site in a landscape of archaeological potential. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.99 There is potential for noise and air pollution affecting the site due to its proximity to the A1123. Mitigation measures should be incorporated to fully address any noise and air quality impacts.

12.100 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Bluntisham Road and the High Street and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include road a safety audit, local junction spacing, capacity assessments and consideration. In addition, the design of the development should provide active travel routes to facilitate integration with Needingworth.

12.101 A public right of way (Lowndes Drove) separates the western field form the larger central field. Another public right of way (Meetings Lane) also crosses the site from Ravenscourt on the eastern edge of the site through to Lowndes Road. These are identified as bridleway 129/16 and footpath 129/2. Such rights of way should be retained, maintained, or enhanced including connectivity to the wider right of way/highway network.

12.102 The site is situated in a Sand and gravel Mineral Safeguarding Area. Cambridgeshire County Council recommend that a proposal should make best use of any mineral incidentally extracted as part of the development and / or make available for others to use through a Construction Environment Management Plan .

Offord D'Arcy 1: West of Graveley Road

Allocation Offord D'Arcy 1

West of Graveley Road

4 ha of land West of Gaveley Road, Offord D'Arcy is allocated for residential development of about 70 homes.

Successful development of the site will require:

a. use of design that harmonises with surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected
b. retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by an Arboricultural Assessment
c. provision of a flood risk assessment and a detailed drainage strategy taking into account surface water, groundwater, residual risk from culvert condition, and modelling of the ordinary watercourse to evaluate current and future flood and residual risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of a safe and suitable means of vehicle and active travel access from Graveley Road and assessment of transport impacts through a transport assessment
f. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.103 The site is located west of Graveley Road with the northern with the northern boundary defined by residential back gardens with a mixture of fencing and vegetation. The site would be suitable for very low density homes to reflect the edge of settlement location, surrounding housing densities and location within a Local Service Village. The design of any development proposal and its landscaping scheme should demonstrate how it will respond to and mitigate impact on the nearby residential area.

12.104 The site is enclosed on three sides by mature hedgerow and trees, with the northern boundary defined by residential back gardens meaning that landscape impact would be limited, existing trees and hedges on the boundaries would need to be predominantly retained and reinforced with new planting to provide screening of the development and a sense of containment.

12.105 The site lies within flood zone 1 and includes an unnamed ordinary watercourse situated to the south of the site. Surface water risk is predominately very low, however higher risks exist at the northern boundary of the site and to the south alongside the ordinary watercourse. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared, including a model of the ordinary watercourse that considers present day and climate change scenarios. A sequential approach should be taken to the site layout based on modelled outputs.

12.106 Discharge rates should remain at greenfield rates at a minimum in consultation with the Lead Local Flood Authority. There is potential residual risk to the site from a blockage of the culvert beneath the B043 highway, therefore any modelling of the ordinary watercourse should consider the condition and potential blocking of the culvert and demonstrate that residual risks can either be mitigated or safely managed. Opportunities to open existing culverts may also provide biodiversity opportunities. The assessment should consider the wider impact of flood risk and detailed investigations into groundwater conditions. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment, should be explored, see 'Managing flood risk'.

12.107 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Buckden Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.108 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Graveley Road (which has a sweeping bend south of the site) and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include road a safety audit, local junction spacing and capacity assessments. In addition, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

12.109 Site is located within a Sand and Gravel Mineral Safeguarding Area, Cambridgeshire County Council recommend that given the size of the site, and in the interests of sustainability a proposal should seek opportunities to minimise sterilisation / maximise incidental extraction of any minerals as part of development.

Offord Cluny 1: West of High Street and North of Dunstall Close

Allocation Offord Cluny 1

West of High Street and North of Dunstall Close

2.8ha of land West of High Street and North of Dunstall Close, Offord Cluny is allocated for residential development of about 45 homes

Successful development of the site will require:

a. use of design that harmonises with surrounding development to integrate the new homes with their immediate locality, enhancing the gateway and approach to Offord Cluny.
b. provision of an appropriate landscaping scheme to transition to and minimise impact on the open countryside to the north informed by a proportionate Landscape and Visual Impact Assessment.
c. retention of trees and hedgerows and their reinforcement to provide a mature setting to development and to minimise landscape impact informed by an Arboricultural Assessment
d. provision of a flood risk assessment and detailed drainage strategy considering groundwater and surface water flood risk including climate change
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. assessment of noise impacts for the site, particularly from the East Coast Mainline and appropriate mitigation to address any adverse impacts
g. design and layout of development to respond sensitively to reflect the site's location and relationship with the conservation area and heritage assets to the south informed by a proportionate heritage assessment
h. provision of a safe and suitable means of access from the High Street (B1043) and assessment of transport impacts through a transport assessment
i. provision of active travel routes to facilitate integration with Offord Cluny
j. seek opportunities to maximise incidental extraction of any minerals as part of development

12.110 The site is located west of the High Street, with residential development to the east and the East Coast Mainline to the west. South of the site is residential development which is edged by trees and hedgerow. The eastern boundary of the site is edged by low hedgerow and to the north is open countryside, sloping upwards towards the A14. The site would be suitable for very low density homes to reflect the edge of settlement location, surrounding housing densities and location within a Local Service Village.

12.111 Traffic calming measures align with the northern boundary of the site on the B1043, creating a gateway to the village. The design of any development proposal and its landscaping scheme should demonstrate how it will respond to the nearby residential area, and open countryside to the north.

12.112 A proposal should seek to respect the character and appearance of the surrounding area and Offord Cluny conservation area to the immediate south by incorporating design principles that result in the establishment of an attractive gateway into the village.

12.113 The site is open with some mature hedgerow and trees, existing trees and hedges would need to be predominantly retained and reinforced with new planting to provide an enhanced setting to the development.

12.114 The site is located in flood zone 1 with the majority of the site within the very low surface water flood risk zone. Ground water flood risk is present. As such a flood risk assessment and detailed drainage strategy will be required including surface water flood risk and groundwater conditions. Ideally existing topographic flow paths and depressions will be retained onsite, with a sequential approach taken to the site layout based on modelled outputs. Discharge rates should remain at greenfield rates at a minimum with betterment recommended. Any regrading of land must ensure surface water is retained onsite. Risk from reservoir flooding should be investigated. Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas should be explored to address the cumulative impacts of development given the site's location in a high sensitivity catchment, see also 'Managing flood risk'.

12.115 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Buckden Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.116 The western edge of the site bounds the East Coast Mainline meaning the site may be impacted by noise and light pollution, there is also a potential for vibrational impact. A proposal must demonstrate through a through a noise quality assessment how these impacts on development can be mitigated. Vibrational impact should be addressed by demonstrating how units can be appropriately located and impacts mitigated.

12.117 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the High Street (B1043) and that any adverse off-site transport impacts can be adequately mitigated. The assessment should include road a safety audit, local junction spacing, capacity assessments and consideration of two points of access with at least one in emergency form. In addition, the design of the development should provide active travel routes to facilitate integration with Offord Cluny.

12.118 There are no heritage assets located within the site. The site adjoins a conservation area and there are several listed buildings along the High Street to the south which could be impacted by the development. A proposal must demonstrate potential impacts on the heritage assets and their significance with a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. Design and layout of development should to ensure that the site responds sensitively to reflect the site's location and relationship with heritage assets to the south.

12.119 Site is located within a Sand and Gravel Mineral Safeguarding Area. Cambridgeshire County Council recommend that given the size of the site, and in the interests of sustainability, a proposal should seek opportunities to minimise sterilisation / maximise incidental extraction of any minerals as part of development.

Spaldwick 1: East of Stow Road

Allocation Spaldwick 1

Land east of Stow Road, Spaldwick

6.1 ha of land east of Stow Road, Spaldwick is allocated for residential development of about 90 homes.

Successful development of the site will require:

a. high quality design that reflects the site's position on the edge of the settlement and that is capable of being integrated with residential development to the north
b. retention and enhancement of existing trees and hedgerows as part of a landscaping scheme to create a mature setting to the development
c. design and layout that is sensitive to the remains of a deserted medieval village and on ridge and furrow informed by a proportionate heritage assessment
d. provision of a proportionate flood risk assessment and drainage strategy to evaluate residual risk from culvert, surface water flood risk and fluvial flood risk from the ordinary watercourse south of the site
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. the provision of a suitable means of access from Stow Road and provision of a safe and appropriate access to the village by vehicles and active travel modes
g. retention and enhancement of existing rights of way

12.120 The site is located on the southern edge of Spaldwick. A proposal must demonstrate through its design that the development can provide an attractive approach into the village from Stow Road and that it is capable of being integrated with residential development to the north. The site should be brought forward in two phases to allow time for integration of the new homes into the community.

12.121 The site has existing established hedgerows and planting along its boundaries. A landscaping scheme must identify how these boundary features will be retained and enhanced as part of the development. There should be substantial landscaping and open space along the southern portion of the site to mitigate impact on the remains of the deserted medieval village and also preserve the existing public rights of way. There is ridge and furrow present on the site. The applicant should assess the quality and extent of ridge and furrow to inform a site layout, development area and landscaping through an appropriate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.122 The site is located within flood zone 1 and any surface water risk is predominantly very low. An ordinary watercourse is located outside of the site to the south. The site-specific flood risk assessment should investigate potential risk from the ordinary watercourse to understand potential fluvial risk. Topographic low spots and flow paths should be incorporated into site design and layout and left as open greenspace. The risk area associated with the ordinary watercourse should be included within a blue green corridor.

There is potential residual risk to the site from a culvert beneath Stow Road. Culvert course and condition surveys may be required, including consultation with the culvert owner demonstrating that residual risk can either be mitigated or safely managed. Availability of safe access and escape routes int he event of flooding should be considered

12.123 As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared including access and escape routes. Surface water flood risk must be investigated due to inconclusive surface water impact. Modelling may be required in consultation with the Lead Local Flood Authority (LLFA), to define existing and future surface water flood risk to the site.

12.124 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impact should be explored, see also ''Managing flood risk''.

12.125 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Easton Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available, upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

12.126 Provision of safe vehicular and pedestrian access will be required from Stow Road. A proportionate transport assessment will be required to demonstrate how safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development will need to demonstrate how vehicles, cyclists and pedestrians can achieve safe and appropriate access to the village.

12.127 Two public rights of way cross the site providing views from within the site, another runs along the southern edge and Long Lane runs alongside the eastern boundary. These public rights of way provide links to Ferriman Road, Stow Road and the High Street, into open countryside and the nearby village of Easton. The rights of way should be retained, maintained, and enhanced as appropriate including facilitating connectivity to the wider right of way/highway network. A layout plan or masterplan for the site should demonstrate how these can be integrated within the development.

Stilton 1: Rear of the Stilton Cheese Inn, North Street

Allocation Stilton 1

Rear of The Stilton Cheese Inn, 24 North Street

0.44 ha of land to the rear of The Stilton Cheese Inn is allocated for residential development of about 9 homes.

Successful development of the site will require:

a. considerate master planning and design reflecting the surrounding residential development, in particular site density to minimise the impact of the development on neighbouring residential amenity to the north, east and south.
b. comprehensive landscaping planning with a view to retaining mature trees to the east and west boundaries in particular the trees protected by Tree Preservation Order on or around the site. Screening of the development from the west should consider the reduction of noise that may be caused by the nearby A1(M).
c. identification of all ecological mitigation and enhancement requirements including meeting the specific Biodiversity Net Gain requirements in line with policy standards to address any loss or impact on habitats.
d. provision of a flood risk assessment and a detailed drainage strategy taking into residual risk as a result of culverts, and modelling of the ordinary watercourse to evaluate current and future flood and residual risk
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. safeguarding of access for the maintenance of existing sewerage infrastructure
g. noise assessment and mitigation requirements if necessary, to ensure that noise from the A1(M) does not adversely effect residential amenity.
h. the impact of any development on the heritage asset, The Stilton Cheese Inn, associated outbuildings and their setting to be carefully considered and mitigated through design and informed by a proportionate heritage assessment. This would need to include the respectful and sympathetic renovation of the associated outbuildings where necessary.
i. provision of safe and suitable vehicular and pedestrian access from North Street
j. seek opportunities to maximise incidental extraction of any minerals as part of development.

12.128 The site is located to the rear of The Stilton Cheese Inn located on North Street, bounded by residential development to the north, east and south. Consideration should be given to the density of any development and its impact on the neighbouring residential amenity. Design and materials should respectful and/or sympathetic to the character and appearance of the existing and surrounding buildings to achieve cohesive development into the village.

12.129 Mature trees including several protected trees sit on the boundaries of the site and form part of the setting of Stilton Conservation Area and therefore are considered valuable to the site. The focus of any landscaping plan should be around the retention of the mature and protected trees ensuring that development is sufficiently distanced from the trees to minimise any affect of future growth on the development.

12.130 The site is partially previously developed land with some hard standing but remains significantly undeveloped and green in nature and is therefore likely to accommodate various forms of habitat that maybe affected by development. Therefore comprehensive ecological assessments should be carried out to ascertain the current baseline. Any mitigation and specific Biodiversity Net Gain requirements in line with policy standards will need to address any loss or impact on habitats.

12.131 The site lies within flood zone 1. Surface water risk is predominately very low, with higher risks confined to the southwest and southeast along the ordinary watercourse where it is culverted under North Street. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared, including a model of the ordinary watercourse that considers present day and climate change scenarios. A sequential approach should be taken to the site layout based on modelled outputs.

12.132 Discharge rates should remain at greenfield rates at a minimum for the majority of the site in consultation with the Lead Local Flood Authority and Middle Level Commissioners/Internal Drainage Board. There is potential residual risk to the site from a blockage of the culvert beneath North Street therefore a condition assessment of the culvert under the southern part of the site should be completed to investigate the impact of a potential blockage of the structures. The assessment should consider the wider impact of flood risk in combination with adjacent sites and demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, should be explored, see 'Managing flood risk'.

12.133 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Peterborough (Flag Fen) Water Recycling Centre (WRC), which will serve this development, is experiencing network capacity issues and risk of hydraulic overloading/pollution and is likely to be close to or exceed permit during the plan period. After this unless additional headroom becomes available through upgrades and / or a change to permit limit early dialogue with Anglina Water is required to ensure no significant constraints have been identified. There are water mains and gravity sewers along North Street within the highway entrance to the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

12.134 The site sits to the west of the major trunk road the A1(M) which may cause sufficient noise to affect residential amenity of any new development. A noise assessment should take place to assess this and mitigation measures included in any design.

12.135 The western side of the site is occupied by the grade II listed building, The Stilton Cheese Inn, associated buildings and their setting. Development design should consider the impact on the listed building(s) and their setting. Design and materials should be sensitive to the surrounding area retaining the character and appearance of the Stilton Conservation Area and the listed buildings and must be informed by a heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.136 Provision of safe and suitable vehicular and pedestrian access will be required from North Street taking into consideration the impact that additional vehicles will have on the existing road layout. Safe and suitable foot and cycle paths to access to move within the development will need to be created to ensure that active travel methods are the preferred option for residents.

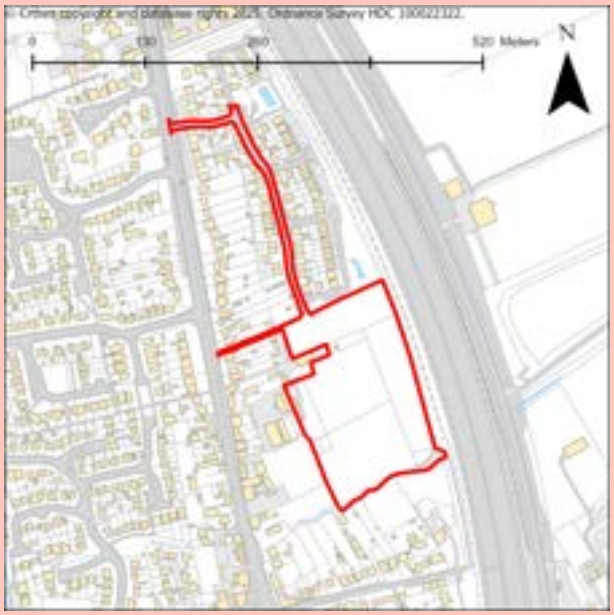
12.137 The site is located within a Mineral Safeguarding Area for Brick Clay, the County Council recognise that prior extraction of brick clay is unlikely to be feasible as part of development. In the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

Stilton 2: Rear of 16 to 58 North Street

Allocation Stilton 2

Rear of 16 to 58 North Street

3.18 ha of land to the rear of 16 to 58 North Street is allocated for residential development of about 55 homes.



Successful development of the will require:

a. provision of a high quality development capable of integration with surrounding development
b. retention of existing boundary trees and planting, in particular those on its eastern edge with the A1
c. provision of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts, modelling of the unnamed ordinary watercourse to evaluate current and future fluvial and surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated the safeguarding of suitable access for the maintenance of existing sewerage infrastructure
e. the provision of suitable noise, light and air quality mitigation measures in relation to the A1
f. sensitive design having regard to the nearby Conservation Area and listed buildings on North Street informed by a proportionate heritage assessment
g. provision of safe and appropriate vehicular access
h. provision of safe and appropriate pedestrian access connecting to North Street
i. integration of the existing public right of way with active travel routes
j. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

12.138 The site is located on the eastern edge of Stilton. It infills land between the rear of North Street to the A1.

12.139 The site is located within flood zone 1, with an ordinary watercourse situated to the south. Surface water risk is within the southern half and along the eastern boundary of the site. Due to this, a site-specific flood risk assessment and detailed drainage strategy are required. This should include investigation into surface water flood risk and flood modelling of the ordinary watercourse, considering both current and future climate change scenarios and residual risk from the culvert to understand potential fluvial flood risk from this watercourse. A proposal must demonstrate that residual risk can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. A sequential approach should be taken to the site layout based on modelled outputs.

12.140 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority and Middle Level Commissioners/ Internal Drainage Board. The assessment should consider the wider impact of flood risk in combination with adjacent sites. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, should be explored, see 'Managing flood risk'.

12.141 Agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Peterborough (Flag Fen) Water Recycling Centre (WRC), which will serve this development is experiencing network capacity issues and risk of hydraulic overloading/pollution and, is likely to be close to or exceed permit during the plan period. After this unless additional headroom becomes available through upgrades and / or a change to permit limitearly dialogue with Anglian Water is required to ensure, no significant constraints have been identified. There are foul and surface water sewers within the site to the south and along the eastern boundary; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

12.142 There is potential for noise, light and air quality to affect the site due to its proximity to the A1. Mitigation measures will need to be incorporated to fully address noise and air quality impacts. Retention of existing landscaping on the eastern boundary is essential to help mitigate the visual impact.

12.143 Planning application 22/02275/FUL for the erection of 70 dwellings including access, parking, amenity, open space, play space, SuDS scheme, landscaping and tree protection measures was received in November 2022 and at the time of writing was pending consideration. This site is a second phase of development to the rear of North Street with phase 1 completed in 2024. It is proposed that a vehicular access route will be provided via this site. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from phase 1 on to the road network and that any adverse off-site transport impacts can be adequately mitigated.

12.144 It is within 60m of the Stilton conservation area and several listed buildings located on North Street. Development on this site and any removal of trees could impact the setting of these heritage assets and should be carefully considered within the design process. As such a proposal must be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

12.145 The design of the development must provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village. The red line boundary includes provision for this with the potential for a pedestrian and cycle route via an existing access route between 58 and 60 North Street as well as a route to the north through the phase 1 site. This network could seek to integrate the existing public right of way that runs along the southern edge of the site.

12.146 The site is located within a Mineral Safeguarding Area for Brick Clay, the County Council recognise that prior extraction of brick clay is unlikely to be feasible as part of development. In the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

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Chapter 13:

Villages

13.1 Villages are the next level in the settlement hierarchy after Local Service Villages. These are the largest group in the settlement hierarchy with some offering a small amount of services and facilities primarily targeted at local residents but some having very limited or no local services and facilities.

13.2 The following table sets out how many allocations are proposed in each of the Villages, all allocations can be found on the Policies Map where they can also be viewed within their wider setting:

Settlement	Number of allocations
Abbotsley	1 (also see St Neots)
Alconbury Weston	0
Alwalton	0
Brington	0
Broughton	0
Buckworth	0
Bythorn	1
Catworth	1
Chesterton	0
Colne	1
Conington	0
Diddington	0
Easton	0
Ellington	2
Folksworth	0
Glatton	0
Grafham	2
Great Gidding	0
Great Gransden	1
Great Paxton	2
Great Raveley	0
Great Stukeley (The Stukeleys)	1
Hail Weston	1
Hamerton	0

Settlement	Number of allocations
Hilton	0
Holme	1
Holywell	0
Keyston	0
Kings Ripton	0
Leighton Bromswold	0
Little Stukeley (The Stukeleys)	0
Molesworth	0
Old Hurst	0
Old Weston	0
Perry	0
Pidley	0
Pondersbridge	0
Ramsey Forty Foot	2
Ramsey Heights	0
Ramsey Mereside	0
Ramsey St Mary's	0
Southoe	0
Stibbington	0
Stonely	0
Stow Longa	0
Tilbrook	0
Toseland	0
Upton	1
Upwood	0
Waresley	1
Water Newton	0

Settlement	Number of allocations
Winwick	0
Wistow	0
Woodhurst	0
Woodwalton	0
Wyton on the Hill	(see North Huntingdon area and St Ives)
Yelling	0

13.3 There is only one allocation proposed in the countryside at Peterborough Services junction 17 of the A1 near Haddon.

Abbotsley 1: North of Wintringham Hall, Cambridge Road

Allocation Abbotsley 1

North of Wintringham Hall

19ha of land North of Wintringham Hall, Abbotsley is allocated for office, research and development and storage and distribution uses within use classes E(g)(i-ii) and B8.

Successful development of the site will require:

a. use of design that ensures that the physical relationships and separation of proposed uses from existing residential buildings are not oppressive or overbearing, considering the routes and spaces between buildings
b. provision of a strong landscaping scheme to provide separation from the A428 (A421) upgrade, existing residential uses, B8 uses, the listed buildings at Wintringham Farm and the safeguarded route for East West Rail informed by a proportionate Landscape and Visual Impact Assessment
c. retention of trees and hedgerows and their reinforcement to minimise the visual impact of development and provide a mature setting to development informed by an Arboricultural Assessment
d. provision of a flood risk assessment and detailed drainage strategy including assessment of the ordinary watercourse to evaluate current and future fluvial and surface water flood risk
e. early engagement and agreement with the Council in liaison with the Environment Agency that they are satisfied that an onsite solution to waste water can be accommodated
f. noise and air quality assessment and appropriate mitigation from the A428 and the A428 (A421) upgrade
g. design and layout of development to respond sensitively to reflect the site's location and relationship with listed buildings to the south informed by a proportionate heritage assessment
h. archaeological investigation, recording and where appropriate conservation
i. provision of a safe and suitable means of access from the A428 and assessment of transport impacts through a transport assessment
j. provision of pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to St Neots including the submission of a Travel Plan

13.4 The site is located north of Wintringham Hall and the A428 and south of the safeguarded route for East West Rail. Toll Gate Cottage and Wintringham Cottages are located within the southern boundary. Two listed farm buildings are located to the south at Wintringham Farm. The compatibility of the proposed land use and the significance of the properties and their settings would require assessment. This should include the physical relationships of the existing uses and the impact of the proposed uses to ensure an integrated approach to development to create an attractive, safe and accessible development for all users. Special attention should be paid to ensuring that proposed uses are not not oppressive or overbearing on existing uses and that the routes and spaces between buildings respond appropriately to the existing and proposed land uses including in relation to vehicle and pedestrian circulation, movement and amenity.

The site is considered capable of delivery about 40,000sqm of employment floorspace. The site would be supported for the promoted use of a Key Information Business Services (KIBS), Creative Industries and logistics, along with more standardised employment units.

13.5 The southern boundary of the site is edged by trees and hedgerow which screen the site from the current A428. All other boundaries are relatively open with some sporadic hedgerow sections along the eastern boundary. The site is located in open countryside and views into the site can be currently seen from the bridleway to the east of the site. Long distance views can be seen from Priory Hill and public rights of way to the north of the site making it highly exposed from the north. However, land to the north is currently being developed for the A428 (A421) upgrade meaning that the site will be eventually bounded by the A428 and the A428 (A421) upgrade, with safeguarded land for East West Rail north of that. A Landscape and Visual Impact Assessment should be prepared to inform any landscape and visual impacts from the proposed development. This should be used to inform a landscaping scheme which will address the visual and amenity impact for current and future residents and occupiers from the surrounding transport uses and impact of any B8 uses proposed on site. The retention of existing trees and hedgerow will be an important aspect providing a mature established setting. A proposal should demonstrate how this can be achieved through an Arboricultural Assessment.

13.6 The site is located within flood zone 1, with an ordinary watercourse running northwards through the site. Surface water flood risk is predominately very low. A site-specific flood risk assessment and detailed drainage strategy must be prepared with a sequential approach taken to the site layout based on modelled outputs. Risk from the ordinary watercourse should be investigated and modelling may be required in consultation with the Lead Local Flood Authority (LLFA) and Environment Agency, to robustly define existing and future fluvial flood risk to the site. Topographic low spots and flow paths, including the ordinary watercourse, should be incorporated into site design and layout. Infilling of drainage ditches should be avoided.

13.7 Discharge rates should remain at greenfield rates as a minimum in consultation with the LLFA. The assessment may need to consider the wider impact of flood risk in combination with the A428(A421) upgrade. Opportunities for natural flood management and mitigation of cumulative development impacts given the site's location within a high sensitivity catchment, should be explored, see 'Managing flood risk'.

13.8 There are no Anglian Water waste assets or wastewater networks within the site boundary, an onsite solution will be required, these will be subject to the necessary discharge consents to be agreed by the Environment Agency. Early engagement and agreement is needed with the Council in liaison with the Environment Agency that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. St Neots Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.9 The southern boundary of the site abuts the A428 and the site will be eventually bounded by this and the A428 (A421) upgrade. In addition the northern boundary aligns with the safeguarded route for East West Rail meaning the site may be impacted by noise, air and light pollution. A proposal must demonstrate through a noise and air quality assessment how these impacts can be mitigated. The impact of any proposed commercial uses must also be taken into account.

13.10 There are no heritage assets located within the site. Two grade II listed buildings associated with Wintringham Hall are located to the south past the A428. This corresponds with the southwestern corner of the site. A proposal must demonstrate potential impacts on the heritage asset and it's significance with a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. Design and layout of development should be considered to ensure that the site responds sensitively to reflect the site's location and relationship with heritage assets to the south.

13.11 The works to the A428 have found significant archaeology, particularly from the Iron Age and Roman eras. There is the potential that archaeological remains could be present within the site. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

13.12 Transport movements as a result of the proposed employment uses may increase traffic impact on the safety of the local road network. Provision of a safe and suitable means of access from the current A428 and assessment of transport impacts through a transport assessment will be required in consultation with Cambridgeshire County Council, taking into account any local impact on the A428, A428 (A421) upgrade and St Neots. The site is in proximity to St Neots train station and a public right of way, but no substantial active travel links are available to facilitate non-motorised vehicular commuting to link the site to the wider employment population of St Neots, a proposal will therefore have to demonstrate how it may provide pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to St Neots through the submission of a Travel Plan.

Bythorn 1: Home Farm

Allocation Draft Allocation Bythorn 1

Home Farm, Bythorn

0.98 ha of land at Home Farm, Bythorn is allocated for residential development of about 15 homes.

Successful development of the site will require:

a. provision of high quality design which reflects the character of the area reusing materials and existing buildings as far as possible
b. decontamination to an acceptable standard to ensure residential amenity
c. provision of a strong landscaping scheme to allow for the transition to the open countryside along the western and northern boundaries informed by a proportionate Landscape and Visual Impact assessment
d. provision of a proportionate flood risk assessment and drainage strategy, taking into account residual risk from culvert and detailed assessment of surface water flood risk including climate change
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. design that is sensitive to the setting of the conservation area and nearby listed building of Bythorn House informed by a detailed heritage assessment
g. archaeological investigation, recording and where appropriate conservation
h. provision of safe vehicular access onto Thrapston Road and Warren Lane
i. seeking opportunities to maximise incidental extraction of any minerals as part of the development

13.13 The site is located on the western edge of Bythorn. It is set on fairly elevated ground and slopes down in a south easterly direction so the northern part of the site is more prominent in longer landscape views. A Landscape and Visual Impact Assessment should demonstrate how a proposal can respond to its wider countryside setting.

13.14 The majority of the site is within the Bythorn Conservation Area and is adjacent to a grade II listed building (Bythorn House). There are several existing large structures and hardstanding on the site associated with its current agricultural use. Those constructed from brick are likely to be curtilage listed, although now filled in, the structure was originally a model farm. This building and other other brick buildings across the site should be retained and converted. To the rear of the site, agricultural structures constructed from metal corrugated materials are present and could be removed providing a visual benefit to the setting of heritage assets and the general character of the area. The design, layout and landscaping of the scheme is required to be sensitive to the character of the conservation area and the setting of the listed building and make use of the existing features of the site. The scheme should be supported by a detailed heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.15 Due to the site's location on the edge of the historic core of Bythorn with proximity to its grade II* medieval church, there could be potential for archaeology. Impact on archaeology will be dependent on the scale of demolition and reuse of historic farm buildings. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.16 Given the agricultural uses land contamination investigations will be required and appropriate mitigation must be undertaken to bring the site up to a suitable standard for residential use including for private gardens.

13.17 The site is within flood zone 1 and any surface water flood risk is predominantly very low. A surface water flowpath is present to the west of the site associated with an ordinary watercourse. An assessment of surface water will be required to establish surface water flood risk conditions. There is potential residual risk to the site from a culvert below Thrapston Road; culvert course and condition surveys may be required, including consultation with the culvert owner demonstrating that residual risk can either be mitigated or safely managed. Opportunities to open existing culverts may also provide biodiversity opportunities. Availability of safe access and escape routes in the event of flooding should be considered.

13.18 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impact should be explored, see also ''Managing flood risk''.

13.19 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Molesworth Water Recycling Centre (WRC), which may serve this development, is likely to be close to or exceed permit levels during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limits will be required at the WRC, although no significant constraints have been identified.

13.20 The site is within 10km from the Upper Nene Valley Gravel Pits SPA/Ramsar site located in North Northamptonshire. North Northamptonshire Council and West Northamptonshire Council have produced the Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy (2026) which requires proposals within 10km of the SPA/Ramsar to consider impact on the importance of functionally linked habitats.

13.21 There are two existing points of vehicular access into the site serving the farm, one from Thrapston Road and one from Warren Lane. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. The design of any development should facilitate integration with the village.

13.22 As the site is located within a Mineral Safeguarding Area for brickclay the County Council recommend that developers should seek opportunities to maximise incidental extraction of any minerals as part of development and/or make these available to others.

13.23 The northern part of the site not within the conservation area benefits from permission in principle approval under 25/02350/PIP for up to 8 homes, this was approved in March 2026.

Catworth 1: Fruit Field

Allocation Catworth 1

Fruit Field, Catworth

2.19 ha of land at Fruit Field, Catworth is allocated for residential development of about 25 homes.

Successful development of the site will require:

a. provision of high quality design which reflects the character of the area
b. a landscape scheme that includes the retention of existing landscape features, trees and shrubs to create a mature setting to development
c. provision of a proportionate flood risk assessment and drainage strategy to evaluate current and future surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of a safe and suitable means of vehicular and pedestrian access to Station Road

13.24 The site is located on the southern edge of Catworth, it is opposite Victory playing field.

13.25 Trees and hedgerow are present on the northern boundary with more sparse vegetation on all other boundaries. A landscaping scheme must identify how these boundary features will be retained and enhanced through development and will also be expected to soften the development in public views and provide integration with the countryside.

13.26 The site is within flood zone 1 and any surface water flood risk is predominantly very low. Surface water flood risk is confined to small areas at the west and northeast of the site, as such, a site-specific flood risk assessment and drainage strategy must be prepared. Availability of safe access and escape routes in the event of flooding should be considered.

13.27 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impact should be explored, see also ''Managing flood risk''.

13.28 Provision of safe vehicular access will be required from Station Road. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

Colne 1: Ramadie, Earith Road

Allocation Colne 1

Land at Ramadie, Earith Road, Colne

0.85 ha of land at Ramadie, Earith Road is allocated for residential development of about 15 homes.

Successful development of the site will require:

a. a design and landscaping scheme that ensures integration with surrounding landscape and townscape
b. retention of established hedgerows along the site boundaries to protect the landscape character of the locality
c. early engagement and agreement with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
d. safe and appropriate highway and pedestrian access from Earith Road.
e. creation of a pavement along the frontage to improve pedestrian connectivity
f. seek opportunities to maximise incidental extraction of any minerals as part of development

13.29 The existing boundaries of the site consist of mature tree/ hedgerows which should be protected and enhanced to ensure the effective integration with adjoining countryside to the west and residential development bordering the remaining boundaries. This will be achieved through high quality design, a suitable layout and a comprehensive landscaping scheme which reflects the site's context. Design should assess if mitigation measures may be required to address the presence of overhead electricity lines along the site frontage.

13.30 The site includes an existing dwelling situated within the site fronting Earith Road. Appropriate and safe access from Earith Road will be required. The existing track to access the developable area within the site will require upgrades to accommodate highway and pedestrian movement. The narrow pavement on the frontage which enables access to services and amenities in Colne by foot should be maintained and enhanced.

13.31 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Somersham (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.32 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to make best use of any incidental extraction of minerals as part of development.

Ellington 1: Old Sheds at Manor Farm, High Street

Allocation Ellington 1

Old Sheds at Manor Farm, High Street

2 ha of land at Old Sheds at Manor Farm, High Street is allocated for residential development of about 35 homes.

Successful development of the site will require:

a. a landscape scheme that includes the retention of existing landscape features, trees and shrubs to create a mature setting to development, protects views to and from the public right of way network and provides additional landscaping on the eastern boundary to mitigate landscape impact
b. provision of a proportionate flood risk assessment and detailed assessment of surface water flood risk
c. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
d. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
e. clearance of existing agricultural buildings on site including any decontamination which may be required to an adequate standard to ensure residential amenity
f. provision of high quality design which reflects the sensitive setting in proximity to the conservation area and nearby listed buildings, informed by a proportionate heritage assessment
g. archaeological investigation, recording and where appropriate conservation
h. provision of a safe and suitable means of vehicular and pedestrian access to High Street
i. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

13.33 The site benefits from some existing hedgerows and shrubs along its southern boundary. These should be retained and enhanced as part of a landscape strategy to mitigate adverse impact of built development on long range views into the site and views from the public right of way network. A landscaping scheme must also identify how it will respond in the context of the eastern boundary which is currently exposed to the wider countryside and how it will mitigate the presence of overhead electricity lines.

13.34 The site is located on the eastern edge of Ellington. The site consists of several large agricultural structures in the north western quarter of the site and greenfield land on the remainder. Given the presence of these agricultural structures, land contamination investigations will be required and appropriate mitigation to bring the site up to a suitable standard for residential use.

13.35 The site is within flood zone 1 with nominal surface water flood risk. There are two small areas of ponding within a topographic low spot on the western boundary of the site. There is also a surface water flow path along the southern boundary of the site. A detailed assessment of surface water will be required to establish

surface water flood risk conditions with a sequential approach taken to the site layout based on modelled outputs. A proposal must show that the development can be designed to be safe and that there is adequate emergency planning provision

13.36 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Easton (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A water main runs along the High Street; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

13.37 The north western corner of the site falls within the Ellington Conservation Area. To the north is the Grade II listed Manor Farm and to the north west is the Grade II listed The Cottage. A high quality design will be required to avoid and minimise any harm to these assets and their setting. A proposal must be informed by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. There is a moated manorial site to the north of the site and there are some traces of ridge and furrow, archaeology investigations are required to assess the extent of archaeological potential within the site in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.38 Provision of safe vehicular access will be required. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

13.39 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that developers should seek opportunities to minimise sterilisation and maximise incidental extraction of any minerals as part of development.

Ellington 2: Land West of Grafham Road

Allocation Ellington 2

Land west of Grafham Road, Ellington

1.87 ha of land west of Grafham Road, Ellington is allocated for residential development of about 35 homes including 3 for self and custom build housing.

Successful development of the site will require:

a. provision of high quality design which reflects the character of the area
b. a landscape scheme that includes the retention of existing landscape features, trees and shrubs to create a mature setting to development
c. provision of a proportionate flood risk assessment and drainage strategy, taking into account residual risk from culvert and surface water flood risk including climate change
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of a safe and suitable means of vehicular and pedestrian access to Grafham Road

13.40 The site is located on the southern edge of Ellington, it adjoins residential development on its northern boundary and is adjacent to development that extends along Grafham Road.

13.41 Trees, native hedgerow species and ornamental shrubs are present on the northern boundary and within adjoining gardens. Mature hedgerow and trees define the eastern boundary alongside Grafham Road. Both hedgerows include occasional gaps which allow partial views connecting the site and the surrounding countryside. The western and southern site boundaries are open, being defined by post and wire fencing, with further grassland beyond on both sides. A landscaping scheme must also identify how the northern and eastern boundary features will be predominantly retained while ensuring adequate visibility for safe access and landscaping on the other boundaries enhanced as part of the development.

13.42 The site is within flood zone 1, and surface water flood risk is predominantly very low. Surface water flood risk is attributed to the surface water flow path running along the eastern boundary of the site. There is potential residual risk to the site from a culvert beneath Grafham Road. Culvert course and condition surveys may be required, including consultation with the culvert owner. demonstrating that residual risk can either be mitigated or safely managed. Availability of safe access and escape routes in the event of flooding should be considered.

13.43 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impact should be explored, see also ''Managing flood risk''.

13.44 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Easton (Cambs) Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.45 Provision of safe vehicular access will be required from Grafham Road. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

13.46 The north eastern corner of the site benefits from permission in principle approval under 26/00007/PIP for between 5 and 7 homes which was approved in February 2026.

Grafham 1: Adjacent to 24 Cedar Close

Allocation Grafham 1

Adjacent to 24 Cedar Close

0.88 ha of land adjacent to 24 Cedar Close is allocated for residential development of about 20 homes.

Successful development on the site will require:

a. high quality design that reflects the site's position on the edge of the settlement
b. retention and enhancement of existing trees and hedgerows as part of a landscaping scheme
c. provision of a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of a proportionate heritage assessment and appropriate mitigation of potential impacts on listed buildings
f. archaeological investigation, recording and where appropriate conservation
g. the provision of a suitable means of access from Church Road and provision of a safe and appropriate access to the village by vehicles and active travel

13.47 The site is located on the western edge of Grafham. A proposal must demonstrate through its design that the development can provide an attractive approach into the village from Church Road.

13.48 The site has existing established hedgerows and planting along its boundaries. It will be expected that a comprehensive landscaping scheme is designed to soften the development in public views and provide integration with the countryside. There is a pond present within the site which will also shape the layout of proposals.

13.49 The site is located within flood zone 1 and surface water flood risk is predominately very low. However, there are areas of ponding at the access road and on the northern boundary. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared including access and escape routes. Surface water flood risk must be investigated due to inconclusive surface water impact. Modelling may be required in consultation with the Lead Local Flood Authority (LLFA), to robustly define existing and future surface water flood risk to the site and a sequential approach taken to the site layout based on modelled outputs.

13.50 Discharge rates should remain at greenfield rates in consultation with the LLFA. The ponded areas should be incorporated into site design and layout, if possible. Infilling of ponds should be avoided. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site sits partially within high and medium sensitivity catchments, should be explored, see 'Managing flood risk'

13.51 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Buckden Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.52 The site is within 150m of the grade I listed All Saints Church and grade II listed The Old Rectory, direct impact on these heritage assets is minimised due to the extensive trees and vegetation within the church boundaries and around the site so the listed buildings are not always clearly visible. Impact on these heritage assets will need to assessed in a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. There are some medieval earthworks located within the site and given its proximity to the grade I listed All Saints Church, archaeology investigations are required to assess the extent of archaeological potential within the site in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.53 Provision of safe vehicular access will be required from Church Road. A proportionate transport assessment will be required to demonstrate how safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development will need to demonstrate how vehicles, cyclists and pedestrians can achieve safe and appropriate access to the village.

Grafham 2: South of Village Farm

Allocation Grafham 2

South of Village Farm, Grafham

1.1 ha of land south of Village Farm, Grafham is allocated for residential development of about 25 homes.

Successful development of the site will require:

a. high quality design that reflects the site's position on the edge of the settlement
b. retention and enhancement of existing trees and hedgerows as part of a landscaping scheme
c. provision of a proportionate flood risk assessment and drainage strategy to evaluate current and future fluvial and surface water flood risk
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. design that is sensitive to the setting of the listed building to the north and on ridge and furrow informed by a proportionate heritage assessment
f. the provision of a suitable means of access from and provision of a safe and appropriate access to the village by vehicles and active travel modes

13.54 The site is located on the southern edge of Grafham. A proposal must demonstrate through its design that the development can provide an attractive approach into the village from Church Road and Buckden Road.

13.55 The site has existing established hedgerows and planting along its boundaries. It will be expected that a comprehensive landscaping scheme is designed to soften the development from public view points and provide integration with the countryside.

13.56 The site is located within flood zone 1 and surface water risk is predominantly very low. Surface water flood risk is confined to topographic low spots and the east of the site; there is also an area of pooling in the southwest corner. Such low spots should be incorporated into site design and layout to allow for flood water storage. A site-specific flood risk assessment and drainage strategy must be prepared including access and escape routes. Surface water flood risk must be investigated. Modelling may be required in consultation with the Lead Local Flood Authority (LLFA), to define existing and future surface water flood risk to the site.

13.57 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impact should be explored given the site's location within a high sensitivity catchment, see also ''Managing flood risk''.

13.58 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Buckden Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during the plan period. After this unless additional headroom becomes available, upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.59 Immediately to the north is the grade II listed Village Farm. Although vegetation assists in screening the site, the setting of this designated heritage asset could be impacted by development. Any proposal must demonstrate consideration of potential impacts on this heritage asset and their significance with an appropriate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'. There is ridge and furrow present on the site, as part of the heritage assessment, the applicant should also assess the quality and extent of ridge and furrow to inform a site layout and development area.

13.60 Provision of safe vehicular access will be required from Church Road and/or Buckden Road. A proportionate transport assessment will be required to demonstrate how safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development will need to demonstrate how vehicles, cyclists and pedestrians can achieve safe and appropriate access to the village.

Great Gransden 1: South of Caxton Road

Allocation Great Gransden 1

South of Caxton Road

1.8 ha of land south of Caxton Road is allocated for commercial, business, industrial and storage and distribution uses within use classes B2 and B8 with ancillary E(g)(i).

Successful development of the site will require:

a. a masterplan to ensure a holistic approach to the design of development integrating it with the adjacent Sand Road Industrial Estate
b. retention of existing boundary features where possible and provision of a landscaping strategy including an enhanced buffer on the eastern boundary providing a visual buffer between the commercial uses and the adjoining recreational field
c. an ecological assessment and mitigation for potential impact on Barbastelle bats
d. provision of a flood risk assessment and detailed drainage strategy modelling the ordinary watercourse to evaluate current and future fluvial and surface water flooding risk
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
g. provision of suitable access from Sand Road appropriate to the nature of traffic
h. the provision of a suitable sustainable transport network for pedestrians, cyclists and vehicles

13.61 The site is located to the north east of the Sand Road Industrial Estate located to the north east of the main built form of Great Gransden. The site offers the opportunity for an expansion to the Industrial Park providing further land for commercial uses and employment. The site is considered capable of delivering about 7,000sqm of employment floorspace. Once completed the allocation will form part of EEA Sand Road Industrial Estate, Great Gransden.

13.62 An application must be accompanied by a proportionate masterplan demonstrating how the employment extension will successfully be integrated with the existing industrial estate. Footpath connections between the sites should be explored and provided where they are possible and there are no land owner constraints.

13.63 The site will require a landscaping strategy to adequately screen the employment uses. Trees and hedgerows on the eastern and southern boundary should be retained and enhanced and the majority retained on the northern edge along Sand Road whilst allowing suitable access to be achieved. Enhanced landscaping can also help to mitigate the potential noise arising from the development and provide some mitigation to increased noise levels experienced at the adjoining recreational ground.

13.64 The site is 6.3km from the Eversden and Wimpole Wood SAC located in South Cambridgeshire and supports maternity colonies of Barbastelle bats. Considering the site's proximity to the SAC, an ecological assessment will be required to assess potential impacts on bats and provide appropriate mitigation.

Development should ensure compliance with requirements for ecologically sensitive lighting, in line with the Institute of Lighting Professionals' Guidance Note 8 - GN08 Bats and Artificial Lighting (2023) or successor documents.

13.65 The site is located within flood zone 1, with an ordinary watercourse along Caxton Road. Surface water flood risk is predominately very low, however, current evidence is inconclusive between datasets. A site-specific flood risk assessment and detailed drainage strategy will be required to investigate risk further. This should include a detailed model of the ordinary watercourse, considering both current and future climate change scenarios. A sequential approach should be taken to the site layout based on modelled outputs.

13.66 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a high sensitivity catchment, should be explored, see also 'Managing flood risk'.

13.67 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Waresley Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. A gravity sewer runs through the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

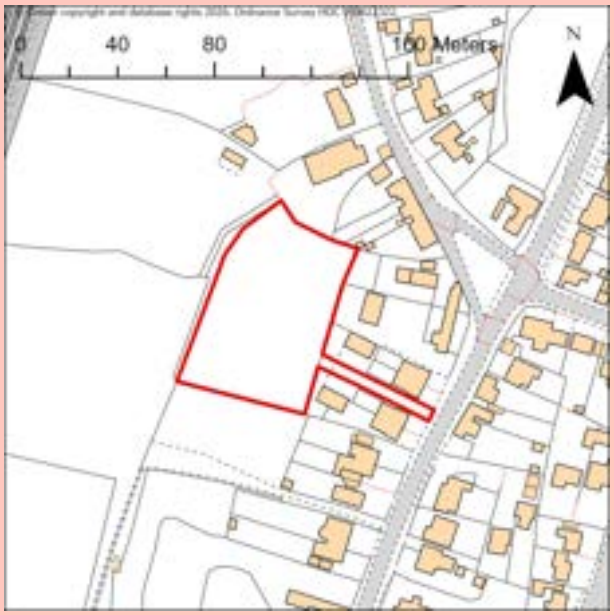
13.68 A proportionate transport assessment will be required to demonstrate that safe, appropriate access from Sand Road can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

Great Paxton 1: West of High Street

Allocation Great Paxton 1

West of High Street, Great Paxton

0.4 ha of land at West of High Street is allocated for residential development of about 9 homes including 6 self and custom build plots.



Successful development on the site will require:

a. a design and landscaping scheme that integrates the site with neighbouring residential uses and responds to its context
b. an ecological assessment to assess the impact on protected species on the site considering the presence of existing mature vegetation and relative proximity to Little Paxton Pits SSSI
c. assessment and mitigation of noise impacts of the railway line to the west
d. design sensitive to the setting of the listed buildings opposite the site frontage and the character of the local area and be informed by a proportionate heritage assessment
e. coordination with adjoining development to the east to allow private access to the site from the High Street
f. retention and protection of the existing path/ road which runs adjacent to the southern boundary and connects with playing fields/ football club to the west
g. provision of a safe and suitable means of access and assessment of transport impacts through a transport assessment
h. assessment of the need to redirect the electricity lines which run through and around the site
i. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

13.69 The site is located west of the High Street with residential development to the north and east. Access to the site is through existing residential development west of the High Street. A design and landscaping scheme will need to demonstrate that it can be integrated with existing residential development and seek to minimise any impact of the development on neighbouring residential amenity.

13.70 Access to the adjoining football ground immediately to the west of the site is achieved from a narrow road off High Street (B1043) and runs adjacent to the southern boundary of the site. Whilst outside the site boundary, it is important the playing fields and access to the football club is not negatively impacted by the development.

13.71 The site comprises mature vegetation and is 0.6km from Little Paxton Pits SSSI to the north west. An ecological assessment will be required to assess any adverse impacts on the SSSI and identify any mitigation if required.

13.72 The site is about 100m east of East Coast mainline meaning it will likely be subject to noise pollution. The design of development should identify and mitigate any adverse impact on the development relating to noise generated from the East Coast Mainline to the east.

13.73 Grade II listed buildings 65 and 67 High Street are located immediately east of the site's proposed access. Although the site is largely obscured from the setting of these designated heritage assets due to being set back from the road frontage and behind residential development. A proposal must assess the potential impacts on these heritage assets and their significance with an appropriate heritage impact assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.74 The site appears to have sufficient frontage to the public highway to achieve access onto B1043 respecting local junction spacing. Access to the site can be achieved from B1043 onto a private access road used for the adjoining residential development.

13.75 The site is located within a Mineral Safeguarding Area for Sand and Gravel and also Brick Clay, the County Council recommend that in the interests of sustainability developers should seek to make best use of any minerals incidentally extracted as part of development.

Great Paxton 2: North of Harley Industrial Park, Paxton Hill

Allocation Great Paxton 2

North of Harley Industrial Park

3.6ha of land North of Harley Industrial Park, Paxton Hill is allocated for B2 general industrial uses

Successful development of the site will require:

a. provision of a strong landscaping buffer to mitigate countryside impact informed by a proportionate Landscape and Visual Impact Appraisal
b. provision of an ecological assessment and Arboricultural Assessment to inform retention of trees and hedgerows with their reinforcement to provide a mature setting to development
c. provision of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culvert, and assessment of risk from ordinary watercourses to evaluate current and future fluvial and surface water flooding risks
d. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
e. provision of a safe and suitable means of access from Paxton Hill and assessment of transport impacts through a transport assessment

13.76 The site adjoins Harley Industrial Estate to the south (an Established Employment Area) providing an expansion to an Established Employment Area and presenting opportunities for local businesses. The site is allocated for B2 light industrial uses. Ancillary office E(g)(i) to assist in the operation of commercial units will be accepted. It is considered capable of delivering about 11,500sqm of employment floorspace. Once completed the allocation will form part of EEA Harley Industrial Park, Great Gransden. The elevation of the site - being located on Paxton Hill - and lack of dense or established vegetation along its boundaries mean the site is prominent in longer landscape views, particularly along the road from Toseland and Paxton Hill. It is also situated within the Great Ouse Valley Priority Landscape. The site would require landscaping to reduce its impact on the wider environment and ensure that it can be sensitively integrated with the immediate landscape. Existing trees and hedgerow where present should be retained to provide a mature setting to development.

13.77 The site is located within flood zone 1, with an ordinary watercourse running along the northern boundary. Surface water risk is predominately very low with the exception of a flow path adjacent to the western boundary. There is potential residual risk to the site from a blockage of the culvert beneath Paxton Hill Road. A site-specific flood risk assessment and detailed drainage strategy must be prepared with a sequential approach taken to the site layout based on modelled outputs. Risk from the ordinary watercourse should be investigated including for residual risk from the culvert demonstrating that they can either be mitigated or safely managed, opportunities to open existing culverts may also provide biodiversity opportunities. Modelling may be required in consultation with the Lead Local Flood Authority (LLFA) and Environment Agency, to robustly define existing and future fluvial flood risk to the site.

13.78 Discharge rates should remain at greenfield rates as a minimum in consultation with the LLFA. The apparent flow path from surface water should be incorporated into site design and layout, if possible. Infilling of drainage ditches should be avoided. Opportunities for natural flood management and mitigation of cumulative development impacts given the site's location within a high sensitivity catchment, should be explored, see 'Managing flood risk'. There are water mains to the north and west boundaries of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

13.79 Transport movements as a result of the proposed employment uses may increase traffic impact on local road network. Provision of a safe and suitable means of access from Paxton Hill and assessment of transport impacts through a transport assessment will be required, taking into account any local impact on Great Paxton, Toseland and St Neots.

Hail Weston 1: West of 5 High Street

Allocation Hail Weston 1

Land West of High Street, Hail Weston

0.8 ha of land at 5 High Street is allocated for residential development of about 6 homes.

Successful development of the site will require:

a. design that reflects the site's position on the edge of the settlement and integrates with residential development to the east
b. a landscaping scheme that minimises impact and responds to the open countryside to the north and west
c. effective incorporation of electricity lines which run along the frontage into the site design
d. early engagement and agreement with the Anglian Water Services to determine a sustainable point of connection
e. the safeguarding of suitable access for the maintenance of existing water supply infrastructure
f. safe and appropriate access to the site from High Street which connects directly from B645.
g. provision of active travel to integrate the site with the village of Hail Weston
h. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

13.80 The site is located on the edge of Hail Weston where the village transitions to open countryside. There are few existing boundary features meaning the site is relatively exposed to the surrounding countryside particularly from north and north west but also the south west beyond the B645. Therefore, the design of the site will require a landscaping scheme to respond to its context. Design should demonstrate how it can reflect and integrate with residential development to the east which comprises modest scale frontage only development.

13.81 Early engagement and agreement is needed with Anglian Water Services to determine a sustainable point of connection to the water main that runs along the southern boundary of the site; a suitable access route must be safeguarded to allow for access to this for maintenance purposes.

13.82 Provision of safe and sustainable active travel routes along the High Street will be required to demonstrate sustainable placemaking.

13.83 The site is located within a Mineral Safeguarding Area for Sand and Gravel, the County Council recommend that in the interests of sustainability developers should seek to make best use of any minerals incidentally extracted as part of development.

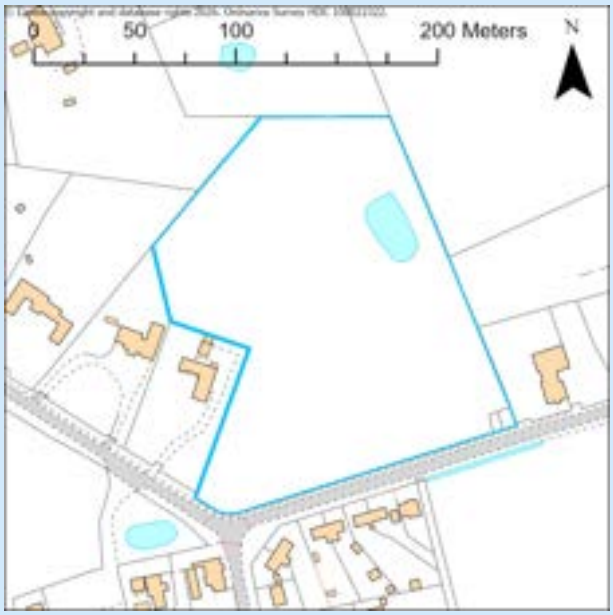
Holme 1: North of Station Road

Allocation Holme 1

Land North of Station Road

2.3 ha of land at Station Road is allocated for mixed use development to comprise:

1. About 40 homes
2. 0.3 ha for local retail and health uses within the local community use class F2 or within the commercial, business or services use class E(e)



Successful development of the site will require:

a. design and landscaping that responds to and integrates with the surrounding residential development and ensures that neighbouring residential amenity is protected

b. retention of existing trees and hedgerows and their reinforcement to minimise the visual impact of development and provide a mature setting to development and respond sensitively to the landscape setting of the Great Fen

c. provision of a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flooding risks

d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated

e. provision of safe access and a proportionate transport assessment that assesses the impact of traffic flow, movement and parking generated by any retail or health uses

f. provision of active travel routes within and, where appropriate outside, the site to improve integration and enable the wider community to access the health and retail uses evidenced by a travel plan

g. the proposal to seek opportunities to maximise incidental extraction of any minerals as part of development

13.84 The site is proposed for mixed uses with inclusion of local scale retail or health uses floorspace put forward by the site promoter. These should be of a limited scale appropriate for a village environment to serve local needs. The site is largely contained from the wider landscape due to the dense vegetation that exists along the northern, eastern and western boundary and vast residential curtilages associated with the properties which adjoin these boundaries. Retention of trees and hedgerow will help to establish a mature setting to the development. Design and landscaping should ensure the development is sensitive to the landscape setting of the Great Fen, and can be effectively integrated with the surrounding townscape which consists of low density residential development.

13.85 Established vegetation including mature trees within the site and hedgerow which borders the southern edge will need to be assessed through a proportionate arboricultural assessment outlining how they can be retained withing the development. It is noted that highway access will need to be achieved from the southern boundary which will result in the loss of some vegetation or trees.

13.86 The site is located within flood zone 1, with ordinary watercourses, south and east of the site. Surface water risk is predominately very low, largely confined to areas of ponding within topographic low spots, particularly within the south of the site adjacent to Station Road which should be incorporated into site design and layout. As such, a site-specific flood risk assessment and detailed drainage strategy must be prepared that considers present day and climate change scenarios with a sequential approach taken to the site layout based on modelled outputs.

13.87 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority and Middle Level Commissioner/Internal Drainage Board. The assessment should consider the wider impact of flood risk and opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, see 'Managing flood risk'.

13.88 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Holme Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.89 A proportionate transport assessment will be required to address movement circulation and parking associated with retail and health uses to be provided on site to ensure residential amenity, safety and suitable access for residents and users of the proposed uses. Additionally, appropriate active connections should ensure that retail and health uses can be integrated with the wider community.

Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services

Allocation Peterborough Services 1

West of the A1 and South of Peterborough Motorway Services

48.2ha of land West of the A1 and South of Peterborough Motorway Services for B2 light industrial and B8 storage and distribution uses.

Successful development of the site will require:

a. use of design that ensures that the physical relationships and separation from existing residential and agricultural buildings and Peterborough Motorway Services are not oppressive or overbearing, considering the routes and spaces between buildings and their uses informed by a master planning exercise agreed with the Council
b. identification of development phases to ensure incremental site development
c. provision of a strong landscaping scheme to provide separation from the A1(M) and to allow for transition to the open countryside informed by a proportionate Landscape and Visual Impact Assessment.
d. retention of trees and hedgerows and their reinforcement to provide a mature setting to development informed by an Arboricultural Assessment
e. an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement, including potential impact on Orton Pit SAC
f. provision of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of ordinary watercourse to evaluate current and future fluvial and surface water flood risk
g. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated
h. noise and air quality assessment and appropriate mitigation from the A1(M) and proposed uses on the site
i. provision of a proportionate heritage assessment and appropriate mitigation of potential impacts on heritage assets
j. archaeological investigation, recording and where appropriate conservation
k. safe and suitable means of access from the A605 and assessment of transport impacts through a transport assessment
l. a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan
m. retention of and connections to public right of way
n. seek opportunities to maximise incidental extraction of any minerals as part of development
o. maximisation of opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse
p. submission of an employment and skills strategy

13.90 The site lies between the A605 and Haddon Road, west of the A1(M) Junction 17. The site is located in a strategically prominent location in terms of its potential to utilise connections to the strategic highways network and also its proximity to existing largescale warehousing and logistics centres within Peterborough. Due to its location the site is considered appropriate for B2 light industrial and B8 storage and distribution uses, with two thirds of the site expected to consist of B8 uses. The site is considered capable of delivering about 116,000sqm of employment floorspace.

13.91 Peterborough Motorway Services lie to the north of the site with agricultural buildings and a single dwelling adjacent to the site's south western corner (accessed from Haddon Road). Opportunities to respond appropriately to the existing uses around the site will be required through the undertaking of a master planning exercise agreed in advance with the Council. Design aspects should include how proposed uses can integrate with the surrounding countryside location. The nature of the master planning process should be proportionate to the scale of development proposed, but should include setting a vision and design principles for the proposal. Development proposals should be supported by a design code, as an integrated part of the master planning process. Due to the scale of strategic logistics and distribution, a proposal must set out a phased development strategy, this will ensure the irreversible loss of agricultural land if market conditions or demand change over time. Delivery phases must be agreed with the Council. Subsequent phases will only eligible for release when it can be demonstrated that the current phase is operating at or close to full occupancy.

13.92 The site is relatively well defined and contained by a combination of the A1, Junction 17, A605 and a Peterborough Motorway Services to the north. The A1(M) forms a landscape buffer to the east as does the A605 and Peterborough Motorway Services to the north. The site is much more open to the south and west where it adjoins open countryside. Due to the scale of development and buildings associated with strategic logistics and distribution development if not planned appropriately can have a significant impact on its immediate surroundings and the wider landscape. Spatially, logistics is characterised by large-footprint facilities such as warehouses and distribution centres. A proposal will be be expected demonstrate how the scheme can integrate into the local environment through landscaping and minimisation of hardstanding.

13.93 Modern warehouses are increasingly expansive meaning logistics facilities need significant land, which is preferably flat and unconstrained. A proposal should demonstrate through a masterplan or design code that these impacts including visual, noise, light and air pollution can be mitigated or managed. A proposal will be expected to demonstrate how the scheme can integrate into the local environment through landscaping and minimisation of hardstanding. A proposal must also demonstrate that the development will not adversely impact on the amenity of occupiers of nearby properties resulting from visual, noise, air, light, air and dust pollution, public safety and increased impact on the transport network. The compatibility of a proposal for 24hr operations will need to be addressed.

13.94 Due to the scale of the site and its countryside location a proposal will require an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement, including potential impact on Orton Pit SAC. Special consideration should be given to any adverse affects resulting from air pollution, water quality, water quantity as informed by the Habitats Regulations Scoping Report.

13.95 The site is predominantly located within flood zone 1, with ordinary watercourses within the northwest of the site, and to the north and south of the site (all ordinary watercourses and tributaries of Stanground Lode and the River Nene). Surface water risk is predominately very low with some higher risks in the southern area of the site at Haddon Road where there is significant ponding.

13.96 Due to the areas of ponding and the proximity to the ordinary watercourses, a site-specific flood risk assessment and detailed drainage strategy are required with a sequential approach taken to the site layout based on modelled outputs. This should include a detailed investigation into surface water flood risk,

considering both current and future climate change scenarios, modelling of ordinary watercourses and the condition and residual risk from the culverted watercourses in close proximity to the site, to understand potential fluvial flood risk from these watercourses. This must demonstrate that residual risk can either be mitigated or safely managed, and investigating opportunities to open existing culverts may also provide biodiversity opportunities.

13.97 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impacts maybe explored.

13.98 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Peterborough (Flag Fen) Water Recycling Centre (WRC) is near, and may serve this development. This WRC is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.99 There is potential for noise, light and air pollution affecting the site due to its proximity to the A1(M) and as a result of the proposed uses for the site. Mitigation measures should be incorporated to fully address noise and air quality impacts.

13.100 Due to the scale of the proposed development, a proportionate heritage assessment will be required in compliance with Policy LP 56 'Heritage Assets and their Settings' to identify any heritage impact and appropriate mitigations. Current investigations identify the site contains areas of settlement and associated archaeological features dating to the Iron Age, Roman and Medieval periods in the north east of the site these have the potential to be of regional significance. Archaeological investigation, recording and where appropriate conservation should be addressed in compliance with Policy LP 56 'Heritage Assets and their Settings'. If significant archaeological assets are found within the site, a strategy for outreach and public engagement should be prepared to make the archaeological evidence publicly accessible. Engagement with Cambridgeshire County Council on this will be required.

13.101 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the A605 and that any adverse off-site transport impacts can be adequately mitigated. The transport assessment must take into account the impact of development on Peterborough east of the A1(M), Junctions 16 and 17 of the A1(M) and the wider impacts on the A605 and to the west. A road safety audit, local junction spacing and capacity assessment must also be included.

13.102 An existing public right of way traverses the site. A proposal must demonstrate how it can connect to and retain the right of way on its existing alignment, be maintained or enhanced and connect to the wider right of way/highway network.

13.103 The site is immediately west of the A1(M). There maybe opportunities to connect the site to the existing bus network and provide an enhanced service in the northern part of Huntingdonshire and further enhance provision between Peterborough and other urban areas such as Huntingdon and surrounding settlements in between such as Yaxley, Stilton and Sawtry. Provision of a sustainable transport network for vehicles, cyclists, pedestrians and public transport to the wider area including to Peterborough will be demonstrated through the submission of a Travel Plan to demonstrate sustainable placemaking.

13.104 The site is situated in an Mineral Safeguarding Area for Brick Clay, Cambridgeshire County Council is of the view that prior extraction of brick clay is unlikely to be feasible as part of development. However, in the interests of sustainability, best use should be made of any mineral incidentally extracted as part of the development.

13.105 Net zero and energy efficient buildings are becoming increasingly fundamental to site selection decisions for new, expanding and existing businesses, with a building's environmental performance and overall sustainability greatly influencing future occupants choice of new commercial space. Greener stock not only cuts carbon emissions but also makes the local economy more resilient (reducing operating costs). This aligns with national policy encouraging upgrading of building stock for a modern economy and the UK's Modern Industrial Strategy (2025) which signals ongoing support to help freight and logistics businesses overcome challenges, including reliance on fossil fuels. The Department for Transport's Future of Freight: a long-term plan also supports a shift towards net zero. Therefore to meet Council and wider national policies and strategies a proposal must demonstrate that it has taken action to maximise opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse above the requirements set out in the Local Plan.

13.106 The policy supports inclusive economic growth by raising skill levels in the district, aligning with the Cambridgeshire and Peterborough Combined Authority's Local Growth Plan, Huntingdonshire Economic Growth Strategy 2025 and Economic and Employment Needs Assessment 2025. A proposal must provide an Employment and Skills Statement covering all development phases. To support the Economic Growth Strategy and Employment Needs Analysis for Huntingdonshire, it is essential to foster a skilled workforce aligned with the district's evolving economic priorities and to ensure that development projects contribute meaningfully to the area's social and economic wellbeing. This requires developers to consider not only the creation of jobs and business opportunities, but also the incorporation of social value—such as supporting local supply chains, offering training and apprenticeships, and enhancing community infrastructure—into their proposals. Close collaboration with the Council's Economic Development team from the earliest stages of planning is crucial to achieving these aims. By engaging early, developers can gain insight into local employment needs, skills gaps, and social priorities, ensuring their developments both support the Economic Growth Strategy and deliver lasting benefits to Huntingdonshire's communities.

Ramsey Forty Foot 1: Ramsey Forty Foot Village Rural Mooring

Allocation Ramsey Forty Foot 1

Ramsey Forty Foot Village Rural Mooring

1.4 ha of land in Ramsey Forty Foot is allocated for leisure moorings, open space and land to safeguard against flooding.

Successful development of the site will require:

a. demonstration of how of leisure moorings and open space can be integrated without detrimental impact on the biodiversity of the watercourse
b. high quality development that reflects the sensitive landscape setting of the site retaining existing landscape features
c. sensitive design having regard to the adjacent grade II listed Bridge House to the north west of the site and be informed by a proportionate heritage assessment
d. provision of safe and suitable access and escape to and from moorings and demonstration that the site can be safe for the lifetime of the development.
e. evidence that it would not overload the environmental, navigational or flood conveyance capacity of the water way

13.107 The site is located on the northern edge of Ramsey Forty Foot along the Forty Foot/ Vermuden's Drain water way.

13.108 The allocation is classified as water compatible development. Opportunities for natural flood management features to reduce flood risk to the site and surrounding areas could be explored. Consultation and agreement with the Middle Level Commissioners is recommended to ascertain whether further assessment or mitigation will be required.

13.109 To the north west is the grade II listed Bridge House, as such a proposal should be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.110 Safe access and egress to and from the moorings will need to be demonstrated. Design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village and encourage use of the proposed open space.

13.111 Evidence that it development will not overload the environmental, navigational or flood conveyance capacity of the water way will be required. This assessment will require engagement with the relevant water bodies and organisations to determine this such as the Environment Agency and Middle Level Commissioners. Evidence should be provided to demonstrate that the biodiversity value of the watercourse locally would not be detrimentally impacted.

Ramsey Forty Foot 2: Woodlane Farm

Allocation Ramsey Forty Foot 2

Woodlane Farm, Ramsey Forty Foot

1.4 ha of land at Woodlane Farm, Ramsey Forty Foot is allocated for residential development of about 30 homes.

Successful development of the site will require:

a. high quality design that reflects the site's position on the edge of the settlement
b. retention and enhancement of existing trees and hedgerows as part of a landscaping scheme
c. provision of a proportionate flood risk assessment and drainage strategy to evaluate surface water flood risk and fluvial flood risk from the ordinary watercourse east of the site
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. archaeological investigation, recording and where appropriate conservation
f. the provision of a suitable means of access from Ramsey Road

13.112 The site is located on the south western edge of Ramsey Forty Foot. To the north, it adjoins residential development, to the east is a farm complex and to the south is a car dealership.

13.113 The potential impact of built development on the edge of the settlement is softened by the presence of established trees and vegetation along the site's boundaries, most notably the western and southern ones which enclose the site. There are a few trees within the site near to its southern edge. It will be expected that a comprehensive landscaping scheme is designed to retain these existing trees and soften the development from public view points.

13.114 The site is located within flood zone 1 and any surface water risk is predominantly very low. Surface water risk is mainly confined to the eastern boundary of the site, as well as in topographic low spots in the northwest and southwest corners of the site. An ordinary watercourse is located outside of the site to the east. As such, a site specific flood risk assessment and drainage strategy must be prepared including the assessment of risk from the ordinary watercourse, surface water flood risk now and in the future and the consideration of access and escape routes in the event of flooding. Modelling may be required in consultation with the Lead Local Flood Authority (LLFA), to define existing and future surface water flood risk to the site.

13.115 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. Opportunities for natural flood management and mitigation of cumulative development impact should be explored given the site's location within a medium sensitivity catchment, see also ''Managing flood risk''

13.116 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Ramsey Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available, upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.117 There are two bowl barrows approximately 200m to the southwest and five bowl barrows approximately 250m to the south. Due to the site's proximity to two scheduled barrow cemeteries that there could be potential for archaeology. Archaeology works are required to assess extent of potential remains and be carried out in compliance with Policy LP 56 'Heritage Assets and their Settings'.

13.118 Provision of safe vehicular access will be required from Ramsey Road. A proportionate transport assessment will be required to demonstrate how safe, appropriate access can be provided from the road network and that any adverse off-site transport impacts can be adequately mitigated. Safe pedestrian and cyclist connectivity into the village centre must also be facilitated.

The Stukeleys 1: Between 76-86 Owl End

Allocation Great Stukeley 1

Land between Land between 76 and 86 Owl End

0.30 ha of land situated between 76 and 86 Owl End is allocated for residential development of about 3 homes.

Successful development of the site will require:

a. design that responds to the surrounding residential development and minimises impact of the development on neighbouring residential amenity to the north and south.
b. provision of an arboricultural assessment and landscaping scheme that responds to the wider countryside context, particularly to the east
c. retention of trees and hedgerows and their reinforcement to provide a mature setting to development
d. provision of proportionate flood risk assessment with detailed assessment of surface water flood risk and flood depths on the access road
e. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. provision of safe and suitable vehicular access and consideration of safe accessible active travel routes considering townscape impact
g. consideration of the impact of development on overhead power lines to the east of the site

13.119 Development in Owl End is relatively dispersed and consists of low density mainly residential development. A proposal must demonstrate how it can reflect the character and appearance of the surrounding residential development to ensure cohesive development that is sympathetic to its character and appearance. Assessment of any impact of the overhead power lines to the east of the site on the development layout should be taken into account in the site's design to ensure high quality residential amenity. The eastern edge of the site looks out over open countryside. Landscape impact would be limited but the transition to the countryside towards the east would require consideration and appropriate planting should be included in a landscaping scheme to provide a visual buffer to the site from the east.

13.120 The western boundary of the site is bounded with trees and hedgerow and separated from the road by a drainage ditch. Trees are also present around the remaining boundaries but are not contiguous. A small wooded area sits northeast of the site. An arboricultural assessment will be required to inform a landscaping scheme which looks to retaining and protecting the mature trees and hedgerows within and bounding the site, to establish a mature setting to the development and to minimise any detrimental biodiversity impact.

13.121 The site is within flood zone one with nominal surface water flood risk. There is a surface water flow path along Owl End adjacent to the western boundary of the site, flood depths on the access road are modelled to be shallow. There is also a small area of surface water extent at the eastern boundary of the site. The

risk along the main access road may impact on safe access and escape routes for the site. This will need confirming and potential mitigation through a surface water drainage strategy using appropriate SuDS measures at the site-specific flood risk assessment stage.

13.122 Early engreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Alconbury Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Interim treatment solutions may be necessary until a permanent treatment solution is put in place.

13.123 The site is located along a narrow road with no footpath, this is in keeping with the wider context of the area where the 'End' is bounded by grass verges on either side. A proportionate transport assessment should look at how a safe and suitable vehicular access can be achieved and consider safe accessible active travel routes whilst balancing this with townscape impact

Upton 1: Land South West of South Farm

Allocation Upton 1

South West of South Farm

0.39 ha of land situated south west of South Farm is allocated for residential development of about 7 Custom and Self-Build homes

Successful development of the site will require:

a. provision of a high quality development which reflects the character of the surrounding area through a development framework and supported by a design code or plot passport
b. retention of planting along its eastern, western and southern boundaries and enhanced planting on its northern boundary to mitigate impact of South Farm
c. provision of a flood risk assessment and drainage strategy modelling the ordinary watercourses to evaluate current and future fluvial and surface water flooding risks
d. early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
e. provision of safe and appropriate active travel and vehicular access from Pig Market End

13.124 The site is located to the east of Pig Market End and forms part of the wider garden and curtilage of South Farm. The site is allocated for custom and self build homes to support the desire for low density plots in small village or countryside locations that is commonly expressed in our Custom and Self-build Register.

13.125 A proposal should consider the requirements set out in the Council's self build register in terms of types and sizes of plots.

13.126 A proposal must include a design code or plot passport which sets out design requirements and provides detailed parameters for the physical development of a site or area. These should be provided in graphical and written form and be based upon a design vision, such as a masterplan or development framework. The Design Code should include as a minimum:

- Plot form – e.g. plot size and plot width, developable footprint
- Building form – e.g. heights, massing, and bulk
- Building orientation – e.g. position on plot, overlooking etc.
- Density – e.g. plot ratios, site coverage, dwellings per hectare
- Building types – e.g. detached, semi-detached, terraced etc.
- Street network – e.g. urban grain – street and building pattern and connectivity
- Views – e.g. relationship to heritage assets, topography, corridors, and setting
- Soft landscape – e.g. standards, species, biodiversity etc.
- Public realm
- Building frontage – e.g. active frontage, building features, townscape features

- Cycle provision, car parking and access
- Waste and recycling provision

13.127 South Farm is located north of the site, landscaping and boundary features will be required to provide a sense of separation between the development and this property. All other boundaries have vegetation and trees which should be retained and enhanced where possible to mitigate any landscape impact on the countryside.

13.128 The site is located within flood zone 1, with an ordinary watercourse adjacent but within the northern boundary. Surface water flood risk is predominately very low however Pig Market End access road to the northwest of the site is shown to be at high surface water risk. As such, a site-specific flood risk assessment and drainage strategy must be prepared, including a model of the ordinary watercourses and investigation into surface water flood risk on Pig Market End access road considering present day and climate change scenarios. A sequential approach should be taken to the site layout based on modelled outputs. The ordinary watercourses should be included within the site design and layout and include the preservation of drainage ditches alongside the implementation of an appropriate SuDs scheme.

13.129 Discharge rates should remain at greenfield rates in consultation with the Lead Local Flood Authority. The assessment should consider the wider impact of flood risk and opportunities for natural flood management and mitigation of cumulative development impacts, given the site's location within a medium sensitivity catchment, see 'Managing flood risk'.

13.130 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Alconbury Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified. Interim treatment solutions may be necessary until a permanent treatment solution is put in place.

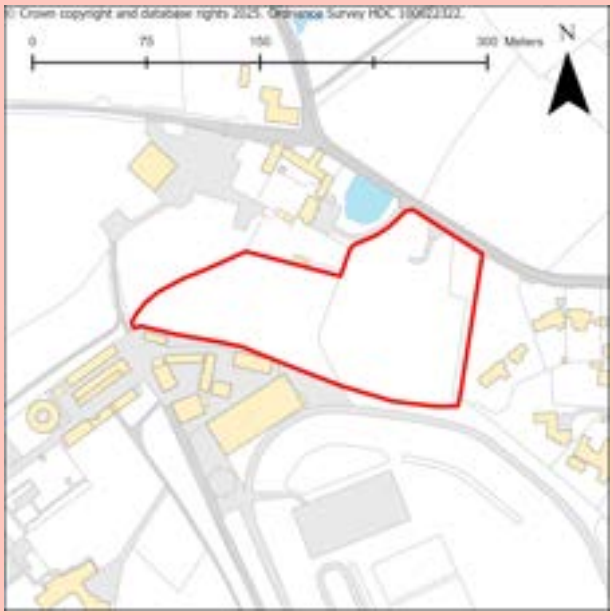
13.131 Provision of safe vehicular access will be required from Pig Market End, access here may result in the loss of some existing trees and vegetation but this should be minimised as much as possible. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network. In particular, the design of any development will need to explore a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

Waresley 1: Land between West Lodge and Home Farm

Allocation Waresley 1

Land between West Lodge and Home Farm

1.6 ha of land between West Lodge and Home Farm is allocated for residential development of about 6 custom and self build homes



Successful development of the site will require:

a. provision of a high quality development which reflects the character of the surrounding area through a masterplan/development framework and supported by a design code or plot passport
b. retention of 0.66ha of woodland within the site
c. a landscape scheme that reflects the sensitive landscape setting of the site retaining existing landscape features and woodland and boundary features such as hedgerows supported by a landscape plan and strategy
d. a proportionate flood risk assessment and detailed assessment of surface water flood risk alongside groundwater risk
e. integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair and early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated
f. provision of a proportionate heritage assessment and appropriate mitigation of potential impacts on on the nearby listed building of Home Farm and its setting and the Conservation Area
g. provision of safe vehicular and pedestrian access from Manor Farm Road
h. provide connectivity to the existing trackways within the woodland

13.132 The site is located on the northern edge of Waresley. There are two distinct parts to the site, the eastern part (1ha) consists of amenity grassland and the western a densely wooded area (0.66ha). The site is allocated for custom and self build homes, the site promoter has stated a preference for this which is supported.

13.133 A proposal should consider the requirements set out in the Council's self build register in terms of types and sizes of plots.

13.134 A comprehensive masterplan will be required to integrate built development and woodland and also with surrounding development. The masterplan will be required to locate housing on the 1ha of amenity grassland and retain the 0.66ha woodland.

13.135 A proposal must include a design code or plot passport which sets out design requirements and provide detailed parameters for the physical development of a site or area. These should be provided in graphical and written form and be based upon a design vision, such as a masterplan or development framework. The design code should include as a minimum:

- Plot form – e.g. plot size and plot width, developable footprint
- Building form – e.g. heights, massing, and bulk
- Building orientation – e.g. position on plot, overlooking etc.
- Density – e.g. plot ratios, site coverage, dwellings per hectare
- Building types – e.g. detached, semi-detached, terraced etc.
- Street network – e.g. urban grain – street and building pattern and connectivity
- Views – e.g. relationship to heritage assets, topography, corridors, and setting
- Soft landscape – e.g. standards, species, biodiversity etc.
- Public realm
- Building frontage – e.g. active frontage, building features, townscape features
- Cycle provision, car parking and access
- Waste and recycling provision

13.136 The site is 8.8km from the Eversden and Wimpole Wood SAC located in South Cambridgeshire and supports maternity colonies of Barbastelle bats. The presence of the woodland and other existing landscape features and hedgerows means a comprehensive landscaping plan and strategy will be necessary, along with a landscape management plan, to ensure existing trees and planting are retained. An ecological survey will also be required and appropriate mitigation and enhancement measures incorporated into the design of potential development where necessary. Trackways should be provided within the site connecting residential development with the woodland to provide a holistic and well balanced development where they would not undermine the ecology present within the woodland. In addition, development should ensure compliance with requirements for ecologically sensitive lighting, in line with the Institute of Lighting Professionals' Guidance Note 8 - GN08 Bats and Artificial Lighting (2023) or successor documents.

13.137 The site is within flood zone 1 with nominal surface water flood risk. There is a small area of ponding in the centre of the site. A detailed assessment of surface water will be required to establish surface water flood risk conditions and investigation into groundwater conditions and risk required. A proposal will need to show that the development can be designed to be safe and that there is adequate emergency planning provision. A sequential approach should be taken to the site layout based on modelled outputs.

13.138 Anglian Water have advised that there is a rising main (pressurised sewer) running directly through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

13.139 Early engagement and agreement is needed with the Council in liaison with the Environment Agency and Anglian Water Services that the waste water flows from the development can be accommodated and that meeting the requirements of the Water Framework Directive would not be compromised. Waresley Water Recycling Centre (WRC), which will serve this development, is likely to be close to or exceed permit during plan period. After this unless additional headroom becomes available upgrades and / or a change to permit limit will be required at the WRC, although no significant constraints have been identified.

13.140 A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from Manor Farm Road and that any adverse off-site transport impacts can be adequately mitigated. In particular, the design of any development should provide a sustainable transport network for vehicles, cyclists and pedestrians which will facilitate integration with the village.

13.141 The site is sensitively located on the northern edge Waresley within the conservation area and also south of the grade II listed Home Farm. This means that the design will need to carefully consider the impact on the significance, setting and character of these in order that harm is avoided or minimised as far as possible and where possible enhancement of these assets is enabled. As such a proposal must be supported by a proportionate heritage assessment in compliance with Policy LP 56 'Heritage Assets and their Settings'.

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Appendices

Appendix 1: Neighbourhood Plan housing requirement figures

Indicative Neighboruhood Plan housing requirement figures

Total completions since 2021/22 and applications permitted

NP Areas	Total
Alconbury	2
Alconbury Weston	43
Alwalton	11
Brampton	252
Brington and Molesworth	15
Buckden	423
Bury	687
Bythorn and Keyston	15
Catworth	7
Ellington	40
Elton	2
Glatton	5
Godmanchester	480
Grafham	5
Great Gidding	13
Great Gransden	36
Great Staughton	19
Hamerton and Steeple Gidding	7
Hemingford Grey	6
Houghton and Wyton	198
Huntingdon	1,916
Leighton Bromswold	1
Old Weston	0
Ramsey	561
Sawtry	656
Somersham	227
Stilton	199

Pre-Submission Allocations (excluding North Huntingdon Area and sites already allocated)

NP Areas	Total
Alconbury	90
Alconbury Weston	0
Alwalton	0
Brampton	10
Brington and Molesworth	0
Buckden	0
Bury	200
Bythorn and Keyston	15
Catworth	25
Ellington	70
Elton	0
Glatton	0
Godmanchester	635
Grafham	45
Great Gidding	0
Great Gransden	0
Great Staughton	15
Hamerton and Steeple Gidding	0
Hemingford Grey	0
Houghton and Wyton	0
Huntingdon	12
Leighton Bromswold	0
Old Weston	0
Ramsey	50
Sawtry	845
Somersham	215
Stilton	64

Total completed + permitted and pre-submission allocations

NP Areas	Total
Alconbury	92
Alconbury Weston	43
Alwalton	11
Brampton	262
Brington and Molesworth	15
Buckden	423
Bury	887
Bythorn and Keyston	30
Catworth	32
Ellington	110
Elton	2
Glatton	5
Godmanchester	1,115
Grafham	50
Great Gidding	13
Great Gransden	36
Great Staughton	34
Hamerton and Steeple Gidding	7
Hemingford Grey	6
Houghton and Wyton	198
Huntingdon	1,928
Leighton Bromswold	1
Old Weston	0
Ramsey	611
Sawtry	1,501
Somersham	442
Stilton	263

St Ives	152
St Neots	4,152
The Stukeleys (currently including Alconbury Weald)	5,961
Winwick	102
Total	**16,193**

St Ives	350
St Neots	1,180
The Stukeleys (currently including Alconbury Weald)	3
Winwick	0
Total	**3,474**

St Ives	502
St Neots	5,332
The Stukeleys (currently including Alconbury Weald)	5,964
Winwick	102
Total	**19,667**

Appendix 2: Proposed Monitoring Framework

16.1 Monitoring is a key process in assessing the impacts of planning policy and whether planning policy is having the desired impact and can form part of evidence for future Local Plan reviews. Where monitoring reveals that the indicators are not being met action will be taken to address this through the next review of the Local Plan if the policy remains appropriate.

16.2 Each policy in the Local Plan has at least one monitoring indicator to monitor their implementation and will be recorded in the AMR. Each policy and their monitoring indicator are set out n the following table. The progress of residential development sites (including mixed use with residential elements) will be monitored through the production of a housing trajectory which will also be set out in the AMR.

16.3 All proposed monitoring indicators for policies in this Plan are set out in the following table:

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 1	How much development do we expect?	• Number of additional homes completed within the district • Amount of additional employment floorspace completed within the district	7, 10	9, 11	• Cambridgeshire County Council (Policy and Insight Team)
LP 2 LP 3	Our Strategy for Change Distribution of Growth	• Amount and type of employment land available • Number and % of housing completions by settlement and tenure type (including the North Huntingdon Growth Cluster) • Amount and % of employment development by settlement type • CIL receipts/expenditure monitoring • Gross number and % new dwellings on previously developed land • Amount and % of employment floorspace developed on previously developed land • Progress on neighbourhood plans	2, 4, 6, 7, 9, 10	1, 2, 3, 4, 9, 11	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 4	Green and Blue Infrastructure Priority Areas	• Losses to biodiversity habitat • Additions to biodiversity habitat • Total change in biodiversity habitat	3, 12, 13	5, 6, 7	• Cambridgeshire & Peterborough biodiversity Environmental Records Centre (CPERC)
LP 5	Settlement Hierarchy	• Distribution of planning permissions across the district	4, 6, 7, 10	4, 9, 11	• Cambridgeshire County Council (Policy and Insight Team)

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 6	Market Towns	• Number and percentage of housing completions by settlement type • Amount and percentage of employment development completed by settlement type	4, 6, 7, 10	4, 9, 11	• Cambridgeshire County Council (Policy and Insight Team)
LP 7	Service Centres				
LP 8	Local Service Villages				
LP 9	Villages				
LP 10	Hamlets and the Countryside	• Number of planning permissions granted on unallocated sites on grade 1 and 2 agricultural land	12	4	• Cambridgeshire County Council (Policy and Insight Team)
LP 11	Placemaking for larger scale developments	• Number of planning applications granted for large scale development supported by a masterplan and parameter plan • Number of planning applications for large scale major development supported by a masterplan and parameter plan	1, 9, 11, 12	7, 15	• Huntingdonshire District Council
LP 12	How will infrastructure be provided	• Annual CIL receipts/ expenditure monitoring S106 monitoring • Completion of A428 upgrade • Commencement/ completion of A141 upgrade • Provision of additional capacity at water recycling centres as identified in the Infrastructure Delivery Study	2, 5, 11, 15, 16, 18	10, 12, 15	• Huntingdonshire District Council • National Highways • Anglian Water • Cambridgeshire and Peterborough Combined Authority
LP 13	Securing infrastructure provision				
LP 14	Supporting and Enabling Strategic Infrastructure				
LP 15	Facilitating Transport, Travel and Connectivity	• Progress made on strategic transport projects including the A141 and East West Rail • Number of CIL payments for travel and connectivity improvements	2, 15, 16, 18	10, 12	• Huntingdonshire District Council • National Highways • Cambridgeshire and Peterborough Combined Authority
LP 16	Approach to renewable energy schemes	• Number of planning applications for energy schemes permitted • Permitted renewable energy capacity in MW • Completed renewable energy capacity in MW	1, 3, 9, 14, 17	1, 2	• Cambridgeshire County Council (Policy and Insight Team)

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 17	Health and well-being	• Number and % of planning permissions granted for large scale development for residential or employment use with a supporting health impact assessment	2, 4, 9, 11	10, 15	• Huntingdonshire District Council
LP 18	Providing affordable homes	• Number and percentage of affordable homes completed	4, 10	9	• Cambridgeshire County Council (Policy and Insight Team)
LP 19	Green and Blue Infrastructure	• Losses to biodiversity habitat in hectares • Additions to biodiversity habitat in hectares • Total change in biodiversity habitat in hectares • Open space managed to Green Flag award standard	3, 12, 13	5, 6, 7	• Cambridgeshire & Peterborough biodiversity Environmental Records Centre (CPERC)
LP 20	Supporting carbon capture through nature	• Number of applications refused based on impact on carbon stores	1, 3, 9, 13, 14	1, 2, 5, 6	• Huntingdonshire District Council • Natural England • Great Fen
LP 21	Managing Flood Risk	• Number of planning permissions granted contrary to the advice of the Environment Agency	2, 11, 12, 13, 18	1, 2, 3, 15	• Environment Agency
LP 22	Managing Waste Water	• Number of planning permissions granted contrary to water service providers	2, 12, 13	1, 2, 3, 15	• Anglian Water • Environment Agency • Middle Level Commissioners • Local Lead Flood Authority
LP 23	Managing Surface Water	• Number of planning permissions granted contrary to the advice of a responsible agency on flooding or water quality grounds	2, 12, 13, 18	1, 2, 3, 15	• Anglian Water • Environment Agency • Middle Level Commissioners • Local Lead Flood Authority
LP 24	Water Efficiency	• Number of planning permissions granted contrary to the l/p/d	1, 2, 9, 14	1, 2, 3, 15	• Huntingdonshire District Council
LP 25	Design context and character	• Number of planning applications refused where the grounds of refusal were based on their adverse impact on their surroundings	1, 4, 9, 11, 12	7, 15, 16	• Huntingdonshire District Council

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 26	Creating high quality places and spaces	• Number of planning applications refused where the grounds of refusal was based on failure to create high quality places and spaces	1, 4, 9, 11, 12	7, 15, 16	• Huntingdonshire District Council
LP 27	Ensuring amenity for new buildings and neighbours	• Number of applications refused where grounds of refusal included detriment to neighbouring properties	1, 9	8, 15	• Huntingdonshire District Council
LP 28	Minimising embodied and operational carbon in new buildings	• Number of applications refused based on non-compliance with national energy efficiency standards • Amount and % of housing and employment floorspace developed on previously developed land • Amount and % of new homes and employment floorspace created via conversion or change of use	1, 9, 12, 14	1, 2	• Huntingdonshire District Council
LP 29	Making existing buildings more energy efficient	• Number of applications where this policy applies	1, 9, 14	1, 2	• Huntingdonshire District Council
LP 30	Supporting active and sustainable travel	• Number and % of housing completions by settlement type • Number and % of planning permissions granted for major development supported by a Transport Assessment, Transport Statement and/or Travel Plan	2, 11, 16, 17, 18	9, 12	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 31	Parking Provision and Vehicle Movement	• Number of new homes permitted with no off street parking • Number of cycle storage spaces permitted per dwelling/ per non-residential unit	1, 9, 12, 17	15	• Huntingdonshire District Council
LP 32	Providing electric vehicle charging points	• Number of applications that provided new electric vehicle charging points	1, 9, 12, 17	1, 2	• Huntingdonshire District Council

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 33	Preventing and reducing air pollution	• Number of planning applications refused in an AQMA based on air quality impacts • Number of planning permissions granted which require a low emissions strategy	1, 9	7, 8, 15	• Huntingdonshire District Council
LP 34	Preventing and reducing ground contamination and groundwater pollution	• Number of planning permissions granted with an agreed contamination mitigation strategy • Number of planning permissions for the specified development types granted in a SPZ 1 where adequate safeguards against possible contamination have not been agreed	1, 9	8	• Huntingdonshire District Council
LP 35	Protecting and enhancing Established Employment Areas	• Amount and type (use class) of development completed within EEAs • Amount of development completed or committed on land well-related and capable of being integrated with an Established Employment Area for uses E(g)(i to ii), B2, and B8	4, 5, 6	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 36	Expansion and diversification of rural businesses	• Amount and type (use class) and type and floorspace of development completed within the countryside	6, 7, 8	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 37	Shaping new businesses in the countryside				
LP 38	Enabling key clusters and innovation-led growth	• Amount and type (use class) of development completed as approved through this policy, including the identification of cluster typologies	6, 7, 8	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 39	Enabling logistics and distribution	• Amount and type (use class) of development completed for B8 (storage and distribution)	6, 7, 8	11, 13	• Cambridgeshire County Council (Policy and Insight Team)

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 40	Helping tourism and recreation in the countryside	• Number of permissions granted for tourism, sport and recreation in the countryside by use	6, 12, 13	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 41	Defining our Retail Hierarchy	• Use class and amount of retail floorspace gained or lost within defined Town Centres and Local Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 42	Promoting Town Centre Vitality and Viability	• Use class and amount of retail floorspace gained or lost within defined Town Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 43	Supporting Local Centres	• Use class and amount of retail floorspace gained or lost within defined Local Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 44	Services and facilities outside Designated Centres	• Use class and amount of retail, community and hot food takeaway floorspace gained or lost within defined Local Centres • Use class and amount of community floorspace gained or lost within defined Local Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 45	Promoting a mix of housing	• Numbers of homes completed of each of 1, 2, 3 and 4(+) bedrooms	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team)
LP 46	Ensuring accessible and adaptable homes	• Proportion of homes built to standard M4(2) accessible and adaptable homes • Proportion of homes built to standard M4(3) wheelchair user homes	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 47	Facilitating self and custom build homes	• Number of self and custom build CIL exemptions granted	4, 10	9	• Huntingdonshire District Council
LP 48	Supporting specialist housing	• Number of self-contained (C3) specialist homes permitted by tenure • Number of bedspaces in C2 residential institutions permitted	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team)

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 49	Supporting houses in multiple occupation	• Number of bedspaces granted through construction or conversion of housing into licenced houses in multiple occupation	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 50	Promoting Rural Exceptions Housing	• Number of affordable homes completed on rural exceptions schemes	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 51	Gypsies, Travellers and Travelling Showpeople	• Number of Gypsy and Traveller pitches permitted • Number of Travelling Showpeople plots permitted	4, 10	9	• Cambridgeshire County Council (Policy and Insight Team)
LP 52	Protecting our nature conservation sites	• Losses to biodiversity habitat in hectares • Total Change in habitats in hectares • % of SSSIs in favourable, unfavourable recovering, unfavourable no change, unfavourable declining, destroyed/part destroyed condition	3, 12, 13	6, 7, 8	• Cambridgeshire & Peterborough biodiversity Environmental Records Centre (CPERC)
LP 53	Enhancing Biodiversity and Geodiversity	• Number of applications refused based on non-compliance with biodiversity net gain	3, 12, 13	6, 7, 8	• Huntingdonshire District Council
LP 54	Protecting our trees, orchards, woodlands, hedges and hedgerows	• Number of applications refused on the basis of impact on trees, woodland, hedges and hedgerows	3, 12, 13	6, 7, 8	• Huntingdonshire District Council
LP 55	Protecting our open spaces, outdoor sport and recreational facilities	• Number of applications resulting in the loss or gain of open space, sports and recreational buildings(s) or land • Number of LGS designations made in neighbourhood plans	2, 3, 11	5, 10	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 56	Heritage Assets and their Settings	• Number and % of planning applications refused on grounds of impact on heritage assets	12	7, 16	• Huntingdonshire District Council • Historic England Heritage at Risk Register

Policy no.	Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
		• Number of conservation area statements reviewed • Number of heritage assets on the heritage at risk register			
LP 57	Water related Development	• Number of moorings granted permission for leisure and residential use • Number of applications where this policy was applied	12, 13	6, 15	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council

Introduction

17.1 The following Appendix replaces the Huntingdonshire Developer Contributions Supplementary Planning Document (SPD) adopted in 2011. It sets out the Council's approach to assessing the impacts of new development and determining developer contributions to be sought towards meeting the infrastructure and/or mitigation needs arising from development.

17.2 The Appendix provides guidance regarding relevant policies in the Huntingdonshire Local Plan to 2046. Table 1 provides a link to where the requirements can be found within relevant policies or supporting text within the body of the Local Plan.

17.3 Proposals for development should, where appropriate, have regard to the latest Huntingdonshire Infrastructure Delivery Study (Stages 1 and 2) (the IDS) and its supporting Infrastructure Schedules, which set out the infrastructure required for the implementation of the Local Plan. In addition, reference may be made to the Whole Plan Viability Assessment (WPVA) which takes account of the infrastructure and policy provisions included within the Local Plan and provides a robust assessment of site typologies and the strategic housing allocations.

17.4 The types of infrastructure and mitigation, and the means of securing them through planning obligations, addressed in this Appendix are not an exhaustive list of all infrastructure or measures that may be sought to ensure development meets the relevant statutory tests. The Council may need to negotiate other forms of planning obligations as result of the individual circumstances of a site and proposal, where obligations are necessary, directly related to the development and fairly and reasonably related in scale and kind to the development in question. In certain circumstances the Council may pool developer contributions from a range of sources towards a project to mitigate the cumulative impacts of development.

17.5 The Council encourages applicants to engage in pre-application discussions with infrastructure providers at an early stage to assist in identifying the potential impacts of development and any mitigation measures that may be required, including planning obligations. Early discussions, and the use of an appropriate Section 106 template or the Government's standardised Section 106 templates, when available, may also assist in reducing delays associated with the completion of planning obligation agreements as part of the planning application process.

17.6 The approach to developer contributions, including relevant requirements and calculation methodologies referenced within this Appendix, may be reviewed and updated over time to reflect changes in national policy, guidance or supporting evidence base documents. As a result, this Appendix avoids the duplication of detailed standards and formulas. Instead, it signposts applicants to the most up to date information published by the Council and infrastructure providers.

Table 1: Developer Contribution Type and Local Plan Policy Reference

Policy Number	Policy	Developer Contribution / Infrastructure Requirement
Policy LP 4	Green and Blue Infrastructure Priority Areas	A proposal within, partially within or immediately adjoining a Green and Blue Infrastructure Priority Area will be supported where it contributes to the conservation priorities set out within the Huntingdonshire Nature Recovery Network Report, 2024.
Policy LP 12	How will infrastructure be provided	A development proposal will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure and facilities arising from the proposal to mitigate its direct and cumulative impact. This must be delivered alongside it at the appropriate time to ensure new growth does not result in a short-term adverse impact on the existing community while waiting for new infrastructure and facilities to be provided.
Policy LP 13	Securing infrastructure provision	Applicable developments will be liable to pay the Community Infrastructure Levy (CIL)

		In addition to CIL, contributions may be required towards the following: • Affordable Housing • Recreation (leisure and sports facilities) • Green infrastructure and biodiversity enhancement/mitigation • Transport • Community Facilities • Education, health and social care and community safety • Utilities infrastructure and energy • Emergency and essential services • Environmental improvements • Biodiversity net gain • Drainage and flood prevention and protection • Waste recycling facilities • Public art, heritage and archaeology
Policy LP 14	Supporting and enabling strategic infrastructure	A proposal that includes safeguarded land for strategic infrastructure (as identified on the Policies Map), within a broad location identified in the Cambridgeshire and Peterborough Local Growth Plan or future Spatial Development Strategy, or delivery plan or programme must contribute to, and be aligned with, the delivery of strategic infrastructure.
Policy LP 15	Facilitating Transport, Travel and Connectivity	Assessment and mitigation of travel requirements.
Policy LP 18	Providing Affordable Homes	Establishes % of affordable homes on major development proposals, including tenure mix and design/layout parameters on sites of 50 or more new homes.
Policy LP 19	Green and blue infrastructure	The policy encourages proposal which supports green and blue infrastructure and incorporates open/ green space in accordance with the forthcoming Developer Contributions Appendix
Policy LP 30	Supporting active and sustainable travel	New development will be expected to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by active and sustainable travel modes. It should also contribute towards delivery of inclusive mobility
Policy LP 53	Enhancing Biodiversity and Geodiversity	Where the applicant is unable to provide the 10% Biodiversity Net Gain on-site, contribution to fund off-site measures will be secured

Local Plan Evidence Base

Infrastructure Delivery Study (IDS)

17.7 The Huntingdonshire IDS provides the Council with an infrastructure capacity baseline. The IDS and supporting Infrastructure Schedules identify infrastructure requirements in the context of planned growth as established through the Local Plan.

17.8 The IDS contains information provided by infrastructure providers and will therefore change over time, reflecting changing needs. The details within it should be treated as indicative. Applicants should refer to the latest version of the IDS on the Council's website. Although the IDS does not form part of the development plan, its latest version will be a material consideration when determining planning applications against Draft Policies LP 12 and LP 13 and other relevant policies relating to specific infrastructure matters.

The Whole Plan Viability Assessment

17.9 Paragraph 35 of the NPPF (2024) states that '*Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.'* Paragraph 59 of the NPPF (2024) goes on to state '*Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable*…'

17.10 The WPVA is available on the Council's website and tests non-strategic typologies for residential and commercial development and presents bespoke modelling for the proposed strategic allocations within the Local Plan. Testing was undertaken using baseline viability assumptions which were consulted on through the plan-making process.

17.11 The WPVA assumes that residential developments will pay CIL in accordance with the adopted CIL Charging Schedule[9]. In terms of Affordable Housing, the WPVA supports the policy requirement of 30% (70% Affordable Rent and 30% Affordable Ownership) on sites of 10 or more homes, as set out in Policy.

17.12 The results of the WPVA suggest that a balance must be struck at planning application stage in terms of expectations on planning obligations and viability. However, it is important to note that all residential development will contribute towards CIL (where applicable), which will need to be carefully allocated towards infrastructure to support growth in the district, using the IDS as a guide to the prioritisation of strategic and district-wide infrastructure projects.

Developer Contributions Statutory Requirements

Section 106 Planning Obligations

17.13 Section 106 of the Town and Country Planning Act 1990 enables a local planning authority to enter into a negotiated agreement, known as a planning obligation, to mitigate the impact of a specific development and make it acceptable in planning terms. Planning obligations may, for example, require the provision of, or contribution towards, new or improved roads, schools, health facilities or green infrastructure. Local planning authorities may also seek planning obligations to secure affordable housing provision as part of residential development.

17.14 Planning obligations are typically secured through legal agreements, including Section 106 agreements and, where relevant, Section 278 agreements relating to highways works. Contributions may be financial or 'in kind', where a developer directly provides the infrastructure, works or mitigation necessary to fulfil the obligation, as negotiated through the planning application process.

17.15 Planning obligations "run with the land" and are linked to specific planning permissions. They are registered as a land charge and will form part of the planning register, which is available for public inspection. They are enforceable against the original developer and anyone who subsequently acquires an interest in the land.

17.16 Developers will need to produce satisfactory proof of title for their particular site and all persons with an interest in the development site including mortgagees, tenants and option holders must be party to the agreement.

9 This is updated annually against the RICS CIL index. Please see the Council's website for the most up to date CIL rates.

17.17 The use of planning obligations is limited by Regulation 122[10] of the CIL Regulations 2010 (as amended) (referred to hereafter as 'the Regulation 122 tests') which states that "a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

17.18 Whilst setting limitations on the use of planning obligations, the CIL Regulations allow Local Planning Authorities (LPA) to establish fees to monitor Section 106 planning obligations. The Regulations stipulate that fee setting must fairly and reasonably relate in scale and kind to the development; and the sum should not exceed the authorities estimate of its cost of monitoring the development over the lifetime of the planning obligations.

17.19 The use of planning obligations is limited to the provision of affordable housing and site-specific matters that are necessary to make a development acceptable in principle. The IDS has been used to inform the infrastructure requirements of site-specific housing allocation policies within the Local Plan and therefore provides the basis for determining infrastructure requirements and an approximation of costs. Nevertheless, the capacity of infrastructure, facilities and services will be tested at application stage to confirm the extent to which contributions are necessary to mitigate the impact of growth, at the time, to meet statutory tests.

Unilateral Undertaking[11]

17.20 A Unilateral Undertaking (UU) is a legal deed where applicants covenant to perform planning obligations (e.g., agreeing to pay particular developer contributions). It is 'unilateral' in that it is not an agreement that is entered into with a local authority.

17.21 Although a UU is not usually appropriate for major development (which will be addressed by a Section 106 agreement instead), it may be used for small or minor developments of fewer than 10 homes.

17.22 A UU can only be entered into by the owner of the land to be developed. Where the land is owned by more than one person, each landowner must enter the agreement. If there is a mortgage on the property, the mortgagee will also be required to sign the UU.

17.23 If, following discussion with a planning case officer, a developer chooses to submit a UU, a complete, signed copy is required so that it can be considered prior to determining the planning application. Once submitted, it will be assessed against the CIL regulations tests in the committee report. A UU comes into effect when planning permission to which they are linked is granted.

17.24 Section 278 and Section 38 Agreements

17.25 Section 278 of the Highways Act 1980 allows developers to enter into a legal agreement with the Highway Authority (i.e., Cambridgeshire County Council) to make permanent alterations or improvements to a public highway, as part of a planning approval. Works included as part of Section 278 works are new or changed points of access into or in close proximity to a development site.

17.26 Section 38 of the same Act allows developers to agree to construct a highway and then offer it to the Highway Authority for adoption. Applicants / developers are required to pay for Section 278 and Section 38 agreements and are encouraged to liaise with Cambridgeshire County Council as Highway Authority, at the earliest opportunity to understand likely costs of such works.

10 The Community Infrastructure Levy Regulations 2010
11 See the Council's webpage Developer Contributions - Huntingdonshire.gov.uk for further details and templates.

Community Infrastructure Levy (CIL)

17.27 CIL was introduced in Huntingdonshire in 2010 and has been charged since 1st May 2012. CIL is a set tariff, based on the Gross Internal Area floorspace (GIA) of buildings. The CIL charging schedule can be found on the Council's CIL charging schedule webpage. Local planning authorities must use CIL to fund 'the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of the area'. There is also a neighbourhood portion of CIL – the 'meaningful proportion' or 'Local CIL' – which is similarly able to fund infrastructure but can also fund 'anything else that is concerned with addressing the demands that development places on an area'.

17.28 CIL income can be used to fund any infrastructure type or project notwithstanding whether the infrastructure is related to site from which the income was generated.

17.29 The latest version of the CIL Guidance explains that "the levy can be used to fund a wide range of infrastructure, including transport, flood defences, schools, hospitals, and other health and social care facilities (for further details, see section 216(2) of the Planning Act 2008, and regulation 59, as amended by the 2012 and 2013 Regulations). This definition allows the levy to be used to fund a very broad range of facilities such as play areas, open spaces, parks and green spaces, cultural and sports facilities, healthcare facilities, academies and free schools, district heating schemes and police stations and other community safety facilities…Charging authorities may not use the levy to fund affordable housing[(12)]".

17.30 In accordance with the CIL Guidance, it is the decision of the Charging Authority as to how the spend of strategic CIL is prioritised. The IDS identifies many strategic infrastructure projects which are not related to one individual site. These are listed within the "District-wide Infrastructure Schedule". It is anticipated that CIL, together with additional funding sources such as Cambridgeshire County Council (CCC), Cambridgeshire and Peterborough Combined Authority (CPCA), government grant funding, the NHS, Active Travel funding etc. will be used to fund District-wide strategic projects. However, it is possible that CIL may be used to contribute towards desirable or essential infrastructure projects identified in the Infrastructure Delivery Study, where viability constraints prevent the use of Section 106 planning obligations.

Approach to Developer Contributions

17.31 The Council, and successor Unitary Authority has a fundamental legal role and responsibility in implementing the developer contributions process. In particular, the process needs to ensure that a balance is maintained between development-related and competing community infrastructure needs of the District.

17.32 It is the Council's role to lead Section 106 negotiations, to notify developers of their CIL liabilities, and to ensure that funds provided by developers are spent as planned in conjunction with the agreed requirements of other authorities and implementation agencies. These may include, for example the education and highways authorities, and health service requirements of the Integrated Care Board (ICB) or successor organisations.

Timing of Payments and Indexation

17.33 The timescale for payment of planning contributions will be set out within the planning obligation. This will normally be due on commencement of development but may be prior to completion or first occupation. In the case of significant major development, payments may be phased to ensure development viability.

17.34 Timings for the payment of CIL is set out in the Council's CIL Instalments Policy.

12 CIL Guidance, paragraph 144

17.35 Costs per infrastructure item, for use when calculating developer contributions, will be published on the Council's[13]/successor Unitary Authority's website, or relevant authorities/organisation's website (for further details, see the infrastructure specific sections below). These costs will be annually reviewed and will be linked to an appropriate nationally recognised index. The particular index that is used may vary according to the type of contribution.

17.36 In addition, in order to maintain the value of contributions, costs will be aligned to the Royal Institute of Charter Surveyors (RICS) Building Cost Information Service All-in Tender Price Index, unless there is sufficient justification to use another index. This review mechanism will not allow for downward adjustments.

17.37 The cost of the mitigation, and therefore the level of contribution required, is established prior to completion of the Section 106 agreement. Accordingly, all contributions should be indexed from the relevant base date specified in relevant consultation responses, rather than from the date of the agreement. This approach ensures that the real value of the contributions is maintained and is not eroded by inflation during the period between the assessment of the mitigation requirement and completion of the agreement.

17.38 The contribution should be subject to indexation up to the agreed payment trigger in the Section 106 agreement. This should apply irrespective of whether the developer elects to discharge the obligation prior to the trigger being reached.

Maintenance Costs

17.39 On developments of 10 or more dwellings where infrastructure, such as community halls and open space are delivered, they should first be offered to local Town and Parish Councils for adoption together with suitable maintenance contributions calculated using the Council's/successor Unitary Authority's latest Developer Contribution Costs (which cover a fifteen year period and are revised annually)[14].

17.40 In the event of the Town or Parish Council being unable to consider adoption, this requirement should revert to the District Council. Should the District Council not be in a position to agree to the adoption, developers must submit a proposal to the Head of Planning[15], detailing how a Trust shall be set up for the new community to ensure appropriate future maintenance measures are implemented.

17.41 In the case of wider provision of facilities such as libraries, schools, sporting facilities, developers must work with the relevant bodies and authorities to determine adoption and management processes.

Spending S106

17.42 Time limits for the expenditure of financial contributions will be included within Section 106 planning obligations. The agreed timeframe will depend on the purpose and amount of contribution received. The Council will aim to spend planning obligations within five years. However, for large scale major developments and general transport, planning obligations will be spent within ten years. Where maintenance contributions are included, these will be calculated over a fifteen year maximum period and will not be time limited.

Legal and Monitoring Fees

17.43 Developers will be expected to meet all reasonable legal costs incurred by the Council and other local authority parties associated with drafting planning obligation agreements. Developers who enter into a planning obligation will also be required to pay a Section 106 administration and monitoring fee, in order to mitigate additional costs incurred by the Council (district or county)/successor Unitary Authority in the administration and monitoring of planning obligations. Details of the Council's legal fees and Section 106

13 Developer Contributions - Huntingdonshire.gov.uk
14 Developer Contributions - Huntingdonshire.gov.uk
15 or relevant officer delegated decision making powers

monitoring fees may be found on the Council's website or by contacting the Council's Planning Service. The Council can also assist applicants by signposting them to relevant guidance, advising on relevant consultation, and providing template/ model agreements.

17.44 In the event of any delay in making any payment required under a Section 106 Agreement interest shall be payable on the amount payable at the rate of four per cent per annum above National Westminster Bank Plc base lending rate from time to time in force from the date that the relevant payment falls due to the date of actual payment.

Viability and Reviews

17.45 As set out above, national planning policy explains that '*where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable*. The Planning Practice Guidance further explains that *It is the responsibility of land owners, site promoter and developers to engage in plan-making, take into account any costs including their own profit expectations and risks, and ensure that proposals for development are policy compliant.*' Nevertheless, the Planning Practice Guidance does require that '*Plans should set out circumstances where review mechanisms may be appropriate, as well as clear process and terms of engagement regarding how and when viability will be reassessed over the lifetime of the development to ensure policy compliance and optimal public benefits through economic cycles'.*

17.46 As a result of this clear policy stance, the Council/successor Unitary Authority expects to receive policy compliant applications. Under exceptional circumstances, a review may be allowable which assesses the viability of a scheme over the lifetime of the development, to ensure policy compliance across the economic cycle.

17.47 If an exceptional circumstance does arise whereby a developer wishes the Council/successor Unitary Authority to reconsider the required contributions due to the impact on the viability of the scheme, the developer will need to submit a written request to the LPA, who will require sufficient evidence to be able to fully assess the viability of a scheme. Where a viability assessment is submitted, this should be based upon the assumptions set out within the viability assessment that informed the development plan policies, in accordance with national policy.

17.48 An independent person, who must have appropriate qualifications and experience, will be appointed by the local planning authority at the reasonable agreed cost of the developer. The LPA will not commence a viability review until it is satisfied there is sufficient information available to make a full assessment and may request further information during the process of any such review where it appears necessary to the LPA to require such further information to understand the viability of the scheme.

17.49 Based on the independent financial viability findings, developer contributions may be phased or altered over the lifetime of the development where this would not make the development unacceptable in planning terms. In certain circumstances, the LPA may need to make a judgement as to whether a development would still be acceptable in planning terms with a reduced level of contributions where other funding sources cannot be found.

17.50 In exceptional circumstances where discounted contributions are agreed, the LPA will consider and advise how such a reduction should be applied across any or all requirements on a scheme specific basis, depending on individual factors affecting the site, the availability of mainstream funding and the Council's priorities informed by the Local Plan vision aims and objectives.

17.51 If discounted payments are approved, the Council may seek to recover all or part of the costs of discount at a later date through the use of deferred contribution clauses or further viability reviews throughout a development's buildout, where there are indications that the market could rise in the future.

Developer Contribution Requirements

Affordable Housing

17.52 Policy LP 18 and its supporting text establish the Council's approach to seeking Section 106 agreements for affordable housing on sites of 10 or more new homes or 0.5 hectares (ha) of land where the number of homes is not yet specified. The policy requires the provision of 30% affordable housing within sites, based on approximately 70% affordable rented tenures and 30% affordable home ownership unless the scheme is for military affordable housing. The quantum of affordable units will be calculated to the nearest whole number. Units will be provided via a Registered Provided (RP) at a cost that enables the RP to deliver the necessary mix and tenure of units.

17.53 Delivering affordable housing is a key priority for the Local Plan. Policy compliant applications and efficient, effective delivery of affordable housing will be expected by applicants and developers. Where relevant, use of standardised Section 106 templates will ensure the most streamlined approach to meeting affordable housing requirements.

Education

17.54 The Education Authority is responsible for delivering education infrastructure in the District. In accordance with Policies LP 12 and LP 13, it may be necessary for new residential development, which generates additional pupil demand, to contribute towards the provision of school places. This includes Pre-School and Nursery, Primary, Secondary and Special Educational Needs and Disability (SEND) places.

17.55 The IDS Infrastructure Assessment states that the use of pupil multipliers applies to pupil-generating residential dwellings and would not be applied to forms of development such as sheltered accommodation or specialist housing.

17.56 To calculate the financial contribution required from a residential development, the following formula will be applied:

Child yield x Cost per place (derived from Department for Education Score Card Costs or the most up to date costs published by the Education Authority[16])

17.57 The output from this formula will be considered against the most up to date educational capacity position at planning application stage. Together, this will assist the Education Authority in determining final planning obligation requirements.

17.58 Up to date child yield multipliers and Score Card Costs will be published on the Cambridgeshire County Council's website, or successor Unitary Authority/Education Authority website. However, it is advisable that applicants contact the Education Authority at the earliest stage to discuss education provision.

17.59 For strategic sites, where on-site education is proposed, the Local Education Authority (LEA) will prepare a site-specific cost estimate. The type, scale and capacity of the facility will be established during the pre-application or planning application process, having regard to the appropriate child yield multipliers and the infrastructure requirements generated by the development. Mitigation will require either i) the capital contribution together with the transfer of serviced land at nil cost to the LEA, or ii) at the discretion of the LEA, the facility to be delivered by the developer and transferred to the LEA.

16 Costs provided assume design standards that may be negotiated and may therefore change at planning application stage.

17.60 It must be noted that the formulaic approach above provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the CIL Regulation 122 tests. Furthermore, it is the responsibility of the relevant education authority to work with the decision maker and developers to coordinate the delivery of new forms of entry alongside planned growth.

Healthcare

17.61 The Central East ICB is responsible for the delivery of health infrastructure in the District. Under Policies LP 12, LP 13 and LP 17, new residential development may be required to contribute towards, primary healthcare infrastructure where additional population growth would create a need for new or improved primary care-led floorspace.

17.62 Developer contributions towards health infrastructure should contribute to the delivery of effective and efficient primary care services that meet the strategic needs of the impacted PCN(s) and the ICS (or successor bodies). The ICB will identify capacity solutions to deliver the required additional floorspace based on either:

- Refurbishment and/or extension of existing premises – this will depend on if existing premises are in the right location, have the potential for refurbishment, reconfiguration and/or extension, and alignment with ICS Infrastructure Strategy.
- New build health facilities – this may be either on-site or off-site depending on the scale/location of the development and alignment with ICS Infrastructure Strategy.

17.63 To calculate the financial contribution required from a residential development, to provide new primary-care-led (neighbourhood health) floorspace, the following formula, or similar will be applied:

150 square metre (Gross Internal Area (GIA)) per additional[17] 1,750 population[18] x £6,506[19]

17.64 To calculate the financial contribution required from a residential development, to provide refurbishment of existing floorspace, the following formula will be applied:

150 square metre (Gross Internal Area (GIA)) per additional[20] 1,750 population[21] x £5,033[22]

17.65 Where the scale of the proposals requires on-site provision of a new facility, mitigation will take the form of either:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size.

17.66 It must be noted that the formulas provided above are subject to the following:

17 Schedules of Accommodation (SOA) aligned to Department of Health (DH) guidance within Health Building Note 11:01: Facilities for Primary and Community Care (HBN 11-01) – or updated guidance
18 Based on population multiplier of 2.35 people per household (based on Office of National Statistics (ONS) estimates of families and household types in the UK in 2024.
19 NHS Quantity Surveyor costings 2023/24 (exc. land).
20 Schedules of Accommodation (SOA) aligned to Department of Health (DH) guidance within Health Building Note 11:01: Facilities for Primary and Community Care (HBN 11-01) – or updated guidance
21 Based on population multiplier of 2.35 people per household (based on Office of National Statistics (ONS) estimates of families and household types in the UK in 2024.
22 NHS Quantity Surveyor costings 2023/24 (exc. land).

- Population multipliers ie. number of people per household, may change based on updates to the ONS estimates of families and household types.
- The ICB publishing updated multipliers per additional factor of population
- The ICB publishing updated build costs.

17.67 Where new facilities are required, interim facilities may be needed during early phases, and where strategic sites trigger the need for on-site provision this would need to be delivered in the mid-late phases once the operational threshold is reached.

17.68 It must be noted that the formulaic approach above provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the Regulation 122 tests. Furthermore, it is the responsibility of the ICB to work with decision makers and developers to coordinate the provision of new healthcare facilities alongside the delivery of planned growth.

Playing Pitches and Built Sport Facilities

17.69 The Council is currently responsible for the delivery of sports and leisure infrastructure in the District. Under Policies LP 12 and LP 13 new residential development may be required to contribute towards, playing pitch, outdoor sport, indoor sport and built sports facilities where development generates additional demand.

17.70 In determining the nature of new or improved sports provision, the Council/successor Unitary Authority will be guided by the most up to date evidence including the latest IDS; Indoor and Built Sport Facilities and Playing Pitch and Outdoor Sports Strategy as well as Sport England's Playing Pitch and Sport Facilities Calculator.

17.71 Where sites do not deliver appropriate on-site leisure and sport provision or mitigation, developer contributions may be required towards off-site provision, expansions, enhancements or strategic projects. Contributions should be secured at an appropriate early stage to allow time for feasibility, design, procurement and delivery.

17.72 It must be noted that the use of the Sport England Calculator and support evidence provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the Regulation 122 tests. Furthermore, it is the responsibility of the relevant partners such as Sport England, sports associations and organisations to work with decision makers and developers to coordinate the delivery of new facilities alongside planned growth.

Open Spaces

17.73 Open space falls under the wider heading of Green Infrastructure within Policy LP 13 and LP 19. However, in the context of developer contributions, this section covers site specific open space requirement. Strategic Green Infrastructure projects are covered in 3.12 below.

17.74 A number of organisations are currently responsible for the delivery of open space in the district. This includes the Council/successor Unitary Authority; and the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire.

17.75 Under Policies LP 12, LP 13 and LP 19, new residential development may be required to contribute towards the delivery of open space provision. In determining the nature of new or improved provision, the Council/successor Unitary Authority will be guided by the most up to date evidence including consideration of existing provision in the locality and the make-up and design of individual development proposals at planning application stage.

17.76 The latest he IDS[23]establishes the use of standards for the provision of open space. The standards were influenced by the Fields in Trust standard at the time of writing. These should form the starting point for determining open space provision for new developments.

Table 2 Standards for Open Space

Open Space type	Amount per 1,000 population	Trigger for on-site provision (homes)
Open space – total of 3.2 ha/1,000 population		
Parks and gardens	0.8 ha	200
Amenity green space	0.6 ha	50
Natural and semi-natural open space	1.8 ha	50
Outdoor sports – total of 1.6 ha/1,000 population		
Sports pitches	1.2 ha	500
Courts, greens, tracks, trails etc	0.4 ha	500
Play space – total of 0.55 ha/1,000 population		
Equipped designated play areas	0.25 ha	LAPS from 10 LEAPS from 50
Informal play provision (can include 'playful features')	0.3 ha	10
Allotments – 0.21 ha/1,000 population		
Allotments and community gardens	0.21 ha	500

17.77 It should be noted that informal green spaces are exclusive of highway verges, shelter belts, structural planting, existing woodland and areas of open water. It is not acceptable for areas intended to be classified and used as open space to:

a. be comprised mainly or wholly of land which also doubles as a balancing area (which is likely to be unusable for at least part of the year);
b. be occupied by dense planting as part of buffer zones; or
c. be inaccessible to disabled people

17.78 In terms of cost of provision, details can be found on the Council's/successor Unitary Authority's website[24]. They will be reviewed periodically and updated in line with a relevant appropriate cost index or indices. The matter of maintenance is covered in section 2.3 above.

17.79 It must be noted that the formulaic approach set out above provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the CIL Regulation 122 tests. Furthermore, it is the responsibility of the relevant

23 or successor document
24 Developer Contributions - Huntingdonshire.gov.uk

partners such the Wildlife Trust and organisations responsible for delivering open space provision to work with decision makers and developers to coordinate the delivery of new facilities alongside the delivery of planned growth.

Emergency Services (Police)

17.80 Cambridgeshire Constabulary's (CC) vision is to 'Create a Safer Cambridgeshire'. CC is responsible for the prevention of harm and maintaining the safety of residents across the area that it covers.

17.81 Under Policies LP 12 and LP 13, new development may be required to contribute towards police infrastructure and facilities[25] to mitigate the impacts of development identified by CC. The following formula, which would apply to sites of more than 250 dwellings, may be used to estimate the contribution necessary to mitigate the impacts of development:

£195 x total number of dwellings

17.82 CC is yet to determine the cost for police infrastructure in relation to employment sites over 1,000 square metres (sqm). It is therefore advisable for applicants of sites of 250 dwellings or more or 1,000 sqm commercial floorspace to engage with CC at an early stage.

17.83 It must be noted that the formulaic approach set out above provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the CIL Regulation 122 tests. Furthermore, it is the responsibility of Cambridgeshire Constabulary to work with decision makers and developers to coordinate the provision of services and facilities alongside the delivery of planned growth.

Emergency Services (Fire and Rescue)

17.84 Cambridgeshire Fire and Rescue Service (CFRS) are responsible for delivering a fire and rescue service to communities within Cambridgeshire and Peterborough. CFRS are accountable to the Cambridgeshire and Peterborough Fire Authority which was established in 1998 when Peterborough City became a unitary authority. CFRS main responsibilities are:

- Promoting fire safety
- Protecting life and property from fires
- Rescuing people from road traffic collisions

17.85 Under Policies LP 12 and LP 13, new development may be required to contribute towards fire and rescue infrastructure and facilities to mitigate the impacts of development identified by CCFRS[26] The following formula, which would apply to sites of more than 250 dwellings, may be used to estimate the contribution necessary to mitigate the impacts of development:

£200 x total number of dwellings

17.86 The following formula, which would apply to employment sites of more than 1,000 square metres may be used to estimate the contribution necessary to mitigate the impacts of development:

£7.32 x total square metres of employment floorspace

17.87 It is advisable for applicants of sites of 250 dwellings or more or 1,000 sqm or more employment floorspace to engage with CFRS at an early stage.

25 Such as additional or enhanced police station (Local Policing Team) floor space and facilities, including fit out and refurbishment; custody facilities; interview suites for vulnerable victims; touch down points.

26 Such as additional or enhanced fire station floor space and facilities; operational crew drop-down points; plant.

17.88 It must be noted that the formulaic approach set out above provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the CIL Regulation 122 tests. Furthermore, it is the responsibility of CFRS to work with developers and decision makers to coordinate the provision of services and facilities required alongside the delivery of planned growth.

Waste Collection (Wheeled Bins)

17.89 The Council is currently responsible for waste collection in the District. New development will be required to contribute a fee per dwelling towards wheeled bins and food bins (this excludes Garden Waste subscription). The most up to date costs are available on the Council's/successor Unitary Authority's website[27].

17.90 All residential developments for under 10 new dwellings are required to complete the Unilateral Undertaking for Wheeled Bin Contributions[28]. This should be submitted once the planning application has been registered and a reference number allocated.

17.91 Public Art

17.92 Under Policy LP 13, new development may be required to contribute towards Public Art. This requirement is supported through Policy LP 26 which supports proposals which help to create distinctive, high quality and well-designed places.

17.93 Site specific contributions towards public art using planning obligations, will be considered at planning application stage. It is recommended that discussions take place regarding the provision of high-quality public space, including public art at the earliest stage. Any decision regarding the provision of public art must meet the Regulation 122 tests.

Community Facilities

17.94 The Council is currently responsible for the delivery of community facilities. Under Policy LP 12 and LP 13, new development may be required to contribute towards Community facilities including community halls.

17.95 The following formula, would apply to all residential sites of 10 or more dwellings:

91 sqm of community buildings per 1,000 population.

17.96 The IDS identifies site-specific infrastructure requirements for community facilities, based on the above formula. The most up to date costs for provision of community halls will be made available on the Council's/successor Unitary Authority's, website[29].

17.97 It must be noted that the formulaic approach set out above provides a clear method for informing the identification of needs and costs. However, it is the role of the decision maker to ensure that the planning obligation sought meets the CIL Regulation 122 tests. Furthermore, it is the responsibility of the Council/successor Unitary Authority to work with developers and decision makers to coordinate the provision of community halls alongside the delivery of planned growth.

Libraries

17.98 Cambridgeshire County Council is currently responsible for delivering library infrastructure in the District.

27 Developer Contributions - Huntingdonshire.gov.uk
28 Developer Contributions - Huntingdonshire.gov.uk
29 Developer Contributions - Huntingdonshire.gov.uk

17.99 Under Policy LP 12 and LP 13, new development may be required to contribute towards Community facilities including libraries. The County Council uses the approach of Museums, Libraries and Archives Council (MLA)[30]Standard Charge to determine the cost and level of developer contributions towards securing new and enhanced Library Service. The following Quarter 1 2019 costs per head of population identified by the County Council, may be used to estimate the contribution necessary to mitigate the impacts of development:

Population increase x £98.42 (standard cost for enhanced static (internal modifications + fit out) per person)

17.100 The new development may also increase demand for the mobile library service, particularly in areas with care homes or similar provision and those further from static provision and limited public transport.

17.101 Developers and applicants must engage with Cambridgeshire County Council to understand the future strategy for library provision within the district and understand future needs. While the current costing approach and underlying methodology remain valid, future updates may incorporate minor adjustments to the cost assumptions in line with updated best practice guidance from Arts Council England.

17.102 Library infrastructure is expected to be delivered off-site through Section 106 contributions and base revenue funding from County Council to enhance existing static and mobile library services. Contributions will typically be required at around 50% occupation, when additional capacity pressures begin to arise, allowing sufficient time to plan and procure improvements.

Project Specific Contributions

Transport

17.103 Transport covers a wide remit of functions and responsible bodies in Huntingdonshire, which includes the following:

- Local Road Network including walking, cycling and riding is the responsibility of Cambridgeshire County Council until such time as the successor authority is established through Local Government Reorganisation (LGR).
- Strategic Road Network is the responsibility of National Highways.
- Public Transport is the responsibility of bus and rail operators and National Rail.

17.104 It should also be noted that Cambridgeshire and Peterborough Combined Authority (CPCA) contribute towards strategic transport projects identified through the Local Growth Plan. Furthermore, Active Travel England provides funding for local transport authorities with developing and constructing walking, wheeling and cycling facilities.

17.105 Policies LP 12, LP 13, LP 15, LP 30 and site specific policies establish the Council's approach to travel and sustainable transport in the district. The IDS Infrastructure Assessment, and supporting Infrastructure Schedules, and the Council's latest Strategic Transport Assessment establishes a package of mitigation measures that must be delivered to support planned growth in the district. These measures will be funded through a combination of site-specific planning obligations, CIL and other funding mechanisms including contributions from CPCA, Active Travel and public transport operators. Site specific planning obligations will be determined in liaison with the relevant bodies listed above.

17.106 It is advisable that the developers seek advice at the earliest opportunity with the Local Planning Authority and all relevant transport bodies to ensure a policy compliant scheme and discuss planning obligation requirements.

30 Arts Council Guidance

Habitats

17.107 The Council, Natural Cambridgeshire, Local Nature Partnership, the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, and Cambridgeshire and Peterborough Biodiversity Partnership, are among the agencies responsible for the protection of habitats in the District.

17.108 Under Policy LP 52, new development must contribute towards compensatory measures to mitigate impacts to international, national and local nature conservation sites. It is therefore advisable for applicants of sites which may impact upon locally and/or internationally protected habitats to engage with the Council, or successor Unitary Authority, and Natural England at the earliest stage in the planning application process.

Green Infrastructure

17.109 The Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire and the Council/successor Unitary Authority are responsible for the delivery of green and blue infrastructure in the District.

17.110 Green infrastructure is covered under Policies LP 4, LP 13, LP 19. Under these policies, new residential development may be required to contribute towards the delivery of strategic green and blue infrastructure provision. The Council/successor Unitary Authority will be guided by the most up to date evidence.

17.111 Under Policy LP 4, new development partially within or immediately adjoining a Green and Blue Infrastructure Priority Area may be required to contribute towards conservation priorities, the Council/successor Unitary Authority will be guided by the Huntingdonshire Nature Recovery Network Report (2024) or successor documents.

17.112 Additionally, new development within the Great Fen will be required to clearly demonstrate that it will make a positive contribution towards the implementation of the Great Fen Master Plan (2010) or successor documents. Similarly, new development at Paxton Pits may be required to help to deliver the objectives of the Nature Reserve Management Plan (2017), successor documents and/ or the objectives of the Reserve Management Strategy for the planned extension to Paxton Pits Nature Reserve (2007) or successor documents. New development within the Nene Valley will be required to demonstrate that it is also compatible with the objectives of the Nene Valley Nature Improvement Area and particularly identified habitat opportunities.

17.113 It is recommended that discussions take place regarding the provision of green infrastructure at the earliest stage of the application process.

Emergency Services (Ambulance)

17.114 The East of England Ambulance Service NHS Trust (EEAST) is responsible for the delivery of ambulance services in the District. Allocation Huntingdon 1 Hinchingbrooke Hospital includes the reprovision of the ambulance station. However, the IDS identifies that contributions may be required from planned growth across the district to mitigate cumulative impacts. Ambulance infrastructure may be funded through the use of CIL or Section 106. It is therefore advisable for applicants to engage with EEAST at an early stage.

Utilities

17.115 A number of bodies and statutory undertakers are responsible for the delivery of utilities infrastructure in the district. These include Anglian Water, Cambridge Water, Environment Agency, UKPN, National Energy System Operator, National Gas, and mobile and broadband suppliers.

17.116 Policies LP 12, LP 13, LP 14, LP15, LP 22, LP 24 and site specific policies establish the Council's approach to utilities in the district. The IDS Infrastructure Assessment and supporting Infrastructure Schedules establishes site specific contributions and or delivery phasing which must be taken into account at the earliest stage of the planning application process.

17.117 Under Policy LP 15, new development may be required to contribute towards digital infrastructure, and Policy LP 24 establishes that new development may be required to contribute towards higher water efficiency standards.

17.118 With regard to connection to waste water treatment facilities, developers must engage with Anglian Water and the Local Planning Authority at the earliest opportunity to establish wastewater infrastructure requirements, timing of upgrades, development phasing and any requirements for developer-funded works. Developer contributions may be sought where sites are located outside existing catchments and require the conveyance of infrastructure to the nearest sustainable connection point. Where temporary drainage solutions are deemed acceptable by Anglian Water, developers may be required to fund temporary facilities; provide monitoring systems, decommission temporary infrastructure and redirect flows to the permanent network. Finally, Anglian Water may allow on-site wastewater treatment solutions in some cases. These would be delivered by the developer and subsequently adopted by Anglian Water.

17.119 In relation to electrical connections, development proposals must demonstrate that sufficient electricity infrastructure capacity exists, or can be delivered in a timely manner, to support the proposed development. Where network reinforcement, substations, connection assets or strategic electrical infrastructure are required, developers will be expected to facilitate, fund or safeguard the infrastructure necessary to ensure development can be served without adversely affecting the wider electricity network. Development phasing may be required where network capacity constraints exist or where strategic reinforcement works are necessary.

17.120 The IDS Infrastructure Assessment provides site specific infrastructure requirements for the strategic sites and settlement-based impacts for non-strategic sites. It is therefore advisable for applicants to review the latest IDS alongside early engagement with responsible bodies.

Biodiversity Net Gain

17.121 Huntingdonshire District Council is responsible for Biodiversity Net Gain in the District. Policy LP53 sets out the policy requirements for achieving 10% BNG, including establishing the baseline biodiversity value and evidencing how the net gain in biodiversity will be achieved on-site. The most up to date details regarding how contributions should be made towards BNG off-site are available on the Council's website, or will be made available on the successor Unitary Authority's website.

17.122 Biodiversity net gain will be maintained, monitored and managed (through a Biodiversity Management and Monitoring Plan) for at least 30 years, or a period of time set out in national policy or legislation if this is greater. This will be secured by legal agreement, with funding and annual reporting to the council and a district BNG register maintained publicly.

List of acronyms used in the Local Plan

AEP – Annual Exceedance Probability
AIA – Arboricultural Impact Assessment
AMS – Arboricultural Method Statement
ANGSt – Accessible Natural Green Space Standards
AQMA – Air Quality Management Area
AWS – Anglian Water Services
BRE – Building Research Establishment
BREEAM – Building Research Establishment Environmental Assessment Method
CAZ – Clean Air Zone
CCC – Cambridgeshire County Council (only used on one occasion)
CEMP – Construction Environmental Management Plan
CIL – Community Infrastructure Levy
CPCA – Cambridge and Peterborough Combined Authority
CPERC – Cambridge and Peterborough Environmental Records Centre
CWS – County Wildlife Sites
DIO – Defence Infrastructure Organisation
EA – Environment Agency
EEA – Established Employment Area
EENA 2025 – Economic and Employment Needs Assessment 2025
EGS 2025 – Economic Growth Strategy 2025-2030
EV – Electric vehicles
FHS – Future Homes Standard
FRA – Flood Risk Assessment
GHG – greenhouse gas
GTAA – Gyspy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment (2024)
HIA – Health Impact Assessment
HLHNA – Huntingdonshire Local Housing Needs Assessment
IDS – Infrastructure Delivery Study
IZR – Impact Risk Zone

ktCO2e – Kilotonnes of carbon dioxide equivalent
LGP – Local Growth Plan
LGS – local geological sites
LTCP – Local Transport and Connectivity Plan
MEEs – Minimum Energy Efficiency Standards
MLC – Middle Level Commissioner
MMC – Modern Methods of Construction
MOD – Ministry of Defence
NIA – Nene Valley Nature Improvement Area
NMDC – National Model Design Code
NMDG – National Model Design Guide
NMU – non-motorised users
NNR – National Nature Reserve
NPPF – National Planning Policy Framework
NPPG – National Planning Practice Guidance
NRN – Nature Recovery Network
NSIPs – Nationally Significant Infrastructure Projects
PEA – Preliminary Ecological Appraisal
PV – Photovoltaic panels
RAF – Royal Aire Force
RBMP – Anglian River Basin Management Plan
RICS – Royal Institute of Chartered Surveyors
S106 – Section 106
S173 – Section 173
SAC – Special Area of Conservation
SANG – Suitable Alternative Natural Greenspace
SCA – Smoke Control Area
SCs – Service Centres
SFRA – Strategic Flood Risk Assessment
SME - Small and Medium sized Enterprise
SPA – Special Protection Area
SPD – Cambridgeshire Flood Water Supplementatry Planning Document

SPD – Developer Contributions Supplementary Planning Document (2011)
SPDs – Supplementary Planning Documents
SPZ – Source Protection Zone
SSSI – Site of Specific Scientific Interest
SuDS – Sustainable Drainage System
TPO – Tree Preservation Order
TPP – Tree Protection Plan
WCS – Water Cycle Study
WFD – Water Framework Directive
WMS – Written Ministerial Statement
WRC – Water Recycling Centre
WwTW – Waste water Treatment Works

Policy reference	Policy name
LP 1	How much development do we expect?
LP 2	Our strategy for change
LP 3	Distribution of growth
LP 4	Green and blue infrastructure priority areas
LP 5	Settlement Hierarchy
LP 6	Market Towns
LP 7	Service Centres
LP 8	Local Service Villages
LP 9	Villages
LP 10	Hamlets and the Countryside
LP 11	Placemaking for larger scale developments
LP 12	How will infrastructure be provided
LP 13	Securing infrastructure provision
LP 14	Supporting and enabling strategic infrastructure
LP 15	Facilitating transport, travel and connectivity
LP 16	Approach to renewable energy schemes
LP 17	Health and well-being
LP 18	Providing affordable homes
LP 19	Green and blue infrastructure
LP 20	Supporting carbon capture through nature
LP 21	Managing flood risk
LP 22	Managing waste water
LP 23	Managing surface water
LP 24	Water efficiency
LP 25	Design context and character
LP 26	Creating high quality places and spaces
LP 27	Ensuring amenity for new buildings and neighbours
LP 28	Minimising embodied and operational carbon in new buildings
LP 29	Making existing buildings more energy efficient
LP 30	Supporting active and sustainable travel

Policy reference	Policy name
LP 31	Parking provision and vehicle movement
LP 32	Providing electric vehicle charging points
LP 33	Preventing and reducing air pollution
LP 34	Preventing and reducing ground contamination and groundwater pollution
LP 35	Protecting and enhancing Established Employment Areas
LP 36	Expansion and diversification of rural businesses
LP 37	Shaping new businesses in the countryside
LP 38	Enabling key clusters and innovation-led growth
LP 39	Enabling logistics and distribution
LP 40	Helping tourism and recreation in the countryside
LP 41	Defining our Retail Hierarchy
LP 42	Promoting Town Centre vitality and viability
LP 43	Supporting Local Centres
LP 44	Services and facilities outside designated centres
LP 45	Promoting a mix of housing
LP 46	Ensuring accessible and adaptable homes
LP 47	Facilitating self and custom build homes
LP 48	Supporting specialist housing
LP 49	Supporting houses in multiple occupation
LP 50	Promoting Rural Exceptions Housing
LP 51	Gypsies, Travellers and Travelling Showpeople
LP 52	Protecting our nature conservation sites
LP 53	Enhancing biodiversity and geodiversity
LP 54	Protecting our trees, orchards, woodlands, hedges and hedgerows
LP 55	Protecting our open spaces, outdoor sport and recreational facilities
LP 56	Heritage assets and their settings
LP 57	Water related development

20.1 This Local Plan replaces Huntingdonshire's Local Plan to 2036 adopted 15th May 2019 in its entirity.

20.2 The following 'made' Neighbourhood Plans remain part of the adopted development plan:

- Buckden
- Bury
- Godmanchester
- Grafham and Ellington
- Great Gransden
- Great Staughton
- Houghton and Wyton
- Huntingdon
- Sawtry
- St Neots
- The Stukeleys

20.3 The Cambridgeshire and Peterborough Minerals and Waste Local Plans remain part of the adopted development plan.

The following table demonstrates the 5 year housing land supply at the anticipated date of adoption in 2028.

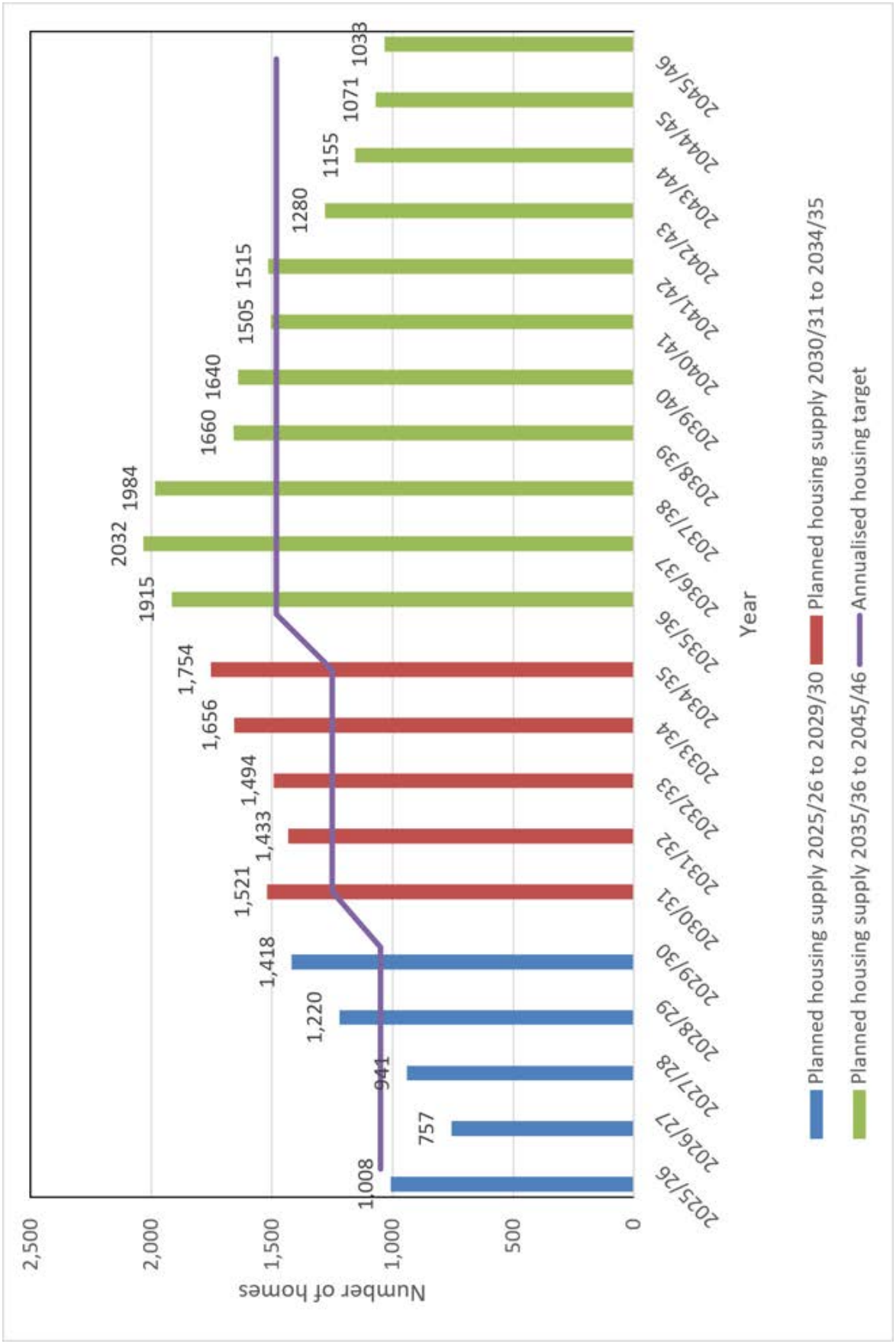
Housing targets and five year housing land supply

Plan Start Date	**01-04-2021**
Plan End Date	**31-03-2046**
Number of Years	25
Total Dwelling Target across plan period (2021/22-2045/46)	**32,200**
Completions since plan start date 1 April 2021 to 31 March 2025 accounted for in standard methodology baseline	4,402
Step 1 Target 2025/26 to 2029/30	***5250***
Step 1 Annual Target 2025/26 to 2029/30	***1,050***
Step 2 Target 2030/31 to 2034/35	***6,250***
Step 2 Annual Target 2030/31 to 2034/35	***1,250***
Step 3 Target 2035/36 to 2045/46	***16,300***
Step 3 Annual Target 2035/36 to 2045/46	***1,482***
5 year target from anticipated date of adoption (2028/29 to 2032/33)	**5,850**
5 year target x 5%	**6,142**
Annual equivalent of target x 5%	**1,228**
5 year supply	**7,086**
% achievable supply	**115.4%**
Equivalent years of target + 5%	**5.77**

The following figure sets out the Local Plan housing trajectory indicating the number of homes expected to be completed each year from 2025/26. The first step in the trajectory is for 1,050 new homes a year for 2025/26 to 2029/30 which is shown in blue. The second step is for 1,250 new homes a year for 2030/31 to 2034/35 which is shown in red. The final step is for 1,482 homes a year for 2035/35 to the end of the plan period in 2045/46 which is shown in green.

The five year housing land supply of specific deliverable sites as required to be demonstrated by NPPF paragraph 72 is for 2028/29 to 2032/33 which falls across the last year of step 1 and the first four years of step 2 and totals 6,050 new homes. The purple line across the graph shows the annual average target in each relevant step.

Housing Trajectory 2025/26 to 2045/46



Glossary

Affordable housing
Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a. Social Rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.
b. Other affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
c. Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.
d. Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

Air Quality Management Areas
Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. Information regarding air quality management in Huntingdonshire can be found in the latest version of the Council's Air Quality Updating and Screening Assessment Report.

Ancient or veteran tree
A tree which, because of its great age, size or condition is of exceptional value for wildlife, in the landscape, or culturally.

Amenity
A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Ancient woodland
An area that has been wooded continuously since at least 1600 AD.

Annual Monitoring Report (AMR)
Document produced each year to report on progress in producing the development plan documents and implementing its policies.

Archaeological interest
There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Best and most versatile agricultural land
Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Birds and Habitats Directives
European Directives to conserve natural habitats and wild fauna and flora.

Brownfield
See previously developed land (PDL)

Climate change adaptation
Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Community Infrastructure Levy
A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. Arrangements for the Community Infrastructure Levy for Huntingdonshire are set out in the Huntingdonshire Community Infrastructure Levy Charging Schedule.

Competent person (to prepare site investigation information)
A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Conservation (for heritage policy)
The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation Area
A designated area of special architectural and/or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is a recognition of the value of a group of buildings and their surroundings and the need to protect not just individual buildings but the character of the area as a whole.

County Wildlife Sites
A non-statutory designation used to identify high quality wildlife habitats in a county context.

Curtilage
The area occupied by a property and land closely associated with that property. In terms of a house and garden, the garden normally forms the curtilage of the property, but fields and paddocks would be outside the curtilage.

Custom build homes
Custom home building typically involves individuals or groups of individuals commissioning the construction of a new home or homes from a builder, contractor or package company or, in a modest number of cases, physically building a house for themselves or working with sub-contractors. This latter form of development is also known as ‘self build’ (i.e. custom build encompasses self build).

Decentralised energy
Local renewable and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

Development plan
This includes adopted Local Plans and neighbourhood development plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Design code
A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Design guide
A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

Edge of centre
For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Environmental Impact Assessment
A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

European site
This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Geodiversity
The range of rocks, minerals, fossils, soils and landforms.

Green infrastructure
A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green spaces
Publicly accessible spaces, including local parks, sports grounds, cemeteries, school grounds, allotments, commons and historic parks and gardens.

Habitat
The natural home or environment of a plant or animal.

Heritage asset
A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets (world heritage sites, scheduled monuments, listed buildings, protected wreck sites, registered parks and gardens, registered battlefields or conservation areas) and assets identified by the local planning authority (including local listing).

Infrastructure
A collective term for services such as roads, electricity, sewerage, water, education and health facilities and emergency service provision.

International, national and locally designated sites of importance for biodiversity
All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including County Wildlife Sites.

Landscape Character Assessment
An assessment to identify different landscape areas which have a distinct character based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.

Large scale development
For dwellings, a large scale development is one where the number of residential units to be constructed is 50 or more. Where the number of residential units to be constructed is not given in the application a site area of 2 hectares or more should be used as the definition of a large scale development. For all other uses a large scale development is one where the floor space to be built is 2,500m^2 or more, or where the site area is 2 hectares or more.

Large scale major development
For dwellings, a large scale major development is one where the number of residential units to be constructed is 200 or more. Where the number of residential units to be constructed is not given in the application a site area of 4 hectares or more should be used as the definition of a large scale major development. For all other uses a large scale major development is one where the floor space to be built is 10,000m^2 or more, or where the site area is 2 hectares or more.

Listed building curtilage
Listed building curtilage is a legal term describing an area around a building, the boundary of which is defined by matters including past and present ownership and functional association and interdependency. The setting of a heritage asset will normally include, but generally be more extensive than, its curtilage.

Local Geological Site
A non-statutory location identified at a local or regional level for its significant value for their geology.

Local Nature Recovery Strategy

The Local Nature Recovery Strategy (LNRS) is a key component of the Environment Act 2021. The aim is to set priorities for nature recovery in the country.

Local planning authority
The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Main town centre uses
Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major scale development
For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Material consideration
An issue that should be taken into account when a decision is made on a planning application.

Mineral Consultation Area
A geographical area based on a Mineral Safeguarding Area, where the district or borough council should consult the Mineral Planning Authority for any proposals for non-minerals development.

Mineral Safeguarding Area
An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Minor scale development
Development up to a particular scale (10 or more homes for residential development) as defined in the General Development Procedure Order (2006) as amended.

Mitigation measures
These are measures requested/ carried out in order to limit the damage by a particular development/ activity.

Natural Flood Management
Managing flood and coastal erosion risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, floodplains and coasts.

Nature Recovery Network
An expanding, increasingly connected, network of wildlife- rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

Neighbourhood Development Order
An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood Development Plans
A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Obtrusive light
Light pollution that includes the brightening of the night sky (sky glow), uncomfortably bright light (glare) and light spilled beyond the area being lit (light intrusion).

Older people
People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space
All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building
A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of centre
A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town
A location out of centre that is outside the existing urban area.

Planning condition
A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation
A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field
The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

Pollution
Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land (PDL)
Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). It also includes land comprising large areas of fixed surface infrastructure such as large areas of hardstanding which have been lawfully developed. Previously developed land excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape

Primary shopping area
Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage). They are defined on the policies map. Policy applies only to the ground floor of properties within a primary shopping area.

Primary and secondary shopping frontage
Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. They are defined on the policies map. Policy applies only to the ground floor of properties within a primary shopping frontage. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. Secondary frontages are all those streets located within the primary shopping area that are not primary shopping frontages.

Priority habitats and species
Species and habitats of principal importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Ramsar sites
Wetlands of international importance, designated under the 1971 Ramsar Convention. They mainly provide habitats for water birds

Registered Providers
These are independent housing organisations registered with the Housing Corporation under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.

Renewable and low carbon energy
Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural exception schemes/ sites
Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable housing units without grant funding.

Self build homes
See custom build homes above.

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Planning obligation
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Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary shopping area
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See custom build homes above.

Setting of a heritage asset
The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Settlement boundary
The built-up area is defined as a distinct group of 30 or more homes. land which relates more to the group of buildings rather than to the surrounding countryside is also considered to form part of the built-up area.

Significance (for heritage policy)

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation
Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas
Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site of Special Scientific Interest
Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Sustainable Drainage System (SuDs)
A sustainable drainage system controls surface water run off close to where it falls, combining a mixture of built and nature-based techniques to mimic natural drainage as closely as possible, and accounting for the predicted impacts of climate change. The type of system that would be appropriate will vary from small scale interventions such as permeable paving and soakaways that can be used in very small developments to larger integrated schemes in major developments.

Sustainable and active transport modes
Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

Town centre
Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment
A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with the anticipated transport impacts of the development.

Transport statement

A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

Travel plan
A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Use Classes Order
Planning regulations outlining a schedule of uses to which a given premises or building can be put. Some changes of use require planning permission.

Viability Assessment
An assessment of viability considering assumed costs that may be incurred and values and income that may be generated (e.g. from completed house sales), which determines the residual land value and compares that value to a viability benchmark agreed by the Council or its nominated representative, namely Existing Use Value or Alternative Use Value plus a reasonable uplift.

Vitality and Viability
In terms of retailing, vitality is the capacity of a centre to grow or to develop its level of commercial activity. Viability is the capacity of a centre to achieve the commercial success necessary to sustain the existence of the centre.

Wildlife corridor
Areas of habitat connecting wildlife populations.

Windfall sites
Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Zero carbon building
A building with net carbon emissions of zero over a typical year.

Metric - Imperial conversion factors

From	Into	Multiply by	From	Into	Multiply by
Kilometres	Miles	0.621	Miles	Kilometres	1.609
Square metres	Square feet	10.764	Square feet	Square metres	0.093
Hectares	Acres	2.471	Acres	Hectares	0.405
Square kilometres	Square miles	0.386	Square miles	Square kilometres	2.560

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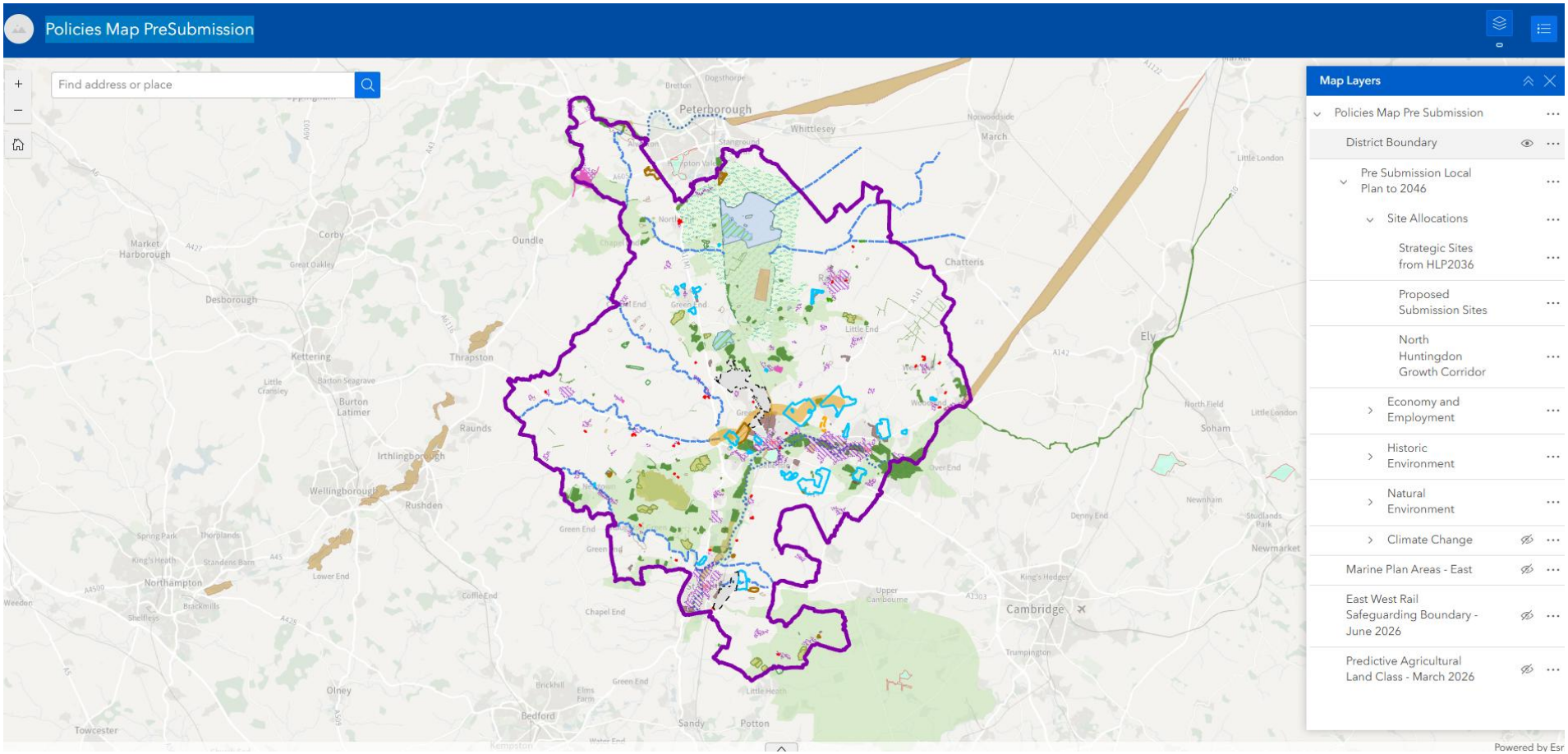
Pre-Submission Local Plan Policies Map

Available via: https://maps.3csharedservices.org/portal/apps/experiencebuilder/experience/?id=cefd2cb6a1a743cea197da0dfee6065a



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Sustainability Appraisal for the Pre-Submission Local Plan to 2046

Document Information

Title: Local Plan Sustainability Appraisal for the Pre-Submission Local Plan to 2046

Status: Draft for Consultation

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Document availability: The Local Plan Sustainability Appraisal for the Pre-Submission Local Plan can be found on the Council's consultation portal. Copies can be downloaded from the portal and responses to the consultation may be entered directly into the portal. A hard copy can be viewed at Customer Services Reception, Huntingdonshire District Council, Pathfinder House, St Mary's Street, Huntingdon. This office is open from 8:45 to 17:00 Mondays to Thursdays and 8:45 to 16:30 on Fridays.

Please note: This document may be available in alternative formats on request.

Non-technical Summary

Purpose of this non-technical summary and the SA

Purpose of this Non-Technical Summary and Sustainability Appraisal

1.1 This Non-Technical Summary (NTS) explains, in plain language, the findings of the Sustainability Appraisal (SA) prepared alongside the Pre-Submission Huntingdonshire Local Plan to 2046.

1.2 The purpose of the SA is to ensure that the Local Plan promotes sustainable development by considering environmental, social and economic effects throughout the Local Plan-making process. The appraisal has informed decisions on growth levels, site allocations, strategic policies and development management policies. It has also helped identify mitigation measures and opportunities to maximise positive outcomes.

1.3 At Regulation 19, SA provides a clear, finalised assessment of the Pre Submission Local Plan and demonstrates how sustainability considerations have shaped the strategy and policy choices.

1.4 Alongside the SA, the Council undertook a Habitats Regulations Assessment (HRA). The HRA examines whether the Local Plan could adversely affect internationally protected wildlife sites.

1.5 The HRA was particularly important due to the presence of several internationally designated habitats and wetland systems including the Ouse Washes and other ecologically sensitive areas. Through the HRA process, additional mitigation measures were identified relating to recreational impacts, water quality, water resource management and habitat protection. These recommendations were incorporated directly into the Local Plan and SA process.

Local Plan Context

Huntingdonshire is a predominantly rural district characterised by market towns, villages, extensive agricultural landscapes, and nationally important environmental assets such as the Great Ouse Valley, Grafham Water, Portholme Meadow, and the Ouse Washes. Alongside these strengths, the district faces challenges including housing demand, infrastructure pressures, climate change, water scarcity, and the need to protect its natural and historic environment.

1.6 The Huntingdonshire Local Plan to 2046 provides the framework for managing growth and development between 2021 and 2046. Guided by the themes of **Pride in Place, Inclusive Economy, Health Embedded, Environmental Innovation,** and **Travel Transformed**, the Plan seeks to deliver sustainable growth while enhancing quality of life and environmental resilience. It aims to provide at least **32,200 new homes**, support around **15,400 jobs**, allocate significant employment land, deliver strategic growth locations and infrastructure investment, strengthen green and blue infrastructure networks, and contribute towards achieving **net zero carbon emissions by 2050**.

Sustainability Appraisal Process

1.7 The SA is a staged process that runs alongside Local Plan preparation. It comprises:

- **Stage A:** Scoping the appraisal.
- **Stage B:** Assessing the sustainability of the Local Plan and alternatives, identifying mitigation measures and monitoring proposals.
- **Stage C:** Preparing the SA Report.
- **Stage D:**Consulting on the Local Plan and SA Report.
- **Stage E:**Post-adoption reporting and monitoring.

1.8 The SA is currently at **Stage D**, while the Local Plan is at the **Pre-Submission (Regulation 19)** stage.

1.9 As part of Stage A, baseline information for Huntingdonshire was compiled (see Appendix A of the SA Report). This stage also involved reviewing relevant policies, plans and programmes (PPPs) that influence, or may be affected by, the Local Plan and contain environmental protection objectives.

1.10 The baseline evidence and plans and programmes review identified Huntingdonshire as an area with both significant opportunities and challenges. The district benefits from a strong location between Cambridge, Peterborough and London, a diverse economy, attractive market towns, and important environmental assets. However, it also faces pressures including housing affordability, an ageing population, and increasing climate change risks such as flooding, heat stress and water scarcity.

1.11 Key issues highlighted by the evidence include:

- Reliance on private vehicles.
- High transport-related carbon emissions.
- Pressure on wastewater infrastructure.
- Biodiversity loss and reduced habitat connectivity.
- Economic disparities between communities.
- Town centre challenges linked to changing retail trends.

1.12 Understanding these sustainability issues informed the development of the **SA Framework**, which provides 16 sustainability objectives against which the Local Plan and its alternatives have been assessed:

Climate emergency

- SA1 - Contribute to achieving the district's ambition to reach net zero carbon emissions by 2040
- SA2 - Improve adaptability and resilience to the unavoidable impacts of the climate emergency
- SA3 - Manage Huntingdonshire's water resources in a sustainable manner and reduce the risk all potential sources of flooding to people, properties and the environment

Environmental

- SA4 - Make efficient use of land by maximising development on previously developed land where this is not of high biodiversity value and minimising that on the best and most versatile agricultural land
- SA5 - Improve the quantity and quality of publicly accessible natural green space and enhance the strategic green and blue infrastructure network and links to it
- SA6 - Promote conservation, enhancement, recovery and connectivity of sites of biodiversity or geodiversity significance
- SA7 - Conserve and enhance the special qualities and integrity of our landscape and townscape character and the distinctiveness of settlements
- SA8 - Contribute to the minimisation and reduction of all forms of pollution

Socio-economic

- SA9 - All people have access to high quality affordable homes that meet their needs across their lifetime
- SA10 - Enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion
- SA11- Enhance the quality, range and accessibility of economic opportunities for all communities
- SA12 - Reduce the need to travel by car and promote active travel and public transport infrastructure
- SA13 - Strengthen, modernise and diversify the economy and promote opportunities for growth of indigenous companies as well as encouraging sustainable inward investment
- SA14 - Support the successful response of town, and village retail centres to changing shopping and social trends

Non-technical Summary

- SA15 - Promote high quality design and placemaking that enables attractive, safe and resilient communities
- SA16 - Conserve, sustain and enhance designated and non-designated heritage assets and their setting(s)

1.13 Together these objectives create a balanced framework that captures environmental, social and economic sustainability outcomes.

Consultation at the Scoping Stage

1.14 The SA Scoping Report was consulted on with Natural England, Historic England and the Environment Agency.

1.15 Public consultation was also undertaken in 2023, with responses helping to strengthen the appraisal framework and evidence base.

What options were considered

1.16 The Council adopted an iterative and evidence-led approach which involved testing a wide range of growth scenarios before selecting its preferred strategy. The alternatives were assessed against the SA Framework and supported by extensive technical evidence.

Housing Growth Strategy Evolution, Reasonable Alternatives and Reasons for Selection

1.17 The housing strategy was developed through the Further Issues and Options (2024), Preferred Options Local Plan (2025), and Pre-Submission Local Plan (2026), informed by consultation responses, demographic and housing evidence, and SA findings. The assessment of reasonable alternatives focused on the level of housing growth required and its distribution across the district.

1.18 At the Further Issues and Options stage, the Council used the Government's standard method for assessing housing need as a starting point and considered three alternatives:

- **Option A:** Standard method housing need.
- **Option B:** Standard method plus 5%.
- **Option C:** Standard method plus 10%.

1.19 Higher growth options were considered to support affordability, economic growth, infrastructure investment, and the district's relationship with Greater Cambridge and the wider region. Six alternative spatial strategies were also assessed:

- Continuation of the existing Local Plan strategy
- Strategic town expansions
- Growth along public transport corridors
- Growth focused on the strategic road network
- Dispersed growth across settlements
- New communities combined with dispersed growth

1.20 Consultation responses showed support for all three housing growth options. Many respondents favoured either a 5% or 10% uplift to improve flexibility, affordability, and economic opportunities, while others preferred the standard method figure to limit environmental and infrastructure impacts.

1.21 Following updated national guidance and further evidence, the Preferred Options Local Plan identified a minimum housing need of **29,251 dwellings** for 2021-2046. The Council applied an uplift in excess of 5%, resulting in a requirement of approximately **32,200 homes**, to provide flexibility against changes in housing need calculations and uncertainty in site delivery. This approach was retained in the Pre-Submission Local Plan.

1.22 The housing requirement of approximately 32,200 homes was selected because it provides a robust supply of housing, supports affordability objectives, and offers resilience if housing need increases or delivery rates fall below expectations. The standard method option was not pursued because it provided limited flexibility, while an uplift of between 5% and 10% would provide sufficient flexibility.

1.23 The Pre-Submission Local Plan directs over 80% of growth to market towns, service centres, and new communities, with more limited growth in villages to support rural services and communities. Major allocations include the sites within the North Huntingdon Growth Cluster, The Lattenburys new community, and other sustainable locations identified through the settlement hierarchy and site assessment process.

1.24 The SA found that concentrating growth in sustainable settlements would improve access to jobs, services, education, healthcare, and public transport, while reducing the need to travel and supporting healthier, lower-carbon lifestyles. Alternatives based on dispersed development or strategic-road-led growth performed less favourably due to increased reliance on private vehicles, higher emissions, and reduced accessibility. A strategy based solely on major town expansions was also discounted because it could place excessive pressure on existing infrastructure and limit opportunities to support smaller communities.

1.25 Overall, the Council concluded that providing approximately 32,200 homes through a settlement-focused growth strategy represents the most balanced and sustainable approach to meeting housing needs while supporting economic growth, infrastructure delivery, and environmental objectives.

Employment Strategy Evolution, Reasonable Alternatives and Reasons for Selection

1.26 The Huntingdonshire Local Plan to 2046 shows a clear evolution in its approach to employment growth, informed by consultation, evidence gathering and the SA. At the Further Issues and Options stage (2024), three alternatives were considered: a low-growth approach focused on supporting existing businesses; a medium-growth approach providing sufficient employment land for expansion; and a high-growth approach aimed at creating business clusters and capitalising on strategic growth sectors. Alternative locational strategies were also assessed, including directing development to Established Employment Areas (EEAs), strategic road corridors, mixed-use urban extensions, sustainable locations and market towns.

1.27 Evidence highlighted Huntingdonshire's strong links to the Cambridge-Peterborough economy, the opportunities presented by Alconbury Enterprise Zone, and potential growth in advanced manufacturing, life sciences, logistics and research-intensive sectors. Employment activity was already concentrated in Huntingdon, St Neots, St Ives and established employment locations.

1.28 Consultation responses generally supported a medium-to-high growth approach. Parish councils favoured growth aligned with infrastructure provision, while developers and landowners supported a more ambitious strategy to attract investment, encourage business clustering and create higher-skilled jobs. There was also broad support for locating employment in accessible and sustainable locations.

1.29 Following preparation of the Economic Growth Strategy and Economic and Employment Needs Assessment, the Preferred Options Local Plan (2025) selected a moderate-high growth scenario. Evidence identified demand for around 922,000 square metres of employment floorspace and approximately 15,400 additional jobs by 2046. This approach combined labour market forecasts, market signals and opportunities arising from major infrastructure investment.

1.30 The Pre-Submission Local Plan (2026) retains this strategy through Policy LP 1, focusing employment growth within sustainable settlements, market towns, service centres, established employment areas and strategic locations such as the North Huntingdon Growth Cluster, Alconbury Weald and Peterborough Services and Fenstanton. The strategy was chosen because it aligns jobs and housing growth, supports higher-value sectors, maximises infrastructure investment benefits, promotes sustainable access to employment, and provides flexibility for future economic change.

1.31 Lower-growth, EEA-only and highway-led alternatives were rejected because they would not adequately meet forecast employment needs and performed less favourably in sustainability terms, particularly due to increased car dependency, transport emissions and infrastructure pressures. SA findings showed that concentrating jobs in sustainable settlements and mixed-use

Non-technical Summary

locations would improve access to employment, services and public transport, while supporting healthier and more inclusive communities. Overall, the selected strategy was judged to provide the most sustainable balance between economic growth, environmental objectives, infrastructure capacity and social outcomes, supporting around 15,400 jobs to 2046.

Site Options and their Reasonable Alternatives

1.32 A total of 437 sites were submitted through the Call for Sites process and were subject to a comprehensive, multi-stage assessment. The evaluation began with a constraint screening exercise to identify any fundamental issues that would prevent development. Sites then underwent a Land Availability Assessment to determine whether they were available and deliverable within the plan period. Further assessment included SA, infrastructure testing, flood risk assessment, heritage assessment, and HRA to ensure that each site was considered against a broad range of environmental, social, and economic factors.

1.33 The assessment process resulted in 53 sites being rejected at the initial stage due to fundamental constraints that made them unsuitable for development. A further 41 sites were ruled out through availability and deliverability testing. The remaining 343 sites were assessed in detail, of which 225 were identified as reasonable alternatives for consideration.

1.34 The preferred site allocations emerged from this detailed assessment process and generally demonstrated strong sustainability credentials. These sites typically have good access to existing services and facilities, support opportunities for active travel, are less affected by flood risk, minimise impacts on landscape character and heritage assets, and can be integrated effectively with existing settlements. Examples of preferred allocations include Wyton Airfield, Lodge Farm, The Lattenburys, Giffords Park, East of St Neots, and a number of strategically located urban extensions around market towns.

1.35 Conversely, many alternative sites were not taken forward because they performed less favourably against the assessment criteria. The most common reasons for rejection included significant flood risk, potential harm to heritage assets, poor accessibility to services and employment opportunities, infrastructure limitations, and landscape sensitivity. These factors reduced their suitability for allocation when compared with the preferred sites.

Appraisal of the Local Plan

Vision and Objectives

1.36 The SA concluded that the Local Plan Vision establishes a coherent and sustainable framework to guide future development. It highlights a number of key strengths that demonstrate a balanced approach to growth and environmental stewardship. These include a strong commitment to addressing climate change through ambitious sustainability objectives, alongside a clear recognition of the importance of health and wellbeing in creating thriving communities. The Vision also promotes economic inclusion, ensuring that opportunities for growth and prosperity are accessible to a wide range of residents. In addition, it places significant emphasis on the delivery of sustainable infrastructure to support future development, while prioritising the protection and enhancement of environmental assets. Collectively, these elements contribute to a robust and forward-looking vision for sustainable development.

Sustainability Appraisal Summary of the Local Plan Policies

1.37 The SA found that the Huntingdonshire Local Plan to 2046 performs positively across most sustainability objectives and that the preferred hybrid growth strategy represents the most balanced environmental, social and economic option. The strategy focuses development in market towns, service centres and strategic growth locations with good access to jobs, services, infrastructure and public transport, while allowing limited growth

in rural settlements. This approach was assessed as the most effective in delivering housing and economic growth while minimising environmental impacts.

Climate Change and Carbon Reduction

1.38 Climate-related policies achieved some of the strongest appraisal results. The SA concluded that directing growth to sustainable locations, supporting renewable energy generation and reducing emissions from new development would make a significant contribution to climate mitigation and adaptation. For example, LP 16: Approach to Renewable Energy Schemes was assessed as having significant positive effects by supporting renewable energy generation and contributing to net-zero ambitions. Similarly, LP 28: Minimising Embodied and Operational Carbon in New Buildings performed strongly by promoting energy-efficient design, sustainable construction and whole-life carbon reduction. LP 20: Supporting Carbon Capture Through Nature also scored highly due to its support for woodland creation, peatland protection and natural carbon sequestration.

Biodiversity and Green Infrastructure

1.39 The appraisal found strong positive effects for biodiversity, habitat protection and green infrastructure. Policies were strengthened to support biodiversity net gain, habitat connectivity and the protection of important environmental assets such as the Great Fen and Great Ouse Valley. LP 19: Green and Blue Infrastructure and LP53: Biodiversity and Nature Conservation performed particularly well by promoting ecological networks, protecting designated sites and delivering nature recovery. The SA concluded that these policies help mitigate the impacts of growth while creating opportunities for environmental enhancement.

Water Resources and Flood Risk

1.40 Water management emerged as a key sustainability issue due to flood risk, wastewater capacity and water stress. The SA prioritised development in flood zone 1 and discounted many alternatives with significant flooding constraints. Policies such as LP 21: Managing Flood Risk, LP 22: Managing Waste Water, LP 23: Managing Surface Water, and LP 24: Water Efficiency all achieved major positive effects against water-related objectives. These policies require sustainable drainage systems, efficient water use, wastewater infrastructure upgrades and the application of a sequential approach to flood risk.

Housing and Social Inclusion

1.41 Housing policies generated significant positive effects by addressing affordability, accessibility and specialist housing needs. The Plan provides for around 32,200 homes and seeks to ensure that growth contributes to inclusive and balanced communities. A strong example is LP 18: Providing Affordable Homes, which scored highly for meeting housing needs and reducing inequalities through increased affordable housing provision. Policies on accessible and adaptable homes and specialist housing also performed well by supporting older people, disabled residents and vulnerable groups.

Health and Wellbeing

1.42 Health considerations are embedded throughout the Plan. The SA found that policies promoting active travel, green spaces, community facilities and healthy design would improve wellbeing and reduce health inequalities. LP 17: Health and Wellbeing was one of the strongest-performing social policies. The revised policy broadens Health Impact Assessment requirements and strengthens consideration of healthy lifestyles, access to services and social inclusion. Likewise, LP11: Placemaking for Larger Scale Developments scored highly because it promotes walkable neighbourhoods, green infrastructure and integrated community facilities.

Economy and Employment

1.43 The appraisal concluded that economic growth policies make a positive contribution to sustainability by supporting approximately 15,400 jobs and significant employment floor space growth. The preferred strategy aligns

Non-technical Summary

housing and employment growth and focuses development in accessible locations. LP 14: Supporting and Enabling Strategic Infrastructure achieved significant positive effects by facilitating transport, utilities and digital infrastructure that underpin investment and business growth. The SA also found that mixed-use developments and established employment areas perform particularly well because they reduce commuting and support local economic resilience.

Transport and Connectivity

1.44 Transport was a key factor in determining sustainability performance. The SA consistently found that concentrating growth in locations served by public transport delivers better outcomes than dispersed development patterns. LP 15: Transport, Travel and Connectivity and LP 30: Supporting Active and Sustainable Travel performed strongly by encouraging walking, cycling, public transport use and reduced reliance on private vehicles. The appraisal showed that development focused around sustainable transport corridors achieves better climate, health and accessibility outcomes than highway-led or dispersed growth options.

Conclusion

1.45 Overall, the Local Plan delivers predominantly positive sustainability outcomes. The strongest benefits arise from policies addressing climate change, renewable energy, biodiversity recovery, flood risk management, affordable housing, healthy communities and sustainable transport. While some adverse effects are associated with greenfield development and increased pressure on infrastructure, these are largely mitigated through policy requirements, site selection, green infrastructure provision and ongoing monitoring. Overall, the preferred strategy was judged to provide the most sustainable balance between environmental protection, social wellbeing and economic growth.

Sustainability Appraisal Summary of the North Huntingdon Growth Cluster

1.46 The North Huntingdon Growth Cluster offers opportunities for significant employment and supports wider economic objectives. It is the largest Local Planned growth area in Huntingdonshire, bringing together Huntingdon Racecourse, Land North of the A141, Lodge Farm and Wyton Airfield. Together, these developments are expected to deliver around 8,900 new homes and 198.5 hectares of employment land, significantly expanding Huntingdon's role as a major residential, business, logistics, innovation and defence hub. The Plan also identifies the ongoing developments at Alconbury Weald and Ermine Street within the Cluster.

1.47 The scale of growth will place substantial pressure on infrastructure, particularly transport, healthcare, education, utilities and environmental services. Increased demand on the A141 corridor, A1307, A14 junctions and routes into Huntingdon town centre will require major transport improvements, including new junctions, active travel networks, mobility hubs and enhanced public transport. Coordinated delivery of these measures will be essential to prevent congestion.

1.48 The growing population will also increase demand for healthcare services, despite Local Plans for new neighbourhood health facilities and redevelopment of Hinchingbrooke Hospital. Similarly, significant investment will be needed in education, including new primary schools, expanded secondary capacity, early years provision and specialist facilities.

1.49 Additional pressure is expected on water, wastewater and drainage infrastructure, with likely upgrades needed to the Water Recycling Centres, alongside integrated water management and sustainable drainage solutions to manage flood risk.

1.50 Overall, although the development will require substantial infrastructure investment, it is expected to deliver positive long-term benefits by creating sustainable new communities with homes, jobs, services and transport links in one location, reducing the need for longer-distance travel and reinforcing Huntingdon's position as a key growth centre within the district.

Climate Change and Sustainable Development

1.51 The SA concluded that the North Huntingdon Growth Cluster performs strongly against climate and sustainable development objectives because it focuses growth in an accessible location close to existing services, jobs and infrastructure. By creating large mixed-use communities, the cluster can reduce the need for long-distance commuting and encourage walking, cycling and public transport use. The coordinated development of strategic infrastructure, including improvements to the A141 corridor and sustainable transport networks, further strengthens its sustainability performance.

Housing and Community Creation

1.52 The Growth Cluster plays a crucial role in meeting the district's housing requirement and supports the overall strategy to deliver approximately 32,200 homes by 2046. The appraisal recognised that large strategic sites provide opportunities for comprehensive masterplanning, affordable housing, community facilities and supporting infrastructure. Wyton Airfield, the largest brownfield allocation in the district, performed particularly well because it can deliver around 4,000 homes alongside community facilities, open space, affordable housing, healthcare and research uses. The site offers an opportunity to create a self-sustaining community rather than simply adding housing to existing settlements.

1.53 The SA found that these strategic sites have greater capacity to deliver balanced communities than many smaller allocations because schools, healthcare, recreation and infrastructure can be planned and delivered alongside development.

Economic Growth and Employment

1.54 Economic performance was one of the strongest aspects of the North Huntingdon Growth Cluster. The area contributes significantly to the district-wide objective of creating approximately 15,400 jobs and supporting economic diversification. Wyton Airfield achieved particularly positive scores due to its links with the defence and innovation sectors and its ability to accommodate employment uses, research and development activities, skills training and key-worker housing. The site supports the emerging innovation corridor around Huntingdon and creates opportunities to align housing growth with employment growth.

1.55 The SA highlighted that locating homes and jobs within the same strategic growth area helps reduce commuting distances and contributes positively to both economic and environmental objectives.

Biodiversity and Green Infrastructure

1.56 Although the scale of development creates pressure on environmental assets, the SA concluded that biodiversity impacts can be effectively managed through extensive mitigation measures. The strategic sites include significant requirements for biodiversity net gain, habitat creation, green corridors and open space. Wyton Airfield performed positively because of its ability to provide substantial green infrastructure, habitat enhancement and ecological connectivity as part of a comprehensive masterplan. Similarly, Lodge Farm incorporates requirements for biodiversity enhancement, sustainable drainage and landscape mitigation.

1.57 The appraisal concluded that the scale of these sites provides opportunities to create strategic environmental improvements that smaller developments would struggle to deliver.

Water Resources and Flood Risk

1.58 Flood risk and water management were key considerations in the assessment. The preferred sites generally performed well because they were sequentially selected and supported by mitigation measures. For example, Wyton Airfield has only limited areas affected by flood risk and is considered suitable for sustainable drainage solutions. Allocation requirements include water management measures, sustainable drainage systems, natural flood management and wastewater infrastructure provision.

Non-technical Summary

1.59 The SA concluded that water-related risks are manageable and can be addressed through policy requirements and ongoing monitoring.

Health, Accessibility and Social Inclusion

1.60 The appraisal identified significant positive effects for health and wellbeing. The cluster benefits from proximity to Huntingdon and existing services, while strategic-scale development allows delivery of healthcare facilities, recreation areas, active travel routes and community infrastructure.

1.61 The inclusion of open space, walking and cycling routes, affordable housing and local facilities is expected to support healthier lifestyles, improve access to services and reduce inequalities. The SA concluded that the preferred allocations would contribute positively to community cohesion and quality of life.

1.62 The North Huntingdon Growth Cluster delivers **strong positive effects across housing, economic growth, health, accessibility and sustainable development objectives**. Strategic allocations such as **Wyton Airfield** and **Lodge Farm** perform particularly well because they combine large-scale housing delivery with employment opportunities, infrastructure investment, green infrastructure and community facilities. While the scale of development creates challenges relating to biodiversity, water management and transport, these impacts are considered capable of mitigation through comprehensive masterplanning, policy requirements and long-term monitoring. As a result, the Growth Cluster was identified as one of the most sustainable locations for accommodating significant growth within Huntingdonshire.

Sustainability Appraisal Summary of the Local Plan Sites Allocations

1.63 The SA assessed proposed allocation sites against environmental, social and economic objectives, including climate change, biodiversity, flood risk, landscape, housing, health, accessibility, transport and economic growth. Across the district, preferred allocations generally performed best where they were closely related to existing settlements, had good access to services and employment, were located in areas of low flood risk, and could be integrated with existing infrastructure. Sites with significant flood risk, heritage impacts, landscape sensitivity, poor accessibility or limited infrastructure capacity were often discounted.

Climate Change and Sustainable Locations

1.64 A key finding was that sites located in sustainable settlements and close to public transport, services and employment opportunities performed most positively against climate change objectives. Such sites support shorter journeys, greater use of walking and cycling, and reduced reliance on private vehicles. Strategic growth locations, including major urban extensions and new communities, scored well where they could deliver integrated infrastructure, active travel networks and mixed-use development. For example, **Fenstanton 1 (Galley Hill)** and **Peterborough Services 1** performed strongly due to its accessibility to employment, schools, services and strategic transport connections.

Biodiversity and Green Infrastructure

1.65 Biodiversity considerations played a major role in site selection. Sites affecting internationally or nationally designated habitats, ancient woodland, County Wildlife Sites or significant ecological networks generally performed less favourably. Allocated sites were typically those where ecological impacts could be mitigated and where opportunities existed to enhance biodiversity and green infrastructure.

1.66 **Bury 2** was selected primarily for biodiversity and green infrastructure benefits rather than housing development, while **Bluntisham 2** was supported because it includes substantial green infrastructure provision, biodiversity enhancements and suitable mitigation measures.

Water Resources and Flood Risk

1.67 Flood risk was one of the most influential factors in site assessment. The SA prioritised sites in flood zone 1 and frequently discounted sites affected by significant fluvial or surface water flooding. A sequential approach was used to identify sites with the lowest flood risk.

Housing and Community Benefits

1.68 Preferred allocations generally demonstrated strong performance in supporting housing delivery while maintaining access to services and community facilities. Sites that represented logical extensions to settlements and could be integrated with existing neighbourhoods were favoured over isolated or poorly connected locations. Some sites in villages have been identified as they perform important roles in sustaining village services and providing some growth to settlements and provide greater market choice.

Health, Accessibility and Social Inclusion

1.69 The SA found that sites with good access to healthcare, education, employment, public transport and active travel routes delivered the strongest social sustainability outcomes. Such sites help reduce inequalities, encourage healthy lifestyles and improve access to opportunities.

Economy and Employment

1.70 Employment and mixed-use sites performed best where they reinforced established employment areas or were well connected to strategic transport routes and labour markets. The appraisal favoured locations that supported local job creation while reducing commuting distances.

1.71 Examples include **Yaxley 1**, which extends the successful Eagle Business Park and benefits from strong accessibility, and **Kimbolton 10**, an expansion of the existing Bicton Industrial Estate that supports local economic growth. **Great Paxton 2** also performed positively because it adjoins an established industrial area and strengthens local employment provision.

Conclusion

1.72 The SA concluded that the preferred allocation sites offer the most balanced sustainability outcomes across the district. They generally provide good accessibility, lower flood risk, opportunities for active travel, housing delivery, biodiversity enhancement and economic growth, while avoiding many of the significant heritage, landscape, ecological and infrastructure constraints affecting alternative sites. Although some allocations involve greenfield development and require mitigation, the appraisal found that the selected sites collectively support sustainable growth and align with the Local Plan's environmental, social and economic objectives.

Significant effects of the Local Plan on human health and inequalities

1.73 The SA embeds health and equality considerations throughout the Local Plan rather than treating them as separate issues. It identified key challenges including an ageing population, housing affordability, unequal access to services, rural isolation, limited public transport, deprivation, and health impacts from air pollution and inactivity.

1.74 To address these issues, the SA assessed all policies and site allocations against objectives focused on:

- **SA9:** Providing affordable, high-quality homes that meet people's needs throughout their lives.
- **SA10:** Improving access to community services and facilities, particularly for vulnerable groups.
- **SA12:** Reducing car dependency and promoting walking, cycling, and public transport.

1.75 The appraisal found that health and equality are integral to the Local Plan's overall strategy. Significant positive impacts are expected from:

- Delivery of affordable, adaptable, and specialist housing

Non-technical Summary

- Improved access to green and blue infrastructure, open spaces, and recreational opportunities
- Investment in healthcare, community facilities, and active travel infrastructure
- Creation of walkable, mixed-use neighbourhoods
- Increased access to employment opportunities and services

1.76 The Local Plan is expected to reduce health inequalities, support social inclusion, improve housing security, and enhance wellbeing, particularly for lower-income households, older people, people with disabilities, and rural communities.

1.77 Some risks remain, including pressure on healthcare and community infrastructure, air quality impacts from growth, and continued accessibility challenges in rural areas. However, these are mitigated through infrastructure-led growth, sustainable transport measures, green infrastructure, phased development, support for local services, and digital connectivity.

Cumulative effects of the Local Plan

1.78 The Pre-Submission Local Plan is expected to deliver significant positive cumulative sustainability benefits to 2046 through the combined effects of its spatial strategy, development policies, infrastructure requirements and site allocations. Assessment against key sustainability objectives suggests overall positive outcomes for climate action, housing, community wellbeing, environmental enhancement, economic growth and social inclusion, provided that environmental and infrastructure pressures are effectively managed.

1.79 Key positive effects include:

- **Climate change:** Concentrating over 80% of growth in sustainable locations supports public transport, active travel, lower-carbon lifestyles, renewable energy, energy-efficient development and nature-based climate solutions.
- **Housing and communities:** Delivery of at least **32,200 homes** across a range of tenures and needs, alongside schools, healthcare, community facilities and green spaces, helping address affordability and population growth.
- **Environment and biodiversity:** Strong support for habitat restoration, biodiversity recovery, green and blue infrastructure, and ecological connectivity through projects such as the Great Fen and Nature Recovery Network.
- **Health and wellbeing:** Improved access to housing, open space, active travel routes and community services is expected to enhance physical and mental health.
- **Economic opportunity and inclusion:** Provision for around **15,400 jobs**, employment land, affordable housing and community infrastructure is expected to support inclusive economic growth and reduce barriers to opportunity.

1.80 Key risks and challenges include:

- Pressure on **water resources, wastewater infrastructure and flood risk management**
- Potential impacts on **sensitive habitats, biodiversity and greenfield land**
- The need for **transport, healthcare, education and utility infrastructure** to keep pace with growth
- Ongoing accessibility challenges in some rural areas

1.81 While there are risks relating to environmental capacity and infrastructure delivery, mitigation measures, supporting evidence studies and ongoing monitoring are expected to ensure these do not outweigh the Local Plan's overall positive outcomes. The Regulation 19 Pre-Submission Local Plan refines rather than changes the Regulation 18 strategy. It is more evidence-based, coherent and deliverable, with stronger focus on climate resilience, infrastructure, health, water, biodiversity, affordable housing and economic competitiveness, improving its soundness and sustainability while maintaining the core development strategy.

Mitigation Measures and Enhancement Opportunities

1.82 The Local Plan demonstrates not only that mitigation is proposed, but that specific policies and strategic interventions directly address identified cumulative effects.

- **Climate Change and Net Zero**: Growth-related emissions are mitigated through a net zero pathway to 2050, energy-efficient development, renewable energy, sustainable transport, and carbon sequestration measures. Strategic growth areas are Local Planned around active travel and public transport to reduce car dependency.
- **Housing and Communities**: Infrastructure pressures are addressed through the delivery of affordable, accessible and specialist housing alongside schools, healthcare, community facilities and open space. Funding and delivery are secured through masterLocal Planning, CIL and Section 106 agreements.
- **Biodiversity and Natural Environment**: Biodiversity impacts are mitigated through Green and Blue Infrastructure Priority Areas, biodiversity net gain, habitat connectivity, and contributions to Nature Recovery Network objectives, particularly within key environmental corridors such as the Great Fen and Great Ouse Valley.
- **Landscape and Environmental Quality**: Policies protect landscape character and local distinctiveness through high-quality design, placemaking, strategic landscaping and green infrastructure, with additional safeguards for sensitive areas such as the Great Fen.
- **Water Resources and Flood Risk**: Risks are reduced through flood risk policies, Sustainable Drainage Systems (SuDS), water efficiency measures, a preference for development in flood zone 1, and alignment of growth with wastewater infrastructure upgrades.
- **Health and Wellbeing**: The Local Plan promotes healthier communities through accessible green spaces, recreation facilities, active travel infrastructure and healthcare provision linked to growth.
- **Inequality and Social Inclusion**: Affordable housing, accessible homes, specialist accommodation and support for rural services help reduce social exclusion and improve access to housing, services and employment.
- **Economy and Employment**: Provision for 15,400 jobs and significant employment space supports economic growth while integrating jobs and housing to reduce commuting and create more sustainable communities.

1.83 The Local Plan uses a coordinated approach combining sustainable growth, infrastructure delivery, climate action, environmental protection, affordable housing and health-focused placemaking to minimise adverse cumulative effects and maximise positive social, economic and environmental outcomes.

Influence of the Sustainability Appraisal and Evolution of the Local Plan

1.84 The SA has been integral to shaping the Huntingdonshire Local Plan to 2046, informing strategy development, policy formulation and site selection from the outset. Through the assessment of alternatives, the SA supported a spatial strategy that focuses growth in the district's most sustainable locations, including market towns, service centres and strategic growth areas, while allowing proportionate development in rural communities.

1.85 The SA identified climate change as a key challenge, leading to policies that promote climate resilience, energy efficiency, renewable energy, sustainable transport, flood risk management and nature-based carbon capture. It also influenced environmental policies by highlighting the importance of biodiversity, landscape character and green and blue infrastructure, resulting in stronger protections and enhancement measures.

1.86 Sustainability considerations were embedded in site selection, with allocations assessed against factors such as flood risk, biodiversity, heritage, accessibility and landscape impacts. The SA also helped refine policies

Non-technical Summary

through an iterative process of identifying risks, recommending mitigation and enhancing positive outcomes, informed by consultation feedback and updated evidence.

1.87 As the Local Plan evolved from the Issues Stage to the Pre-Submission Plan, the SA guided the refinement of the settlement hierarchy, growth strategy and policy framework. The final plan provides for at least 32,200 homes and around 15,400 jobs in sustainable locations, supported by strengthened climate, environmental and development management policies.

1.88 Overall, the Local Plan has been shaped through an evidence-led process guided by the SA findings, technical evidence and consultation feedback. The result is a strategy that balances growth with environmental protection, climate resilience and community wellbeing, demonstrating that sustainability has informed and improved the Plan at every stage of its preparation.

How HRA influenced the Local Plan

1.89 A key finding of the HRA was that water quality and water quantity could affect several European sites, including Fenland SAC, Nene Washes SAC/SPA/Ramsar, Ouse Washes SAC/SPA/Ramsar, Portholme SAC, Woodwalton Fen Ramsar and The Wash. In response, the Local Plan includes policies on Managing Waste Water, Managing Surface Water, Enabling Water Efficiency and Managing Flood Risk, requiring development to demonstrate treatment capacity, minimise impacts on watercourses, incorporate sustainable drainage and achieve high standards of water efficiency. The Appropriate Assessment concluded that, with measures identified through the Integrated Water Management Strategy and Water Cycle Study, adverse effects on site integrity could be avoided.

1.90 The HRA also identified recreational pressure as a potential issue for several designated sites. This influenced policies on Promoting Green and Blue Infrastructure, Supporting Carbon Capture Through Nature, Protecting our Nature Conservation Sites and Enhancing Biodiversity and Geodiversity. In particular, the Green and Blue Infrastructure Priority Areas policy establishes a district-wide network, including the Great Fen, Great Ouse Valley and Nene Valley, to provide accessible natural greenspace and reduce pressure on sensitive sites.

1.91 The HRA strongly influenced site allocations, with major developments required to deliver green infrastructure, habitat creation, biodiversity enhancements and recreational provision through comprehensive masterplanning. Key examples include Wyton Airfield, Huntingdon Racecourse, Land North of the A141, East of Loves Farm and South of Godmanchester, where extensive open space, ecological connectivity and biodiversity measures are required.

1.92 Urbanisation impacts, including lighting, noise, disturbance and effects on functionally linked habitats, were also identified. The Local Plan responds through policies on Protecting our Nature Conservation Sites, Enhancing Biodiversity and Geodiversity, Creating High Quality Places and Spaces, Ensuring Amenity for New Buildings and Neighbours, and Protecting Trees, Woodlands, Hedges and Hedgerows, requiring ecological assessment, habitat retention, landscape buffering and mitigation measures.

1.93 For air quality, the HRA highlighted Portholme SAC due to its proximity to the strategic road network. This informed policies on Facilitating Transport, Travel and Connectivity, Supporting Active and Sustainable Travel, Providing Electric Vehicle Charging Points and Preventing and Reducing Air Pollution, with major allocations expected to support modal shift and reduce traffic emissions.

1.94 Overall, the HRA has shaped the Local Plan by informing site selection, strategic policies, allocation-specific mitigation and project-level ecological assessment. Its findings are embedded throughout the Plan, supporting the conclusion that it can be implemented without adverse effects on the integrity of European sites, either alone or in combination with other plans and projects.

Consultation and Representations

Statutory Consultee Influence on the Sustainability Appraisal and Local Plan

1.95 The Council is required to consult Historic England, Natural England and the Environment Agency on the SA. Their feedback played a significant role in shaping both the SA and the Local Plan. Further details of engagement are set out in the Duty to Cooperate Compliance Statement.

1.96 **Natural England** focused on biodiversity, ecological connectivity, designated sites, water and air quality, nature recovery and the potential impacts of development on the Ouse Washes and other sensitive habitats. It also raised concerns about cumulative effects and aspects of the SA methodology. In response, the Council commissioned additional ecological assessments, strengthened Habitats Regulations Assessment work, refined SA methodologies, enhanced biodiversity policies and expanded Green and Blue Infrastructure provisions. Site-specific mitigation requirements were introduced where necessary, and ecological evidence informed both allocation decisions and policy development.

1.97 **Historic England** supported the plan-led approach but sought stronger consideration of heritage assets within both the Local Plan and the SA. It requested additional heritage evidence, Heritage Impact Assessments and clearer integration of heritage issues into appraisal and policy frameworks. The Council responded by undertaking further heritage assessments, strengthening policy wording and incorporating site-specific mitigation. Heritage considerations were also given greater prominence within design, environmental and infrastructure policies.

1.98 **The Environment Agency** concentrated on flood risk, water resources, water quality, wastewater capacity, climate resilience and compliance with environmental legislation. It emphasised the need for robust evidence and stronger mitigation measures. In response, the Council updated flood risk and water evidence, including Strategic Flood Risk Assessments, Water Cycle Studies and Integrated Water Management work. SA assessments were refined, water and drainage policies strengthened, and water management requirements embedded within site allocations and growth planning.

1.99 The consultation process provides a clear audit trail showing how evidence, SA conclusions and stakeholder feedback directly influenced the final Plan, supporting its preparation as an iterative, evidence-led and policy-compliant document.

Main Changes to the Sustainability Appraisal Arising from Consultation

1.100 Consultation feedback throughout the Scoping, Further Issues and Options, Preferred Options and Pre-Submission stages led to substantial refinement of the SA. The framework was strengthened through clearer sustainability objectives, improved assessment criteria, more transparent scoring and greater consideration of biodiversity, climate change and health. Climate change objectives were enhanced and supported by dedicated evidence, ensuring growth options were assessed against net zero and climate resilience ambitions.

1.101 Biodiversity assessment was significantly expanded through additional ecological studies, strengthened HRA work and incorporation of Local Nature Recovery Strategy objectives. Flood risk and water management evidence was also strengthened through Strategic Flood Risk Assessments, Water Cycle Studies and Integrated Water Management evidence, resulting in a more robust flood-risk-led approach to site assessment.

1.102 Heritage considerations were given greater prominence following additional Heritage Impact Assessments and revised appraisal criteria. Feedback on housing growth, settlement patterns, transport and infrastructure also led to updated evidence, reassessment of growth options and stronger links between SA and infrastructure planning. Collectively, these changes transformed the SA into a more robust, transparent and influential tool that directly informed growth strategies, site allocations and mitigation requirements.

Non-technical Summary

Monitoring Proposals

1.103 Monitoring is a fundamental part of the Local Plan process, ensuring that the plan achieves the outcomes anticipated through the SA and remains effective over time. The Council will monitor the plan's performance through its Authority Monitoring Report, using a range of indicators to assess progress across key areas. These include housing delivery, the provision of affordable housing, employment growth, biodiversity outcomes, carbon emissions, renewable energy production, flooding incidents, water usage, infrastructure delivery, health and wellbeing outcomes, and the uptake of sustainable travel options. By regularly reviewing these indicators, the Council will be able to identify whether the Local Plan is performing as expected. Where monitoring reveals unforeseen adverse effects or underperformance, appropriate corrective action can be taken, including policy amendments, a review of the Local Plan, or the introduction of additional mitigation measures to address identified issues and support the achievement of sustainable development objectives.

Overall Sustainability Appraisal Conclusion

1.104 The SA concludes that the Pre-Submission Huntingdonshire Local Plan to 2046 represents the most sustainable option available when compared to the reasonable alternatives considered.

1.105 The preferred strategy successfully balances growth, environmental protection and community wellbeing. It provides for substantial housing and employment growth while directing development towards sustainable settlements, supporting climate objectives, protecting biodiversity and ensuring infrastructure is delivered alongside growth.

1.106 Although growth will inevitably generate environmental pressures, particularly in relation to water resources, infrastructure demand and the use of greenfield land, the SA finds that these impacts can be effectively managed through the extensive mitigation measures embedded within the Local Plan. Consequently, the Local Plan is considered justified, effective, positively prepared and consistent with national policy, providing a robust basis for submission, examination and eventual adoption.

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1 Sustainability Appraisal

1.1 When drawing up new planning documents the effects they will have on the environment and people's quality of life, both now and in the future are some of the most important things to consider. To be sure that the plan does not cause economic, environmental and social problems, at the heart of the plan production process there is a system of assessment known as Sustainability Appraisal (SA).

1.2 SA is a systematic process for assessing the extent to which the emerging plan will help to achieve sustainable development. It is an opportunity to consider ways by which the plan can contribute to improvements in economic, environmental and social conditions, as well as a means of identifying and mitigating any potential adverse effects that the plan might otherwise have.

1.3 The commitment to the achievement of sustainable development is set out at an international and national level.

1.4 The purpose of the planning system is to contribute to the achievement of sustainable development. The Government's view of what constitutes sustainable development is set out in the National Planning Policy Framework (NPPF). The NPPF uses the United Nations definition of sustainable development as *'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'*. The NPPF also refers to the United Nation's 17 Global Goals for Sustainable Development which address social progress, economic well-being and environmental protection by 2030. Members of the United Nations (including the United Kingdom) have agreed to pursue these goals. At the heart of the NPPF is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.

1.5 For plan-making this means that:

a. all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b. strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

   i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; 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.

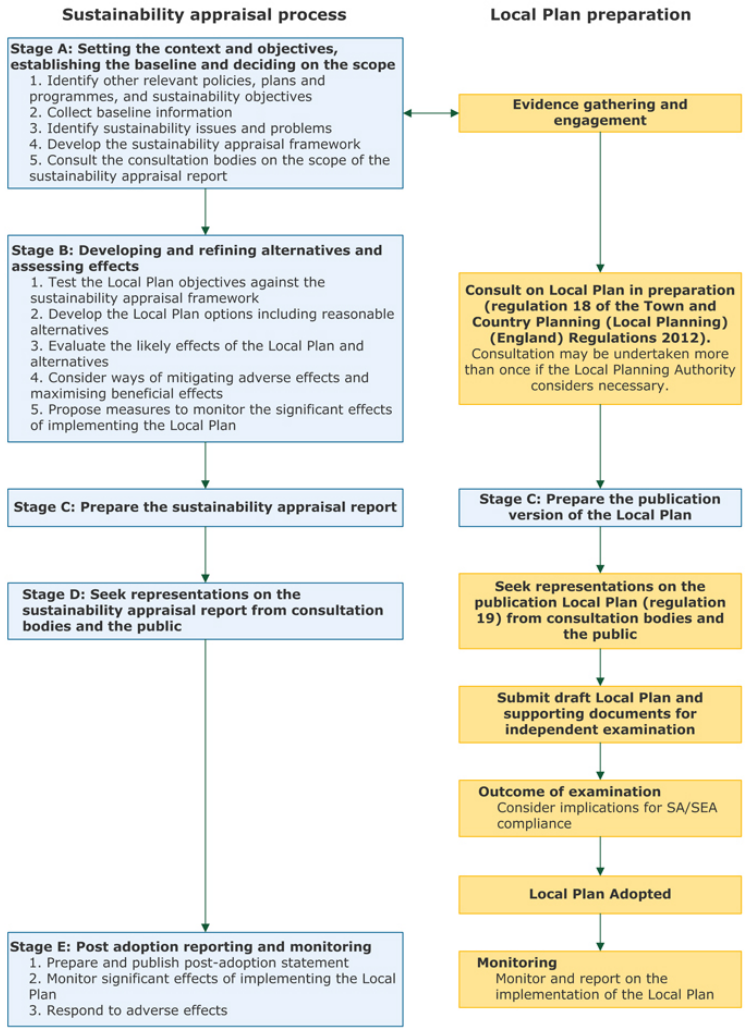
1.6 Legal requirements for new planning documents require an assessment of the plan's impact on the environment to be undertaken. This process is known as Strategic Environmental Assessment (SEA) and is required under the SEA Directive. In 2004, the European SEA Directive was transposed into UK law through the Environmental Assessment of Plans and Programmes Regulations 2004, (commonly referred to as the Strategic Environmental Assessment Regulations).

1.7 Furthermore, section 19 of the Planning and Compulsory Purchase Act 2004 (as amended) requires a local planning authority to carry out an SA of each of the proposals in a Local Plan during its preparation. More generally, section 39 of the Act requires that the authority preparing a Local Plan must do so '*with the objective of contributing to the achievement of sustainable development*'. Sustainability appraisals incorporate the requirements of the 2004 Environmental Assessment Regulations, meaning the SA and SEA are carried out together as part of the preparation of planning documents and are collectively known as the SA process.

1 Sustainability Appraisal

1.8 The methodology for the SA process takes into account the National Planning Practice Guidance (NPPG) on Plan Making and Sustainability Appraisals and incorporates requirements set out in the 2005 'A Practical Guide to the Strategic Environmental Assessment Directive'. The SA process consists of five stages (A-E), each of the stages are undertaken in tandem with the development of a local plan, as illustrated below.

Figure 1.1 Flowchart of the SA process alongside Local Plan production



The new Local Plan for Huntingdonshire

1.9 The new Local Plan is being prepared under the 'legacy' plan making system so the requirements for SA are retained. The methodology for SA is set out in the next section.

1.10 The Huntingdonshire Local Plan to 2046 provides the statutory framework for managing growth, development and environmental protection across the district between 2021 and 2046. It establishes a long-term vision, strategic objectives, development strategy, planning policies and site allocations that will guide decisions on future planning applications and infrastructure investment. The Plan seeks to balance economic growth, social well-being and environmental protection in accordance with the principles of sustainable development and national planning policy.

1.11 The Local Plan is intended to meet identified housing, employment and infrastructure needs while responding to the challenges of climate change, ecological decline, water resource pressures and changing demographic needs. It provides an evidence-based framework for directing growth to the most sustainable locations, protecting valued landscapes and heritage assets, enhancing biodiversity, and ensuring that new development contributes positively to the quality of life of existing and future communities.

1.12 **Vision and Strategic Objectives**

1.13 The overarching vision is for Huntingdonshire to become a place characterised by:

- Pride in place
- An inclusive and resilient economy
- Health and well-being embedded in communities
- Environmental innovation and climate resilience
- Transformed travel patterns and connectivity

1.14 The vision seeks to create sustainable communities supported by high-quality housing, employment opportunities, infrastructure, nature recovery and reduced carbon emissions. It aligns with the Huntingdonshire Futures Place Strategy and the Council's Corporate Plan.

1.15 The Plan's objectives can be grouped under five themes:

1. **Pride in Place -** to create attractive, distinctive and resilient communities supported by quality housing, social infrastructure and strong local identity.
2. **Inclusive Economy** - to support business growth, innovation, investment, rural diversification and higher-value employment opportunities while strengthening the district's role within the wider regional economy.
3. **Health Embedded** - to improve physical and mental health outcomes through well-designed places, accessible services, active lifestyles and appropriate housing provision.
4. **Environmental Innovation** - to address climate change through renewable energy, biodiversity enhancement, carbon sequestration, water efficiency and nature-based solutions.
5. **Travel Transformed -** to reduce dependence on private vehicles by promoting walking, cycling, public transport and digital connectivity.

How the SA influences the Local Plan

1.16 SA is an integral part of the plan production process and is a core element of good planning. It is necessary to ensure that development occurring within the district takes the most sustainable form possible in economic, environmental and social terms. The SA is required to be undertaken in accordance with national guidance. The SA has been undertaken in-house as part of the production of the Local Plan so that the SA and plan production are fully integrated.

1 Sustainability Appraisal

Other appraisals and assessments

1.17 There are a range of appraisals and assessments associated with the production of the Local Plan. Where it is considered appropriate these other appraisals and assessments will be combined with the sustainability appraisal or completed at the same time.

Habitats Regulations Assessment

1.18 Probably the most important other assessment will be the Habitats Regulations Assessment (HRA), sometimes known as Appropriate Assessment. The HRA looks at the impact that the Local Plan is likely to have on European Sites (Special Areas of Conservation, Special Protection Areas and Ramsar sites). HRA is a two stage process that starts with a screening stage. If significant impacts on European sites cannot be ruled out by the screening stage a more detailed Appropriate Assessment will be required. The Appropriate Assessment will look at ways that significant effects can be avoided or mitigated against.

1.19 HRA is required to be a separate process to sustainability appraisal but outcomes can be integrated into the SA. The new Local Plan is supported by a separate HRA.

Equality Impact Assessment

1.20 The Equalities Act 2010 requires the Council to have due regard to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. The Council also needs to demonstrate its compliance with the Equality Duty. The Council therefore needs to understand how its decisions and activities impact on different people and how they are affected by policies and practices. An Equality Impact Assessment (EqIA) is the method by which the Council can assess the impact of a new strategy, policy or decision. The new Local Plan is supported by a sperate EqIA.

1.21 The assessment focuses primarily on identifying circumstances where an adverse impact may occur; an adverse impact is is defined as occurring when a strategy, policy or decision has a disproportionately negative effect on a protected group or groups. The characteristics protected by the Equality Act are:

- Age
- Disability
- Gender
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Religion and belief
- Race
- Sex
- Sexual orientation

Health Impact Assessment

1.22 HIA is a process used to evaluate the significance of the potential health effects of a proposed plan. It helps to inform choices about actions to prevent ill-health, promote good health and reduce health inequalities. When applied in the planning system, an HIA puts people at the heart of the process and seeks to address the barriers and opportunities for creating healthy places. The HIA can help identify a set of evidence-based practical recommendations to promote and protect the health of local communities.

1.23 A key contribution of HIA is examining who benefits and who may be disadvantaged.

1.24 The SA will assess impacts on:

- Older people
- Children and young people
- Disabled people

- Low-income households
- Ethnic minority groups
- Areas experiencing deprivation

1.25 Guidance from Public Health England indicates that a health impact assessment may be combined with an SA or completed as a standalone document. For the new Local Plan, health considerations have been integrated into the SA.

2 Sustainability Appraisal Methodology

2.1 The purpose of this chapter is to formulate a methodology for the SA and to complete the necessary steps to enable the Council to draw up the Local Plan and undertake the SA. The Council proposes a methodology for the SA process that is based on the tasks and stages set out in the government's 'A Practical Guide to the Strategic Environmental Assessment Directive.

2.2 Schedule 2 of the SEA Regulations sets out the information that must be provided within the SA:

1. an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;
2. the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;
3. the environmental characteristics of areas likely to be significantly affected;
4. any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;
5. the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;
6. the likely significant effects on the environment, including on issues such as:

    a. biodiversity,
    b. population,
    c. human health,
    d. fauna,
    e. flora,
    f. soil,
    g. water,
    h. air,
    i. climatic factors,
    j. material assets,
    k. cultural heritage including architectural and archaeological heritage,
    l. landscape, and
    m. the interrelationship between the above factors;

7. the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;
8. an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;
9. a description of the measures envisaged concerning monitoring in accordance with Article 10;
10. a non-technical summary of the information provided under the above headings.

2.3 The issues (a-m) identified are reflected in the topics used throughout this scoping report. To ensure all of these issues are addressed, the following table shows which topic addresses each of the Schedule 2 issues. The significant effects on these need to be assessed in terms of short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects.

Table 1 Scoping report topics and the Schedule 2 issues they address

Issues listed in Schedule 2	Scoping report topic
a. biodiversity	• Biodiversity, Habitats and the Natural Environment • Green Infrastructure and Open Space
b. population	• Housing • Population and Health • Income and Deprivation • Employment and Businesses • Retail and Town Centres • Education
c. human health	• Population and Health • Income and Deprivation • Green Infrastructure and Open Space
d. fauna	• Biodiversity, Habitats and the Natural Environment
e. flora	• Biodiversity, Habitats and the Natural Environment
f. soil	• Land, Soils and Agriculture
g. water	• Flooding and Water
h. air	• Pollution
i. climatic factors	• Climate Emissions and Targets • Flooding and Water
j. material assets	• Housing • Travel and Transport • Digital Infrastructure and Communications • Community Services and Facilities • Renewable Energy and Energy Efficiency • Waste and Recycling
k. cultural heritage, including architectural and archaeological heritage	• Heritage
l. landscape	• Landscape
m. the inter-relationship between the issues referred to in (a) to (l)	• Many of these topics overlap, where they do so this has been reflected in the baseline commentary for the topic(s).

2 Sustainability Appraisal Methodology

2.4 Schedule 1 of the SEA Regulations sets out the criteria for determining the likely significance of effects on the issues referred to in Schedule 2 (a-m):

1. The characteristics of plans and programmes, having regard, in particular, to

- the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,
- the degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
- the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
- environmental problems relevant to the plan or programme,
- the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

- the probability, duration, frequency and reversibility of the effects,
- the cumulative nature of the effects,
- the transboundary nature of the effects,
- the risks to human health or the environment (e.g. due to accidents),
- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
- the value and vulnerability of the area likely to be affected due to:
    - special natural characteristics or cultural heritage,
    - exceeded environmental quality standards or limit values,
    - intensive land-use,
- the effects on areas or landscapes which have a recognised national, Community or international protection status

2.5 The stages and tasks covered by this scoping report are set out below (Stage A). Tasks A1 to A4 are not intended to be completed in a purely linear process as they will inform each other. The iterative nature of the SA process is summarised in the Figure 2.1 from the government's 'A Practical Guide to the Strategic Environmental Assessment Directive.

2.6 Stages B to E in the SA/SEA process, set out below, and are carried out as part of the plan production process. Stage E will lead to indicators that will be reported on in the Annual Monitoring Report (AMR) as part of the monitoring of the effectiveness of the Local Plan. M

2.7 Tasks B2, B3, B4 and B5 are not intended to be completed in a purely linear process as they will inform each other. Stage E will help considerations of whether or not to review the plan and will feed into future sustainability appraisal processes for future plans. This is also reflected in the below figure.

Figure 2.1 SA tasks process flow chart

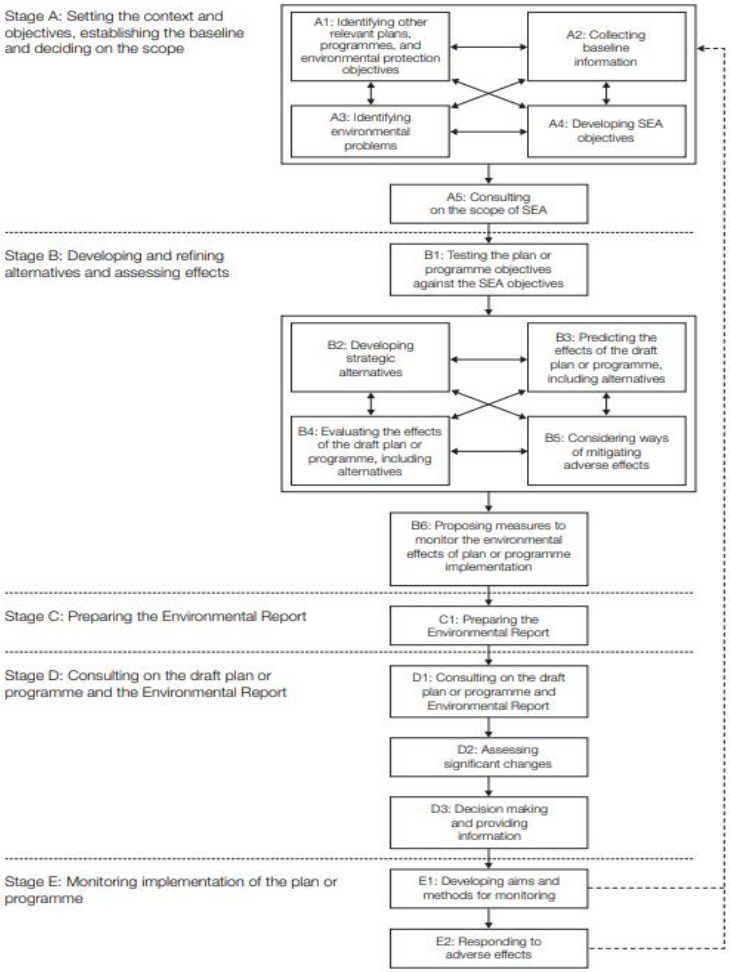


Table 2 Stages A to E in the SA/SEA process

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1: Identifying relevant plans and programmes' (Schedule 2, (1) and (5)) • The purpose of this task is to establish how the plan is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help identify environmental protection objectives.
A2: Collecting baseline information' (Schedule 2, (2) and (3)) • The purpose of this task is to provide an evidence base for environmental impacts, prediction of what will happen without the plan as well as what effects it could have, monitoring and to help in the development of SA objectives.
A3: Identifying sustainability issues and problems' (Schedule 2, (4) and Schedule 1, (1)) • The purpose of this task is to help focus the SA and streamline the subsequent stages, including baseline information analysis, setting the SA objectives, prediction of effects and monitoring
A4: Developing the SA framework' (Schedule 2, (6)) • The purpose of this task is to provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.
A5: Consulting on the scope of the SA' (Part 3(5)) • The purpose of this task is to ensure that the SA covers the likely significant environmental effects of the plan and to ensure that the SA process is and will be robust and suitably comprehensive in order to support production of the plan.
Stage B: Developing and refining options and assessing effects

2 Sustainability Appraisal Methodology

B1: Testing the plan objectives against the SA framework (Schedule 2, (6))

- The purpose of this task is to identify potential synergies or inconsistencies between the objectives of the plan and the SA objectives.

B2: Developing plan options (Part 3(12) and Schedule 2, (8))

- The purpose of this task is to develop and refine options.

B3: Predicting the effects of the plan and alternatives (Schedule 2, (6))

- The purpose of this task is to predict the significant environmental effects of the plan and alternatives.

B4: Evaluating the effects of the plan and alternatives (Schedule 2, (6))

- The purpose of this task is to evaluate the predicted effects of the plan and alternatives in order to assist in the refinement of the plan.

B5: Considering ways of mitigating adverse effects and maximising beneficial effects (Schedule 2, (7))

- The purpose of this task is to ensure that adverse effects are identified and potential mitigation measures are considered.

B6: Proposing measures to monitor the significant effects of implementing the plan (Schedule 2, (9))

- The purpose of this task is to detail the means by which the environmental performance of the plan can be assessed.

Stage C: Preparing the Sustainability Appraisal Report

C1: Preparing the Sustainability Appraisal Report (Part 3(12) and Schedule 2, (6) to (10))

- The purpose of this task is to present the predicted effects of the plan, including alternatives, in a form suitable for public consultation and use by decision makers.

Stage D: Consulting on the draft plan and the Sustainability Appraisal Report

D1: Public participation on the draft plan and the Sustainability Appraisal report (Part 3(13))

- The purpose of this task is to give the public and Consultation Bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan. To gather more information through the opinions and concerns of the public.

D2: Appraising significant changes (Schedule 2, (6))

- The purpose of this task is to ensure that the environmental implications of any significant changes to the draft plan are assessed and taken into account.

D3: Making decisions and providing information (Part 4(16))

- The purpose of this task is to provide information on how the Sustainability Appraisal Report and consultees' opinions were taken into account in deciding the final format of the plan to be adopted.

Stage E: Monitoring the significant effects of implementing the plan on the environment

E1: Developing aims and methods for monitoring (Part 4(17))

- The purpose of this task is to track the environmental effects of the plan to show whether they are as predicted; to help identify any adverse effects.

E2: Responding to adverse effects (Part 4(17))

- The purpose of this task is to prepare for appropriate responses where adverse effects are identified.

3 What has been done up to now

3.1 This sections summarises the key SA work to date, starting with Stage A 'Scoping Stage', moving towards testing Plan options (Stage B) and the preparation of the SA report (Stage C).

Stage A - Scoping and SA Framework

A:	Setting the context and objectives, establishing the baseline and deciding on the scope.	Known as the 'Scoping Stage' the purpose of this stage is to establish the context for sustainability appraisal by assembling the evidence needed to inform the appraisal and to establish the framework by setting up sustainability objectives and decision aiding questions, for undertaking the appraisal (Stage B).

3.2 The scoping stage (Stage A) must identify the scope and level of detail of the information to be included in the sustainability appraisal report. It should set out the context, objectives and approach of the assessment; and identify relevant environmental, economic and social issues and objectives.

3.3 This chapter sets out the work completed for Stage A tasks as identified in Chapter 2 'Sustainability Appraisal Methodology'. Each task being:

- A1: Identifying relevant policies, plans, programmes and objectives
- A2: Collecting baseline information
- A3: Identifying sustainability issues and problems
- A4: Developing the SA framework
- A5: Consulting on the scope of the SA

3.4 Below, the outcomes from each stage are summarised. For each task, there is commentary within this SA on how each was achieved. To view each in detail, please view the separate scoping report.

A1 - Identifying relevant plans, programmes and strategies

3.5 Plans, programmes and strategies that were considered to be relevant were reviewed. A full list of these is provided in Appendix 1 to the SA. The appendix splits these into international, national, regional, sub-regional, county and local level documents. The key aims, objectives, and targets/ indicators for each plan, programme and strategy are identified alongside how they will shape the Huntingdonshire Local Plan and what baseline topic they relate to. More detail on the plans, programmes and strategies reviewed can be found in Appendix 1 of the scoping report.

A2 - Collecting baseline information

3.6 The baseline information has been split into three groupings: climate emergency, environmental and socio-economic. These groupings are used throughout the scoping report. More detail on the baseline information can be found in the scoping report.

A3 - Identifying sustainability issues and problems

3.7 Following the collection of baseline data, the following key sustainability issues and problems were identified and what could happen if the Local Plan did not progress:

Sustainability issues and problems
Carbon Emissions and Targets: • Increased summer temperatures will impact on comfort and usability of existing properties • Drier summers and wetter winters will create issues for flooding, water storage and management, soil and agricultural productivity and habitat survival • CO_2 emissions are reducing across industrial, commercial, domestic and public sectors • CO_2 emissions are very high for transport, influenced by the presence of the A1, A14 and East Coast Mainline Railway coupled with the largely rural nature of the district

3 What has been done up to now

Sustainability issues and problems
• Per capita emissions are significantly higher than for England but typical for Cambridgeshire • Increasing the climate resilience and energy efficiency of buildings and spaces
Renewable Energy and Energy Efficiency: • Renewable power generation within Huntingdonshire has shifted from a focus on wind turbines to solar farms requiring extensive areas of land but with some scope for complementary agricultural use • The age of the housing stock means that retrofitting of energy efficiency measures will be crucial in boosting the sustainability of the district's homes • Fuel poverty was already an issue for over 1 in 10 households before the April 2022 price rises; this is expected to become more intense in the short term • Access to mains gas is not universal throughout the district with some locations relying on individual oil tanks; in such circumstances alternative community heating systems may offer a more sustainable solution • The visual impact of on-shore renewable energy production needs to be balanced with the impact on local landscape and communities
Flooding and Water: • The impacts of climate change will see increases in extreme weather events, leading to increased rainfall, rainfall intensity and sea level rises all of which will increase the impact of all sources of flooding in the district. Potential to impact on existing and new developments, infrastructure and agricultural productivity, social and economic impacts across the district • Potential need to set aside land for flood mitigation measures due to increased flood risk and understand effectiveness flood management infrastructure • Increased flood risk may influence where development can be sustainably located • Ensuring that new growth does not adversely affect water resources or water resources management infrastructure and that there are sufficient measures in place to balance water supply across the district • Ensuring that homes and businesses are resilient to flooding and provide effective water management to maintain water resources for all • Ensuring new development does not adversely impact on the ecological and biological status of water bodies

Sustainability issues and problems
Waste and Recycling: • Many tonnes of waste are sent to landfills and recycling centres • Increasing levels of recycling and re-using materials reduces how much material ends up in landfills reducing their environmental effects and supporting a circular economy • Growth places additional demand on existing waste and recycling collection services • The waste attributed to the construction of new buildings
Landscape: • Huntingdonshire's landscape and its distinctive qualities are vulnerable to the impacts of climate change, insensitive new development and land management practices • Water management is key to landscape character throughout much of the district • The expansive, flat wetlands of the Fens are particularly vulnerable to the impacts of climate change degrading fertile peat soils and its landscape character • The River Great Ouse flows through or around three of Huntingdonshire's four market towns providing a high quality landscape setting to them and recreational opportunities but also an increased risk of flooding
Land, Soils and Agriculture: • A very high proportion of the district's agricultural land is classified as best and most versatile, whilst this is beneficial for production and food security it provides challenges for focusing development onto less valuable land • Degradation of peat and soil erosion resulting in the loss of the most fertile soils • There are limited remaining opportunities for largescale reuse of previously developed land
Biodiversity, Habitats and the Natural Environment: • There are several sites designated at an international and national level for their biodiversity and habitat value as well as non-designated sites identified for their local nature conservation value • Nature conservation sites and ancient woodland are vulnerable to new developments and land management practices. • Two thirds of SSSIs in Huntingdonshire are in a favourable state, with approximately a third of SSSIs not in a favourable condition, although these are in a recovering state

What has been done up to now 3

Sustainability issues and problems
• Visitor pressures on designated and non-designated sites may harm the quality of these sites for nature conservation and vital habitats • Nature conservation sites and other natural environments are vulnerable to the impacts of climate change • Trees are a natural carbon store, with established and mature trees taking in the most carbon
Green Infrastructure and Open Space: • Huntingdonshire has several strategic green infrastructure areas: the Great Fen, Nene Valley, Great Ouse Valley and the West Cambridgeshire Hundreds • Strategic green infrastructure and localised provision of open green space provide important social benefits to human health and wellbeing as well as opportunities for habitat and biodiversity conservation and enhancement • Green infrastructure and open space must be located in accessible places • Several public parks and gardens are managed to the Green Flag Award standard, with others aspiring to the standard
Pollution: • The most significant air quality issues arise from traffic and congestion • Air, noise and light pollution can have serious implications on the health and wellbeing of people and cause harm to the natural environment and disrupt the lifecycles of wildlife • Homes, employment, schools, services and facilities should be accessible via walking, cycling and public transport • Light and noise pollution can reduce the tranquillity of the countryside and green spaces within settlements
Housing: • Ensuring the delivery of an ongoing supply of new homes in sustainable locations • Ensuring new homes provide a mix of types, sizes and tenures aligned with the composition of the local population • Affordability ratios of house prices to around 9 times average earnings create significant stress in the housing market and result in strong social sustainability challenges

Sustainability issues and problems
• Proactive work through the prevention duty regarding homelessness has high effectiveness rates and reduces social sustainability challenges through the trauma otherwise experienced by those who become homeless • Ensuring a range of accessible, adaptable and specialist new homes are available suitable to meet the changing needs of residents as the population ages overall
Population and Health: • The ageing and in some locations declining population may lead to challenges for the social sustainability of communities, for health and social provision and provision of appropriate housing options. • Decreasing proportion of the population is of working age raising the proportion of dependants. • Natural change is decreasing and may result in a negative rate of population growth unless in-migration is sufficient to counterbalance falling population numbers • GP surgeries are concentrated in larger settlements necessitating residents of almost all villages to travel for appointments or rely on telephone or other remote forms of consultations • Health indicators suggest that Huntingdonshire's population is typically slightly healthier than that for England on average but deaths from particulate air pollution were higher than average in 2019 although it should be noted that this was prior to the rerouting of the A14 and consequent impact on air quality management areas
Income and Deprivation: • Huntingdonshire shows great disparity across the district in terms of income and deprivation • Median weekly pay in Huntingdonshire is in decline potentially creating a less financially stable population
Employment and Businesses: • Post-pandemic recovery: addressing the decline in the number of jobs in the district • Supporting and maintaining a stable economy: facilitating growth of key industries by providing appropriate land for development and expansion • Supporting rural enterprises to provide sustainable job opportunities in outside the existing employment clusters • Addressing the post-pandemic decline in the number of enterprises in the district

3 What has been done up to now

Sustainability issues and problems
• Facilitating access to higher level occupations where required across the district • Addressing the contribution that Huntingdonshire makes to Knowledge Intensive industries • Providing complementary enterprises to support supply chains and economic growth
Travel and Transport: • Huntingdonshire is well located in terms of the strategic road network creating pressure from logistics businesses for new sites and generating high levels of road based through travel and locally generated car travel • A variety of road and active travel infrastructure improvements are proposed which may reduce congestion, improve journey times and increase the attractiveness of active travel modes for journeys • The district's semi-rural nature means some parts are relatively remote which increases reliance on private vehicles and engenders viability challenges for public transport; the distances involved can make walking and cycling unattractive options for many journeys
Digital Infrastructure and Communications: • Reducing inequality, economic opportunity and vital access to services via digital infrastructure • Reducing social exclusion by providing improved access to improved online services especially in rural areas • Enabling businesses and rural businesses to thrive through improved broadband and mobile coverage • Decreasing rural isolation through improved broadband and mobile coverage
Retail and Town Centres: • Increase in retail/ town centre use vacancies in key locations that provide accessible sustainable access to leisure, services and retail, impacting on social and economic health of the district • Potential contraction of the high street and detrimental impacts on business viability • Perceived safety threats from vacant units and low activity levels potentially creating inhospitable and unsafe neighbourhoods • Ensuring high streets in the district provide easy access to leisure, services and retail

Sustainability issues and problems
Tourism and Leisure: • The conservation of wildlife and landscapes are not harmed through tourism and leisure pursuits • Tourism and leisure play an important role in people's health and well being so needs to be accessible to all • Growth places additional demand on existing tourist attractions and leisure facilities • Local tourist attractions and leisure facilities contribute towards the local economy and supports local communities through employment, voluntary opportunities and celebrating local heritage and past times
Community Services and Facilities: • Availability of multi-use community spaces where people can gather • Sustainable access to services and facilities across the district • Retention of and long-term sustainability of community services and facilities
Education: • Ensuring residents have access to a range of educational providers in sustainable locations to meet the growing population • Ensuring education levels and range of qualifications are available for all to facilitate social mobility and job prospects for residents, intern contributing to the economic growth of the district • Providing enough SEND provision as a result of new growth
Heritage: • There are many designated and non-designated structures assets, a small proportion are judged to be at risk • Heritage assets face pressures from future development that may cause harm to them and to their setting • Conservation areas may see a gradual erosion of their special features which may undermine the original reasons for designation • Significant archaeology may yet to be discovered • Climate change and flooding events pose significant risks to the historic environment

What has been done up to now 3

A4 - Developing the sustainability appraisal framework

3.8 Following the review of relevant plans, programmes and strategies, the identification of baseline information and sustainability issues and problems, the following SA objectives were considered to be:

Climate emergency

- **SA1** - Contribute to achieving the district's ambition to reach net zero carbon emissions by 2040
- **SA2** - Improve adaptability and resilience to the unavoidable impacts of the climate emergency
- **SA3** - Manage Huntingdonshire's water resources in a sustainable manner and reduce the risk all potential sources of flooding to people, properties and the environment

Environmental

- **SA4** - Make efficient use of land by maximising development on previously developed land where this is not of high biodiversity value and minimising that on the best and most versatile agricultural land
- **SA5** - Improve the quantity and quality of publicly accessible natural green space and enhance the strategic green and blue infrastructure network and links to it
- **SA6** - Promote conservation, enhancement, recovery and connectivity of sites of biodiversity or geodiversity significance
- **SA7** - Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements
- **SA8** - Contribute to the minimisation and reduction of all forms of pollution

Socio-economic

- **SA9** - All people have access to high quality affordable homes that meet their needs across their lifetime
- **SA10** - Enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion
- **SA11**- Enhance the quality, range and accessibility of economic opportunities for all communities
- **SA12** - Reduce the need to travel by car and promote active travel and public transport infrastructure
- **SA13** - Strengthen, modernise and diversify the local economy and promote opportunities for growth of indigenous companies as well as encouraging sustainable inward investment
- **SA14** - Support the successful response of town, local and village retail centres to changing shopping and social trends
- **SA15** - Promote high quality design and placemaking that enables attractive, safe and resilient communities
- **SA16** - Conserve, sustain and enhance designated and non-designated heritage assets and their setting(s)

3.9 A series of decision aiding questions have been drawn up for each objective. The decision aiding questions have been specifically worded so that the appraisal can be applied to the three different types of policy that will be part of the new Local Plan. This means that there is at least one decision aiding question for strategic, site specific and development management policies for each objective.

3.10 The full sustainability appraisal framework, including all the decision aiding questions, can be found in 'Appendix 1 - SA Framework'

A5 - Consulting on the scope of the sustainability appraisal

3.11 The council consulted on the scope of the SA with the Environment Agency, Historic England and Natural England, often referred to as the SA Bodies. Consultation with environmental bodies ran between 20 October and 30

3 What has been done up to now

November 2022. Their comments were compiled into a table alongside the Council's response to them highlighting where amendments have been, this is in Appendix 2 of the scoping report.

3.12 The draft scoping report was made available for anyone to make comments between 1 February and 15 March 2023. This was so that the scoping report is as robust as possible and to promote participation in production of the new Huntingdonshire Local Plan. Comments received can be viewed on our consultation portal, a summary of these comments and the changes made to the report can be found in Appendix 3 of the scoping report and in the Statement of Consultation.

3.13 The scoping report as completed following consultation is available in the Local Plan evidence library.

Stage B - SA of options and Preferred Options Plan

B:	Develop options and appraise effects.	The purpose of this stage is to appraise the plan objectives, options and preferred options/policies, to propose measures for alleviating adverse effects and maximising benefits and to propose indicators for monitoring the plan's sustainability.

3.14 This stage integrates the SA process into plan preparation and completing the appraisals at an early stage so that the findings can inform and shape the way that all parts of the plan evolve in a meaningful way.

- B1: Testing the plan objectives against the SA framework
- B2: Developing plan options
- B3: Predicting the effects of the plan and alternatives
- B4: Evaluating the effects of the plan and alternatives
- B5: Considering ways of mitigating adverse effects and maximising beneficial effects
- B6: Proposing measures to monitor the significant effects of implementing the plan

3.15 Stage B started with the appraisal of options which were consulted on in the Autumn of 2024 within the Further Issues and Options paper. The SA of these options were consulted on between between 18 September and 27 November 2024 and can be viewed on the consultation portal. Comments received are also summarised in the Statement of Consultation.

- The Further Issues and Options Paper 2024 sets out options and further questions for a series of issues that are key to the future planning of Huntingdonshire. The issues covered were:
- The Local Plan Vision and Objectives
- Settlement Hierarchy for Huntingdonshire

- Approach to Employment and Economy Housing Figures and Requirement
- Achieving well-designed and beautiful places (note no options have been put forward at this stage but the Further Issues & Options Paper includes an additional question)
- Growth Strategy Options Green and Blue Infrastructure
- The Approach to Climate Change
- Tackling Flooding and Water
- Housing Tenures and Housing Mix
- Transport and Connectivity

3.16 Each of these issues have a series of options and questions. The options put forward within the consultation material were appraised through SA to assess how each potential option performs against the strategic options developed in the SA Framework (stage A4 of the Scoping Report) and each of these options will be scored using the following scoring matrix below.

3.17 These options alongside technical evidence and engagement shaped a Preferred Options Local Plan and Sustainability Appraisal which completed stage B. These were consulted on between 5 November and 17 December 2025.

3.18 A summary of how the growth strategy was developed is set out in B2: Developing plan options. This can be found in the Preferred Options SA report. This chapter has been taken forward into next stage of the SA process (Stage D) and updated in chapter 'Growth Strategy Options Testing and Strategic Reasonable Alternatives Considered' with the further technical evidence and consultation comments gathered to refine strategy options further.

3.19 Stage B1: Testing the plan objectives against the SA framework is where we identified potential synergies or inconsistencies between the objectives of the Local Plan, referred to as Spatial Objectives and the SA Objectives established in Stage A. This can be found in the Preferred Options SA report.

3.20 Reflecting the iterative and interconnections between tasks B3, B4 and B5, were undertaken together and can be found in the Preferred Options SA report. These tasks are where we developed and refined options for the development strategy, policies and site allocations for the Local Plan. It is also where we predicted the significant effects of the plan and alternatives, whether they are economic, social or environmental; it is where we evaluated the predicted effects of the plan and alternatives in order to assist in the refinement of the plan. Finally, it is to ensure that adverse effects are identified and potential mitigation measures are considered.

3.21 The Preferred Options draft Local Plan (2025) sets out the preferred strategy, policies and sites. Each of these preferred options have been appraised here:

- **Development Strategy** - this consists of eighteen policies, a vision, set of objectives and a climate change ambition. These policies are assessed using the strategy decision aiding questions of the SA framework.
- **Development Management Policies** - this consists of four sections exploring design, employment, housing and the natural and historic environment. These policies are assessed using the policies decision aiding questions of the SA framework.
- **Sites** - this consists of 68 appraisals for 67 site allocations and the North Huntingdon Growth Cluster Opportunity Zone. These policies are assessed using the sites decision aiding questions of the SA framework unless they are of a strategic scale then the strategy questions were used to appraise the site.

3.22 The preferred policies put forward within the draft local plan have gone through SA to assess how each draft policy performs against the relevant set of decision aiding questions set out in the 'Appendix 1 - SA Framework' . Each of these draft policies will be scored using the following scoring matrix:

3 What has been done up to now

Score	Effect of the approach
++	Contributes significantly to the achievement of the objective
+	Contributes to the achievement of the objective
N	No clear relationship to achieving the objective, the outcome is uncertain or the outcome may depend on delivery specific factors
	The objective is not relevant to the proposal
-	Detracts from achievement of the objective
--	Significantly detracts from achievement of the objective

3.23 Following the appraisal of policies is stage B6: Proposing measures to monitor the significant effects of implementing the plan. This can be found in the Preferred Options SA report. This is where we set out how we propose to measure and monitor the significant effects of implementing the Local Plan Update by ensuring that adverse effects are identified and potential mitigation measures are considered. Following the close of the Preferred Options consultation and the subsequent refinement of the Local Plan and its policies, the way policies will be monitored as been updated in 6 'Stage E - Monitoring and implementation of the Plan'.

Stage C - Developing SA report

C:	Prepare the Sustainability Appraisal Report.	The purpose of this stage is to present the findings from Stage B in a form suitable for public consultation and use by decision makers.

3.24 The Sustainability Appraisal Report is a key output and a critical part the SA process. It is a specific requirement of the SEA requirements (see 2 'Sustainability Appraisal Methodology'), where it is known as the Environmental Report. As such, this stage consists of the following task:

- C1: Preparing the Sustainability Appraisal Report

3.25 In deciding the length and the level of detail to be provided in a Sustainability Appraisal Report, we need to bear in mind its purpose as a public consultation document. It is likely to be of interest to a wide variety of readers, including decision-makers, other plan/ programme-making authorities, statutory consultees, non-government organisations, and members of the public. As such it needs to be prepared with this range of users in mind. It is also required to include a 'Non-technical Summary'.

3.26 At the Pre-Submission stage (Autumn 2026), the SA consists of several reports with linked appendices:

- Scoping Report
- Sustainability Appraisal of Options to support Further Issues and Options consultation
- Sustainability Appraisal of Sites
- Preferred Options Sustainability Appraisal
- Pre-Submission Local Plan Sustainability Appraisal

4 Structure of this SA report

4.1 This report appraises the Pre-Submission Local Plan and assess how the SA has shaped the development of the Plan. It specifically reviews how growth strategy and sites options have been appraised and assessed to reach a set of preferred options, it summarises the consultation responses made on the Preferred Options Local Plan and identifies significant changes made to policies and site allocations.

4.2 The report also sets out how evidence base has shaped options and how the SA has influenced the Local Plan development.

4.3 The report also sets out the monitoring framework for the Pre-Submission Local Plan.

5 Stage D - Consultation and development of the Plan

D:	Consultation and development of the plan.	The purpose of this stage is to consult on the report, to appraise significant changes to the plan objectives, options and preferred options/ policies appraised in Stage B and to explain how the SA process has shaped the plan.

5.1 This stage gives the public and consultation bodies an opportunity to express their opinions on the findings of the environmental report and to use it as a reference point in commenting on the plan. It is also an opportunity to gather more information through the opinions and concerns of the public. Consultation and engagement ensures the environmental implications of any significant changes to the draft plan are assessed and taken into account. It is also provides information on how the Sustainability Appraisal Report and consultees' opinions were taken into account in deciding the final format of the plan to be adopted.

5.2 This stage consist of the following tasks:

- D1: Public participation on the draft plan and the Sustainability Appraisal report
- D2: Appraising significant effects
- D3: Making decisions and providing information

Growth Strategy Options Testing and Strategic Reasonable Alternatives Considered

5.3 This chapter sets out how we have developed our Pre-Submission growth strategy, housing and economic growth aspirations and tested reasonable alternatives throughout the plan making process. It sets out how the strategy options have evolved from the further issues and options stage through technical evidence gathering to inform a preferred strategy in the draft Preferred Options Local Plan and been further refined for the Pre-Submission Local Plan.

5.4 This chapter identifies the strategic alternatives, how we defined what are reasonable alternatives, and how we discounted alternatives and taken forward our chosen strategy forward.

Identification of strategic reasonable alternatives

5.5 The preparation of the Huntingdonshire Local Plan to 2046 has been informed by a comprehensive and iterative process of evidence gathering, consultation, testing and refinement. Throughout plan preparation, we have sought to identify, assess and compare a range of reasonable alternatives capable of addressing Huntingdonshire's future housing, employment and infrastructure needs while responding to climate change, environmental constraints and community aspirations.

5.6 The requirement to consider reasonable alternatives arises from the Strategic Environmental Assessment Regulations and the National Planning Policy Framework, which require Local Plans to be justified, evidence-led and informed by a proportionate assessment of realistic alternative approaches. We therefore approached plan preparation as a process of understanding what level of growth was required, where that growth could be accommodated most sustainably, and how development could contribute positively to the district's long-term social, economic and environmental objectives.

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5.7 At the earliest stage of plan preparation, consultation focused on the fundamental question of how Huntingdonshire should grow between 2021 and 2046. Rather than beginning with a predetermined strategy, we explored a broad range of options relating both to the scale of growth and to its geographical distribution. These options reflected matters raised through community engagement, national policy requirements, demographic evidence, economic forecasts, settlement patterns and emerging climate change evidence.

5.8 A wide range of evidence informed this process, including the Local Housing Needs Assessment, Economic and Employment Needs Assessment, Sustainability of Settlements Assessment, Strategic Transport Assessment, Climate Change evidence, Land Availability Assessments, infrastructure and viability planning studies, habitats regulations assessment, ecological constraints aseesment, the Huntingdonshire Futures Place Strategy, the Combined Authority's Local Growth Plan, and responses received from residents, parish councils, statutory consultees, infrastructure providers and developers. Together these documents established the framework within which alternative strategies could be developed and tested.

5.9 Three overarching strategic questions emerged and informed the generation of alternatives:

- What level of housing growth should the district plan for?
- What level of employment growth should be supported?
- How should housing and employment growth be distributed across Huntingdonshire to maximise sustainability benefits while minimising adverse effects?

5.10 The alternatives identified ranged from relatively modest approaches focused on maintaining existing development patterns through to more transformational strategies centred on strategic growth locations, major urban extensions, transport-led development and new communities. These included employment growth scenarios and different approaches to directing future economic development.

Approach to defining strategic reasonable alternatives

5.11 Not every theoretical option constitutes a reasonable alternative for the purposes of plan-making. Consequently, we applied a clear and consistent methodology to determine which options should be subject to detailed assessment.

5.12 To be considered a reasonable alternative, an option needed to demonstrate a realistic prospect of meeting development requirements and being delivered within the plan period. It was also necessary for alternatives to be supported by an identifiable land supply, capable of being assessed through the Sustainability Appraisal process and sufficiently distinct from other options to allow meaningful comparison.

5.13 The Sustainability Appraisal provided the principal mechanism through which alternatives were evaluated. Each alternative was assessed against a framework of environmental, social and economic objectives developed during the Scoping Stage of the SA (see 'Appendix 1 - SA Framework' for the full framework and decision aiding questions). The SA Framework covers the following matters:

- climate change mitigation and adaptation;
- carbon emissions and energy use;
- biodiversity and nature recovery;
- flood risk;
- landscape character;
- heritage assets;
- housing provision;
- economic growth;
- accessibility;
- sustainable transport;
- health and wellbeing;
- social inclusion; and
- infrastructure delivery.

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5.14 The appraisal process was not undertaken as a single exercise. Instead, alternatives were refined progressively as further evidence became available and consultation responses were received. As understanding of development needs evolved, some alternatives were strengthened, some merged with other approaches and others were discounted where they were found to perform less favourably against key sustainability objectives or where delivery risks became apparent.

5.15 This iterative process ensured that the eventual preferred strategy emerged through a transparent comparison of realistic alternatives rather than through retrospective justification of a predetermined outcome.

Summary of alternatives considered and taken forward for appraisal

5.16 We considered a number of strategic alternatives towards the quantum of housing and employment growth the Local Plan should Plan for and where this growth could be located. Options were developed following the close of the Issues Engagement Papers consultations in July 2023. This consultation identified further issues to investigate for potential strategy and growth options.

5.17 Following refinement and initial screening, a collection of realistic alternatives were identified for detailed assessment. These alternatives represented the principal strategic choices available to us and formed the basis of subsequent Sustainability Appraisal work which is available in the SA for Further Issues and Options consultation report.

Housing Growth

5.18 The Further Issues and Options Paper identified the following reasonable alternative options for housing growth that were appraised through the SA for Further Issues and Options consultation report:

- Plan for the standard method number
- Plan for the standard method with a 5% uplift to allow a small amount of flexibility in case some sites do not deliver as expected
- Plan for the standard method with a 10% uplift on the standard method number to allow a some flexibility in case some sites do not deliver as expected or affordability ratios worsen

Discounted options for housing growth

5.19 Early work considered options based on either historic completion rates or development levels below identified housing need. These options would have limited the scale of growth planned for across the district. Whilst such approaches would have reduced the immediate requirement for land allocations, the evidence demonstrated that they may fail to meet objectively assessed housing needs and would be inconsistent with national planning policy requirements on using the standard method figure. The Sustainability Appraisal also identified potential adverse social consequences, including reduced affordable housing delivery and increased pressure on housing affordability. Furthermore, lower levels of housing growth would provide less support for economic growth ambitions and could increase vulnerability to speculative development proposals. Consequently, lower growth options were discounted at an early stage.

5.20 A strategy based solely upon delivery of the Government's standard method housing requirement would have enabled minimum compliance with national policy. However, as the plan period extends to 2046, concerns were identified regarding long-term flexibility and resilience. Evidence demonstrated that relying solely upon the minimum requirement could leave the plan vulnerable to future changes in national policy, delivery delays on large strategic sites or changes in local housing needs. As a result, this approach was not selected as the preferred option.

5.21 The Local Plan provides an uplift greater than 5%, this is considered to provide sufficient flexibility against non-delivery of any allocated sites where the landowners circumstances or intentions change and a reduced response to the government's aspirations to rapidly boost housebuilding.

5.22 Other options proposed during the Further Issues and Options consultation included a 20% uplift to be able to respond to unexpected changes and unspecified higher numbers to support wider economic growth and to support government aspirations to significantly boost housing growth. An uplift this high could have significant environmental impacts and would significantly go beyond the standard method figure potentially resulting in an unsustainable pattern of growth up to 2046.

Sustainability Performance and Key Findings

5.23 The Sustainability Appraisal found that while the 5% and 10% uplift options performed fairly similarly, with the 10% marginally resulting in some potentially more adverse impact arising from pressure of an increased housing target. However, planning for growth at this marginally increased level provides the Local Plan with greater flexibility for changes in market demand and supply of housing across the Plan period.

Employment Growth

5.24 The Further Issues and Options Paper identified the following reasonable alternative options for employment growth that were appraised through the SA for Further Issues and Options consultation report:

A. Plan for limited (low) employment growth to support Huntingdonshire's existing businesses. Growth guided exclusively by criteria based policies
B. Plan for sustainable (medium) growth by supplying a sufficient amount of employment land/ allocations to allow for some business expansion and investment and to provide a flexible approach to changing market conditions
C. Plan for ambitious (high) growth capitalising on key priority sectors of the wider economy and creating business clusters

Discounted options for employment growth

5.25 The low-growth employment option focused on retaining existing businesses and limiting new employment land allocations. Evidence demonstrated that this approach would not adequately support Huntingdonshire's economic ambitions or fully capitalise on opportunities arising from the district's strategic location within the Cambridge-Peterborough economic area. It would also be unlikely to meet identified employment needs or support growth in emerging sectors such as advanced manufacturing, research and development, life sciences and innovation-based industries. As a result, the low-growth scenario was rejected.

5.26 National policy asks that an evidence based approach to determining employment and economic need is undertaken. The Economic and Employment Needs Assessment indicates demand for approximately 922,000 sqm of employment floorspace and approximately 15,400 additional jobs by 2046. The options tested included accounting for labour demand, labour supply, past trends, and the impact of potential adjustments on these. Rather than relying on a single approach, the preferred scenario combined elements of the aspirational labour demand scenario (high growth) and the future residence-based labour supply scenario (medium demand). This hybrid approach reflects not only the sentiment put forward in the responses to the Further Issues and Options consultation but also our economic ambitions and the scale of housing-led population growth anticipated in the district, aligning it with labour supply as a result of population growth. It also takes into consideration and aligns with the scale of strategic scale demand which multiple agents and landowners identified for storage and distribution uses.

Sustainability Performance and Key Findings

5.27 The Sustainability Appraisal found that medium-to-high growth scenarios generated the most favourable balance of outcomes. Key findings included:

- Employment growth is essential to achieving wider economic objectives.

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- Strong alignment is required between housing and employment provision.
- Co-location of homes and jobs reduces commuting impacts.
- Public transport-accessible locations consistently perform best.
- Established Employment Areas remain important economic assets.
- Logistics-focused growth alone performs less favourably because of transport impacts and lower job densities.

Spatial Distribution of housing and economic development

5.28 The Further Issues and Options Paper identified the following reasonable alternative options for the distribution of growth that were appraised through the SA for Further Issues and Options consultation report:

A. Continue with the existing growth strategy set out in our current Local Plan (Policy LP 2 Strategy for Development).
B. Focus on strategic expansions to existing towns
C. Focus growth on public transport corridors
D. Concentrate development around the strategic road network
E. Distribute growth across many settlements in Huntingdonshire and limit growth in our towns creating dispersed growth
F. Provide 1 one or more new community/ies plus some dispersed growth.
G. Hybrid spatial strategy consisting of development focused in sustainable locations served by public transport, employment and infrastructure with freestanding strategic developments and limited dispersed growth

5.29 The following options were proposed specifically related to employment growth locations:

A. Focus employment growth within and adjacent to Established Employment Areas
B. Focus employment growth strategically along major highways such as the A1
C. Focus employment growth next to or within large scale housing sites promoting mixed use development aligning employment growth with housing growth
D. Focus employment growth in sustainable locations such as allocating sites that are accessible by public transport and active travel
E. Focus employment growth in existing economic centres which are located in market towns and larger settlements

Discounted options for spatial distribution of housing and economic growth

5.30 A strategy involving widespread distribution of growth across villages and smaller settlements was examined as a means of supporting rural communities. Although this approach offered some localised benefits through supporting village services, Sustainability Appraisal findings consistently demonstrated poorer overall sustainability performance. Development dispersed across numerous settlements was associated with increased reliance on private vehicles, longer travel distances, higher carbon emissions and greater difficulties in delivering infrastructure efficiently. Accessibility to employment opportunities, education facilities and healthcare services was also generally weaker than in more concentrated growth patterns. For these reasons, a predominantly dispersed strategy was rejected.

5.31 A strategy that focused significant proportions of growth around the A1, A14 and A428 strategic road corridors offered potential advantages in terms of regional connectivity and access to certain employment opportunities. This could give rise to greater emphasis on logistics development along strategic highway locations. However, both the Sustainability Appraisal and climate-related evidence indicated that these options would be heavily dependent on private vehicle use. They therefore performed less favourably against objectives relating to carbon reduction, sustainable transport and climate change mitigation. Concerns were also identified regarding patterns of fragmented development and reduced support for existing settlements and town centres. The Sustainability Appraisal also noted that logistics-based development generally generates lower employment

densities than several other sectors and therefore provides a less balanced employment strategy. These considerations contributed to their rejection as standalone strategies.

5.32 A further alternative involved retaining the broad spatial approach of the adopted Local Plan without significant amendment. While this would have provided continuity, the option did not adequately reflect updated evidence relating to settlement sustainability, climate change, infrastructure investment opportunities and future housing requirements. It was therefore considered insufficiently responsive to changing circumstances and was not taken forward as the preferred strategy.

5.33 Testing of these alternatives through SA ultimately demonstrated that no single option performed best against all objectives. Instead, the strongest results were achieved through a hybrid strategy that combined the advantages of several approaches while avoiding the weaknesses associated with any single growth model.

5.34 This was also reflected in the responses to the Further Issues and Options consultation whereby a hybrid option based around existing strategy (option A) with a focus on towns (option B) and with elements of other options included was preferred. Key reasons for the option choices were that they could utilise existing infrastructure, reduce car dependency, and supports town centre and established employment area vitality. Key concerns raised on the options included protecting rural areas, the countryside, designated landscapes, and natural environment in addition to ensuring that growth sites have good access to existing infrastructure, such as roads, sewage, and public transport.

5.35 Many supported an option that enforces sustainable locations for development supported by public transport, employment, appropriate infrastructure and reduction in congestion (options A, B and C). Responses in principle supported promoting sustainable travel (Option C), but concerns were raised about whether this option would result in fragmented development, too much reliance on transport projects and potentially greater integration challenges. Focussing growth around the strategic road network (option D) was supported by those promoting logistics but was viewed by others as the least sustainable due to increased car dependency and environmental impacts not aligning well with climate and accessibility ambitions.

5.36 Those that wished an alternative option (Option G) generally identified scenarios such as proportionate growth of existing sustainable settlements. Option E dispersed growth was associated with assisting in providing affordable housing and supporting local services but was also viewed by some respondents as being the least sustainable as it could increase car usage, put additional strain on infrastructure in smaller settlements and does not align as well with climate and accessibility ambitions. Option F with its focus on new communities was noted for its potential to deliver significant infrastructure and create self-sustaining communities. However, some concerns were raised regarding their reliance on long term infrastructure delivery, risks in isolating early residents and use of greenfield land.

Sustainability Performance of Each Alternative

Alternative	Economic	Social	Environmental
Existing Strategy	Moderate	Good	Moderate
Urban Extensions	High	High	Moderate
Public Transport Corridors	High	High	Strong
Strategic Roads	High	Moderate	Weak
Dispersed Growth	Moderate	Moderate	Weak
New Communities	High	High	Moderate to Strong

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5.37 The Sustainability Appraisal consistently found that concentrated and accessible growth patterns performed best in relation to carbon reduction, public transport viability, active travel opportunities, access to services and employment, infrastructure efficiency, economic activity and integration, and health and wellbeing outcomes. It also has the potential to improve housing delivery and affordability.

5.38 Strategic sites and new communities provide opportunities for comprehensive placemaking.

5.39 Conversely, there could be increased pressure on existing infrastructure and have traffic implications if mitigation is not delivered.

5.40 Development is likely to be concentrated on greenfield land around existing settlements due to the limited amount of brownfield land available within the district. Development will have an impact on landscape character, this can be mitigated and by concentrating development towards existing settlement, this impact can be reduced.

5.41 The key findings of the Sustainability Appraisal for employment development found:

- A focus on Established Employment Areas supports development in proven locations where there is existing infrastructure and market confidence.
- A focus on strategic highway locations could promote strong logistics connectivity at a local and regional level but is likely to increase car dependency and yield a lower job density and may not support existing economic centres
- Focusing employment within or next to large scale housing sites to promote a mix of uses performance strongly in terms of sustainability with opportunities to integrate a mix of uses to support jobs near homes and reducing commuting distance and carbon emissions
- Employment in sustainable locations to public transport and active travel performance strongly by supporting a modal shift, reducing carbon emissions and provide long term sustainability and health benefits but may not support rural economy opportunities.
- Focusing development in existing employment centres such as market towns and larger settlements reinforces the role of market towns, supports business clustering and utilises existing infrastructure but may not support rural economy opportunities.

5.42 The appraisals concluded that a hybrid strategy combining growth in principal settlements and/or strategic growth clusters, transport-connected locations and new communities achieves the most balanced environmental, social and economic outcomes. This approach forms the basis of the Regulation 18 and also Regulation 19 spatial strategy.

Further refinement of a preferred spatial strategy

5.43 Considering the above, the six spatial options were further refined into four reasonable alternative growth strategies (including a package of reasonable alternative sites) which were taken forward for further technical testing and SA:

- Strategy 1 - Strong focus on towns and cities
- Strategy 2 - Sustainable locations served by public transport employment and infrastructure i.e. Market towns and service centres
- Strategy 3 - Dispersed growth to support existing settlements – Some market town growth, but focus on service centres, large villages and villages
- Strategy 4 - Freestanding strategic developments and limited dispersed growth – Some market town growth, but focus on freestanding strategic sites, some small freestanding sites and service centres and large villages

5.44 The methodology in identifying reasonable alternative sites that make up the package of sites for each of these strategies are explained in the chapter 'Approach to Site Options and Reasonable Alternatives' and set

out in 'Appendix 5- Assessment of Reasonable Alternative Sites'. The strategic reasonable alternative sites are identified in 'Appendix 4 - Assessment of Strategic Sites'.

5.45 Each of the strategy options were appraised through the SA framework, the outcomes of these appraisal can be found in 'Appendix 3- SA performance of strategy options'. In sustainability terms, all four strategies have elements where they perform positively and negatively against the SA objectives, although, on balance, Strategies 2 and 4 perform most positively.

5.46 The Further issues and Options consultation showed that Options A, B and C were generally favoured, these have therefore formed the basis for two of the refined Strategy Options but elements of all Options have been taken forward into the refined reasonable alternatives. Each Strategy Option proposes enough housing growth to meet the Government's standard method number with a 10% buffer to allow for sufficient flexibility.

5.47 Following the Sustainability Appraisal on these options and the outcomes of technical evidence documents, such as climate change evidence, transport, infrastructure, flooding, and Habitats Regulations Assessment, it was concluded that Strategy 2 will form the base of a preferred options strategy with elements of the remaining three strategies being incorporated where they align to provide a hybrid option that responds to the technical evidence gathering and maximises its sustainability performance against the SA framework.[1]

1 For each option, there is a strong focus on finding sites as a priority in flood zone 1, then flood zone 1 with minimal surface water flood risk, then flood zone 1 with more substantial surface water flood risk, then 80% flood zone 1 with minimal surface water flood risk.

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Table 3 Growth strategy options for evidence testing

Strategy Option	Description of the Strategy and strategic sites included	Evolution from Further Issues & Options
Strategy 1 - Strong focus on towns and cities	Focusing on market towns in Huntingdonshire and proximity to Peterborough, includes Godmanchester which is close to Huntingdon, Farcet, Yaxley and Alwalton due to proximity to Peterborough and strategic sites and large-scale commercial near Peterborough. Includes Service Centres that fit with the strategy (Godmanchester and Yaxley), and also Local Service Village & Village sites completely in flood zone 1 to satisfy the sequential test. Includes Lodge Farm, Chesterton Garden Village, Chesterton land west of the A1 option A (commercial), Nook Farm, Sibson Garden Community, East of St Neots and Brampton Cross (commercial)	Options A, B, C
Strategy 2 - Sustainable locations served by public transport employment and infrastructure i.e. Market towns and service centres	Focusing on market towns in Huntingdonshire and Service Centres. Includes sites in the Service Centres of Alconbury, Bluntisham, Brampton, Godmanchester, Kimbolton, Little Paxton, Sawtry, Somersham, Stilton, Yaxley and also Local Service Village and Village sites completely in flood zone 1 to satisfy the sequential test. Includes Lodge Farm, Wyton Airfield and East of St Neots.	Options A, B, C and partially option D and considering responses to option G
Strategy 3 - Dispersed growth to support existing settlements – Some market town growth, but focus on service centres, large villages and villages	Dispersed growth with some market town development in Huntingdonshire, but with more focus on the Service Centres, Large Villages and Villages. Service Centres include Alconbury, Bluntisham, Brampton, Godmanchester, Kimbolton, Little Paxton, Sawtry, Somersham, Stilton, Yaxley. Local Service Villages include Alwalton, Earith, Ellington, Elton, Farcet, Great Gransden, Great Paxton, Great Staughton, Hemingford Grey, Hilton, Needingworth, Pidley, Spaldwick and The Offords. Sites are also identified within 23 villages. Also includes Local Service Village and Village sites completely in flood zone 1 to satisfy the sequential test. Includes Chesterton land west of the A1 option A (commercial), Lodge Farm and Wyton Airfield and East of St Neots.	Option E and partially option D and considering responses to option G
Strategy 4 - Freestanding strategic developments and limited dispersed growth – Some market town growth, but focus on freestanding strategic sites, some small freestanding sites and service centres and large villages	Focus on freestanding sites including Sapley Park Garden Village, Brampton Cross (commercial), Chesterton Garden Village & Bottom Lodge Farm (Chesterton), The Lattenbury's, Wyton Airfield and Hungary Hall Farm. Remaining development distributed in Service Centres and Local Service Villages with no village development. To support the freestanding strategy Colne Fen was identified for commercial leisure, Galley Hill in Fenstanton for commercial use and Midloe Grange for BNG uses.	Option F

Preferred Options

5.48 Following an SA of these options, consultation responses and the gathering of technical evidence, the following options were selected as the preferred strategic approach in the Preferred Options Local Plan to 2046:

- Plan for the standard method with an uplift in excess of 5% on the standard method number to allow some flexibility in case some sites do not deliver as expected or affordability ratios worsen

- Hybrid approach towards economic growth combining elements of high and medium growth options
- Hybrid spatial strategy consisting of development focused in sustainable locations served by public transport, employment and infrastructure with freestanding strategic developments and limited dispersed growth, this includes:
    - Strategic growth at sustainable locations such as Huntingdon, St Neots, St Ives, Ramsey, Alconbury Weald, Wyton Airfield and the North Huntingdon Growth Cluster.
    - Protection and enhancement of Established Employment Areas
    - Support for innovation-led industries and appropriate logistics development
    - Integration of mix of uses within major growth locations and new communities
    - Some dispersed growth across Huntingdonshire to support the sustainability of smaller settlements

5.49 Testing of these alternatives ultimately demonstrated that no single option performed best against all objectives. Instead, the strongest results were achieved through a hybrid strategy that combined the advantages of several approaches while avoiding the weaknesses associated with any single growth model. This conclusion informed the development of the preferred strategy taken forward into the Regulation 19 Plan.

Approach to Site Options and Reasonable Alternatives

5.50 This section provides a comparative summary of the site options and their reasonable alternatives, presenting the appraisal results against the SA Objectives using the established site appraisal criteria.

Site identification

5.51 Through the Call for Sites , a total of **437 sites** were submitted for consideration. All sites submitted during the Call for Sites can be viewed on an interactive map . To assist in the navigation of site assessments, the district was been divided into seven groups, divided as follows and shown spatially in the below map.

1. **Northern Huntingdonshire** - Stilton, Folksworth & Washingley; Yaxley wards
2. **North Eastern Huntingdonshire** - Ramsey; Somersham; Warboys wards
3. **Northern Central Huntingdonshire** - Alconbury; Sawtry; the Stukeleys wards
4. **Western Huntingdonshire** - Great Staughton; Kimbolton wards
5. **Central Huntingdonshire** - Brampton; Godmanchester & Hemingford Abbots; Huntingdon wards
6. **Eastern Huntingdonshire** - Fenstanton; Hemingford Grey & Houghton; Holywell-cum-Needingworth; St Ives wards
7. **Southern Huntingdonshire** - Buckden; Great Paxton; St Neots wards

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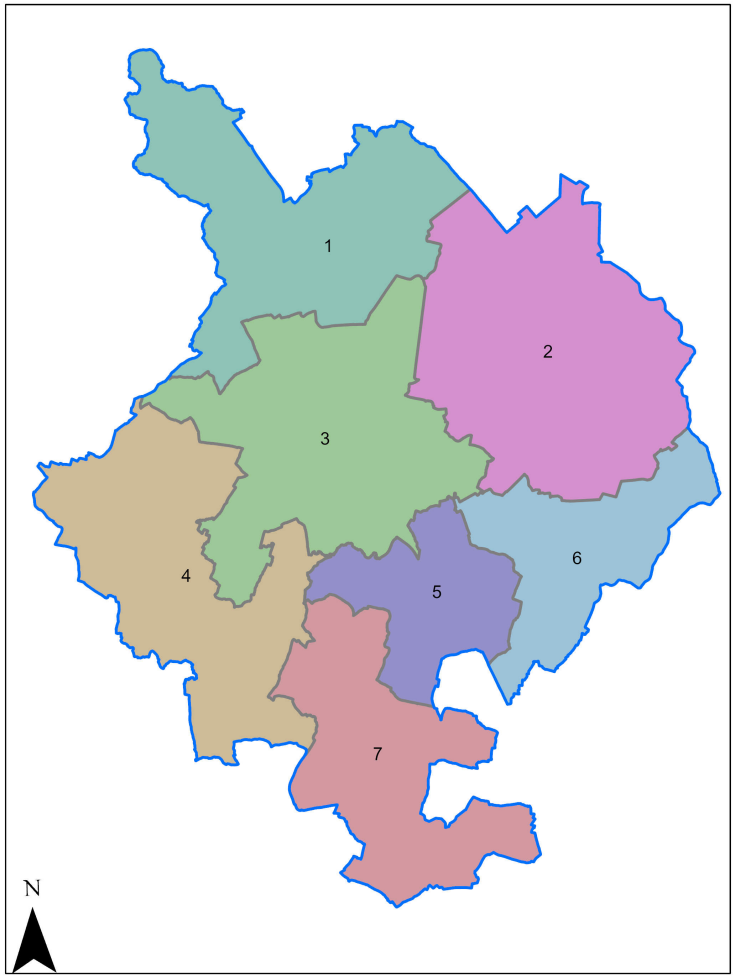

Site Assessment and refinement to identify reasonable alternative sites

5.52 All the sites were assessed through the in-combination Land Availability Assessment and Sustainability Appraisal. The LAA contains individual assessments of each sites and Sustainability Appraisal appraises sites against the sustainability objectives, the outcomes of the SA were fed back into the LAA to conclude which sites were considered potentially suitable for further consideration.

5.53 Of the 437 site submitted, 53 sites were found to have fundamental constraints:

- Grade 1 agricultural land, unless the proposed use is compatible (e.g., community orchard, garden, or flood-mitigation use).
- Flood Zone 3b (functional floodplain)covering more than half the site, unless for water-compatible or flood-mitigation purposes.
- Common land, village green, or designated Local Green Space, unless the use aligns with the designation.
- National or local nature conservation designations (SSSI, LNR, LGS, SAC, SPA, Ramsar), unless the proposal supports biodiversity, green infrastructure, or nature conservation.
- Irreplaceable habitats, including ancient woodland or veteran trees, where development would result in their loss.

5.54 These constraints mean the site is not taken forward for detailed assessment or considered a reasonable alternative in line with national guidance. Information on sites that were not considered to be reasonable alternatives and were not taken for the full SA can be found in the Land Availability Assessment.

5.55 The remaining 384 sites progressed to full LAA assessment. 41 sites were found to be unsuitable, unachievable or undeliverable at LAA stage and did not progress to an SA. These are not reasonable alternatives. Issues identified included significant flood risk, access challenges or ownership constraints.

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5.56 This left 343 sites progressing to an SA using the sites or strategy decision aiding questions from the SA framework. Sites that were over 2,500 homes and/or 120,000 sqm of floorspace were assessed using the strategy questions due to their scale and potential in shaping a Local Plan strategy and were therefore not directly comparable to smaller sites. The outcomes of the SA for these sites were then fed back into the LAA to reach an integrated conclusion on each site's potential suitability for development and, by extension, its potential for allocation in the Local Plan to 2046. At this stage, of the 343 sites, 118 sites were discounted, leaving 225 sites as potentially suitable for further consideration and an indicative development capacity calculated. A summary table is provided in 'Appendix 5- Assessment of Reasonable Alternative Sites' which details which sites these were.

5.57 These 225 sites formed the basis of four spatial strategy options to test, each representing a distinct pattern of growth:

- Strategy 1 – Strong focus on towns and cities
- Strategy 2 – Sustainable locations served by public transport, employment and infrastructure (market towns and service centres)
- Strategy 3 – Dispersed growth to support existing settlements (service centres, large villages and villages, with some market town growth)
- Strategy 4 – Freestanding strategic developments with limited dispersed growth (strategic sites, some small freestanding sites, service centres and large villages)

5.58 The approach was taken to consider sites within each LAA area for allocation within each of the four strategies tested to ensure that the Local Plan supports the whole district given the extensive rural area. This allows consideration of NPPF paragraph 83 which supports the promotion of sustainable development in rural areas and identifying opportunities for villages to grow and thrive.

5.59 Each strategy was tested through the technical evidence base, including the SFRA, Water Cycle Study, transport modelling, infrastructure assessments, and Habitat Regulations Assessment, alongside the SA.

5.60 This testing demonstrated that a hybrid approach drawing primarily on Strategies 2 and 4 performed most favourably, offering a balanced distribution of growth that aligned with infrastructure capacity, environmental constraints and maximises its sustainability performance against the SA framework. This informed the sites that would be included in the Preferred Options Regulation 18 Local Plan. It is important to note that even though a site may be considered a reasonable alternative in sustainability terms, it does not necessarily mean it will be allocated as further technical evidence and the eventual spatial strategy would further shape the sites selected. 'Appendix 5- Assessment of Reasonable Alternative Sites' provides a summary of the reasons sites were discounted at this stage and the reasons others were included in the Preferred Options Local Plan.

5.61 The sites forming this hybrid strategy were taken forward into the Preferred Options Local Plan and consulted on between September and December 2025. The LAA and SA were updated throughout plan preparation to reflect evolving evidence, and refined constraint assessments. Similarly, the SA followed the statutory multi-stage SEA process, with each stage revisiting earlier assumptions, reappraising reasonable alternatives, and incorporating new evidence and consultation feedback. The LAA and SA documents include boxes titled 'Updates after initial assessment', this summaries any changes that were made through consultation feedback such as amendments by site promoters or the outcomes of technical evidence documents like the SFRA. Collectively, these iterative processes ensure that all reasonable alternatives are assessed in a consistent, transparent, and proportionate manner, and that the emerging spatial strategy is informed by the most up-to-date evidence and sustainability considerations.

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5.62 Amendments to the Preferred Options Local Plan site allocations were made. Following consultation on the Preferred Options Local Plan, and informed by updated technical evidence and further heritage assessments, the draft allocations were refined with the following draft allocations being removed:

- Ramsey 3: East of Wood Lane
- Somersham 2: South of College Farm
- Bluntisham 1: South of Rectory Road
- Alwalton 1: North of 23-33 Oundle Road
- Bythorn 1: West of Warren Lane

5.63 A small number of additional sites were also included at this stage and consulted on between May and June 2026 in the Additional Preferred Sites. These sites include additional village-scale allocations in Catworth, Bythorn, Ellington, Grafham, Spaldwick and Ramsey Forty Foot, which enhance flexibility and geographic distribution of supply. These sites were selected because they could boost short-term housing supply and were located in areas with demonstrated capacity in wastewater and education infrastructure, ensuring that their inclusion remained consistent with the evidence base and the overall spatial strategy.

5.64 The removal and addition of sites resulted in a revised set of allocations presented in the Pre-Submission Local Plan.

Reasonable alternative site review

5.65 This section provides an overview of the sustainability performance of reasonable alternative sites. It is important to note that even though a site may be considered a reasonable alternative in sustainability terms, it does not necessarily mean it will be allocated as further technical evidence and the eventual spatial strategy would further shape the sites selected.

5.66 For clarity, the following sections analyse the reasonable alternatives sites grouped by the settlements and areas within which they are situated, reflecting the structure used in the LAA documents.

5.67 To support effective cross-referencing, the sequence of sites follows the order used in the in-combination Land Availability Assessment and Sustainability Appraisal Site reports. Site identification numbers are consistent with those used in the in-combination Land Availability Assessment and Sustainability Appraisal Site reports available on the evidence library webpage. These reports provide the assessment of all 437 sites submitted to the Council.

5.68 The colour-coding reflects the status of each site within the Plan-making process:

- Sites in **bold** indicate those proposed for housing allocation
- Sites that are underlined were draft allocations at the Preferred Options stage but were subsequently removed from the Pre-Submission Local Plan
- Sites in *italics* were not draft allocations at the Preferred Options stage but have since been included in the Pre-Submission Local Plan

5.69 Throughout Local Plan preparation, reasonable site options and alternatives were assessed to a consistent level of detail. Some sites were appraised more than once to reflect updated boundaries or new evidence; however, only the most recent appraisal iteration is included.

5.70 To support interpretation of the appraisal summary, the scoring framework comprises two positive scores (++, +), one neutral score (N), and two negative scores (--, -). A full explanation of how scores and colour coding have been applied is set out in the 'Appendix 1 - SA Framework' and 'Appendix 2 - Scoring Matrix and Site SA Criteria'.

5.71 All reasonable site options and alternatives were subject to rigorous assessment at earlier stages of Plan preparation. Detailed appraisals are presented in the in the in-combination Land Availability Assessment and Sustainability Appraisal Site reports available on the evidence library webpage.

5.72 The summary of reasonable alternative site assessments provided below applies a **'no-mitigation-on' approach**, appraising each site solely on its baseline physical characteristics without assuming any form of mitigation.

Northern Huntingdonshire

5.73 Northern Huntingdonshire consists of the Stilton, Folksworth & Washingley and Yaxley wards.

Relevant Site Options

5.74 Alwalton 1 (CfS: 23-24298), was initially allocated in the Preferred Option Local Plan but following the public consultation, additional evidence and conclusions presented in the Heritage Impact Assessments , the site was removed in the Pre Submission Plan due to heritage constraints, scale of the proposal and transport impacts. The site is constrained by its impact on the rural approach to the village, the conservation area, nearby listed buildings and its proximity to the A1.

5.75 Chesterton 1 (CfS: 209) offered significant employment potential but was detached from existing settlements, relied on major infrastructure investment and would urbanise a substantial area of countryside. Chesterton Garden Village (Chesterton 2, CfS: 23-2414) could have delivered a new community of around 1,000 homes, but the scale of growth would fundamentally alter the character of a very small village and require extensive new infrastructure. Peterborough City Council raised significant concerns relating to the impact of these sites and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated.

5.76 Conington 3 (CfS: 382) was considered more appropriate for biodiversity net gain than built development, while Conington 4 (CfS: 381) was an isolated employment site with limited sustainability credentials and poor public transport accessibility.

5.77 The Elton sites (CfS: 58, CfS: 59, CfS: 60, CfS: 61, CfS:62 and CfS: 23-24300) were generally constrained by a combination of flood risk, landscape sensitivity, heritage impacts and concerns that development would erode the village's historic character and countryside setting.

5.78 From a health and inequalities perspective, many of the sites also performed less favourably because of their relative remoteness from services and facilities, limited sustainable transport opportunities, potential exposure to environmental nuisances, or the pressure they could place on existing community infrastructure. Consequently, the sites did not present a sufficiently balanced sustainability case when considered against the full range of environmental, social, economic, health, and equality objectives. Accordingly, all of the sites identified above were discounted from further consideration in the Local Plan.

5.79 The Farcet sites (CfS: 30, CfS: 108, CfS: 149, CfS: 175 and CfS: 177) benefited from strong accessibility and proximity to Peterborough but raised significant concerns regarding coalescence with the urban area. In particular, Farcet 3 (CfS: 149) would more than double the size of the village and fundamentally change its character.

5.80 None of the housing site options in Folksworth and Washingley (CfS: 132, CfS: 220 and CfS: 23-245), Glatton (CfS: 117), Great Gidding (CfS: 192, CfS: 193, CfS: 194, CfS: 349) and Haddon (CfS: 307) are proposed allocations in the Local Plan. The Sustainability Appraisal concluded that, although these sites generally performed positively in relation to flood risk and biodiversity considerations, their development would lead to the loss of agricultural land and encroachment into the countryside, which weighed against their suitability relative to alternative site allocations. The residential sites in Folksworth & Washingley, Glatton, Great Gidding and Haddon offered opportunities for modest housing growth but were often constrained by limited access to employment, services and public transport. In Great Gidding and Glatton particularly, landscape sensitivity, conservation area considerations and the setting of listed buildings reduced their overall sustainability performance.

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5.81 For employment sites, Folksworth and Washingley 2 (CfS: 130), Haddon 4 (CfS: 206) and **Haddon 5 (CfS: 212)** performed more strongly in economic terms, with significant potential for employment growth linked to the A1(M) corridor. The Level 2 SFRA assessed showed that **Haddon 5 (CfS: 212)** is 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site was put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan as Peterborough Services 1 with criteria addressing landscape impact, ecology, phasing, traffic impact, noise and air quality.

5.82 **Holme 5 (CfS: 23-243)** emerged as the preferred option in Holme against four other reasonable alternatives (CfS: 38, CfS: 157, CfS: 181 and CfS: 23-244) because it was able to accommodate growth adjacent to the existing settlement while avoiding the more significant landscape and environmental sensitivities affecting other Holme sites, particularly those closer to the Great Fen and other ecological assets. The site demonstrated a stronger ability to integrate with the village and access existing services while limiting adverse impacts on settlement character. The site's proximity to community facilities and opportunities for active travel may also help support healthier lifestyles and social interaction, contributing positively to residents' wellbeing. The site promoter also seeks to provide retail and/or health uses alongside housing development providing an additional sustainability benefit.

5.83 In Stilton, site **Stilton 2 (CfS: 165)** performed better than five alternative sites (CfS: 51, CfS: 131, CfS: 142, CfS: 186, and CfS: 23-2412) because it made use of previously developed or less sensitive land, reducing pressure on open countryside and agricultural land. It also benefited from relatively good access to village facilities and services while presenting fewer landscape concerns than several edge-of-settlement alternatives. Improved access to local services can help reduce the need to travel longer distances for everyday needs, supporting health outcomes and helping to ensure that less mobile groups, including older people and young people, are able to access essential facilities more easily. The site also now has planning permission (24/00238/FUL). **Stilton 5 (CfS: 186)** provided an opportunity for a larger extension that could be integrated with the existing settlement pattern while avoiding some of the constraints affecting other Stilton sites, including heritage, landscape and accessibility limitations. It offered a proportionate contribution to housing needs with a clearer relationship to the village than several competing options (CfS: 51, CfS: 131, CfS: 142 and CfS: 23-2412). Its location also presents opportunities to enhance walking and cycling connections, supporting physical activity and improving access to local services and community facilities for a broad range of residents.

5.84 In total, six reasonable alternatives were considered in Yaxley (CfS: 18, CfS: 126, CfS: 273, CfS: 228, CfS: 301, CfS: 23-241 and CfS: 23-2444) and were subject to SA. Site **Yaxley 1 (CfS: 18)** was considered one of the most sustainable locations for employment development within the Northern Huntingdonshire area by virtue it being located on the edge of Yaxley located in sustainable travel distance and forming a third phase to the established Eagle Business Park making it easier to integrate into the existing settlement. The site now has planning permission (23/00973/OUT). Policy criteria addressing flood risk is provided in the policy wording. These sustainability considerations make the site more preferable to Yaxley 2 (CfS: 126), another employment site located on the opposite side of the village which was not ultimately considered a reasonable alternative due to its significant constraints. Housing sites in Yaxley were discounted due to sustainability concerns regarding flood risk, landscape and infrastructure concerns.

Conclusion

5.85 Since the Preferred Options stage, Alwalton 1 has been removed as an allocation but the other five proposed site allocations in the northern Huntingdonshire area have been retained. None of the site options in Alwalton, Chesterton, Conington, Elton, and Farcet have have been allocated in the Pre-Submission Plan, as assessment against landscape, heritage, environmental, infrastructure, and settlement strategy considerations determined that alternative sites represented more suitable development options.

5.86 The Sustainability Appraisal found that they offered appropriate opportunities for growth while maintaining good accessibility, integrating effectively with existing settlements, and avoiding many of the significant constraints affecting alternative options. In contrast, many of the reasonable alternatives were more heavily constrained by impacts on the countryside, ecological sensitivities, flood risk, poorer accessibility, or weaker relationships with existing built-up areas. Refinement of the Local Plan since the Preferred Options stage does not change this overall view.

5.87 From a health and inequalities perspective, the preferred sites are also more likely to support healthy and inclusive communities by providing better access to services, employment opportunities, public transport and active travel networks. By reducing barriers to accessing essential facilities and promoting sustainable travel choices, the allocations have the potential to contribute positively to health outcomes and help address inequalities experienced by more vulnerable or disadvantaged groups. Overall, these sites were considered to make a positive contribution to the Plan's spatial strategy, sustainability objectives, and wider health and wellbeing outcomes and were therefore selected for allocation.

North Eastern Huntingdonshire

5.88 North Eastern Huntingdonshire consists of Ramsey, Somersham and Warboys wards.

Relevant Site Options

5.89 Broughton 1 (CfS: 153) had in sustainability terms potential to provide modest housing growth within the settlement boundary but would require significant design mitigations to overcome landscape and heritage impacts. It was not taken forward into the Preferred Options Local Plan due to its surface water flood risk.

5.90 **Bury 1 (CfS: 141)** and **Bury 2 (CfS: 188)** clearly emerged as the strongest development opportunities, with **Bury 2** performing a complementary role as a biodiversity and green infrastructure site rather than a residential allocation. **Bury 1** benefits from being partly previously developed land within the existing settlement, close to Ramsey town centre, schools, employment opportunities, bus services and local facilities. The redevelopment of a former industrial site also supports efficient land use and reduces pressure on undeveloped countryside. Although the site lies within the conservation area, the assessments concluded that heritage impacts could be successfully addressed through high quality design and masterplanning. By contrast, Bury 3 (CfS: 162) and Bury 4 (CfS: 277) were not considered suitable for development because they form part of the protected settlement break identified within the Bury Neighbourhood Plan. Their development would undermine the established separation between Bury and Ramsey and conflict directly with neighbourhood plan policy. Bury 5 (CfS: 279) and Bury 6 (CfS: 289) performed less strongly due to substantial flood risk, greater landscape sensitivity, and, in the case of Bury 6, significant conservation area and heritage constraints.

5.91 **Bury 7 (CfS: 84)** was preferred because it forms a logical extension to the ongoing redevelopment of the former RAF Upwood site. It is previously developed land, free from significant flood risk, capable of accommodating substantial green infrastructure, and can be integrated into an evolving mixed-use community. The site also performs well in accessibility terms, particularly for employment opportunities, and avoids many of the landscape, flood risk and heritage constraints affecting other large-scale options in and around Bury. Its relationship with committed and emerging phases of development at RAF Upwood provides a degree of certainty and strategic coherence that alternative sites could not match. It forms another extension to former RAF Upwood alongside **Upwood and the Raveleys 1 (CfS: 82).**

5.92 In Old Hurst, the only promoted site, Old Hurst 1 (CfS: 23-24308), although technically capable of accommodating development, the environmental and landscape impacts, combined with the limited sustainability credentials of the location, meant that the site did not compare favourably with preferred allocations elsewhere and was therefore not taken forward for allocation.

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5.93 In Pidley-cum-Fenton, whilst a number of sites, including Pidley-cum-Fenton 2 (CfS: 189), Pidley-cum-Fenton 3 (CfS: 190), Pidley-cum-Fenton 4 (CfS: 217) and Pidley-cum-Fenton 5 (CfS: 214), presented opportunities for modest housing growth, custom and self-build provision, or specialist accommodation, the settlement as a whole performs relatively poorly in sustainability terms due to its limited range of local services, lack of a primary school, limited employment opportunities, and dependence on private vehicle travel. Most sites were greenfield locations on grade 2 agricultural land and, although generally free from significant flood risk, biodiversity and heritage constraints, they offered only limited opportunities to enhance strategic green infrastructure or improve sustainable transport connectivity. Collectively, the sites would have resulted in dispersed and largely car-dependent growth that was not considered to represent as sustainable or balanced a pattern of development as preferred alternatives elsewhere in the district.

5.94 In Upwood and The Raveleys, **Upwood and the Raveleys 1 (CfS: 82)** was considered as a further phase of development associated with the former RAF Upwood. While in Upwood and the Raveleys parish, it adjoins Bury and Ramsey so is functionally linked to a market town making it very sustainable in terms of access to services and facilities. It is also at low risk of flooding with minimal landscape, ecological and heritage impacts. Further expansion of RAF Upwood was dependent upon the successful delivery and integration of earlier phases, together with the provision of supporting infrastructure and services to meet the needs of an expanding community. Together, these reasons supported the site's allocation. Alternatively, Upwood and the Raveleys 2 (CfS: 287) located in the main settlement of Upwood and the Raveleys did not perform as well in sustainability terms so was not allocated.

5.95 Warboys contained a significant number of promoted sites with four being considered as reasonable alternatives (Warboys CfS: 172, Warboys 6 CfS: 148, Warboys 10 CfS: 314 and Warboys 12 CfS: 85) ranging from modest infill opportunities to substantial urban extensions and strategic-scale housing proposals. While a number of sites would have delivered housing and potentially strengthened the role of the settlement, many were located on prominent open countryside edges where development would have had significant impacts on landscape character and important views into and out of the village. Several sites were of a scale that would have represented a substantial extension to the settlement and raised concerns regarding their ability to integrate successfully with the existing community. Access and infrastructure constraints were also recurring issues, with some proposals relying upon new highway arrangements or access routes that had not been sufficiently demonstrated as deliverable. When compared against preferred allocations elsewhere in the district, the Warboys site options generally performed less favourably in terms of landscape impact, integration, accessibility, deliverability and overall sustainability. Consequently, none were considered to represent the most appropriate locations for allocation through the Plan.

5.96 Wistow 1 (CfS: 152), whilst physically capable of accommodating development, the environmental and sustainability disadvantages associated with the Wistow sites meant that they did not perform as favourably as alternative locations and were therefore not allocated in the Pre-Submission Plan.

5.97 The market town Ramsey is very sustainable in terms of access to services and facilities. It had several sites that were considered reasonable alternatives, **Ramsey 4 (CfS: 262)** was allocated as it was sequentially at a lower risk of flooding than other sites such as Ramsey 5 (CfS: 92). Ramsey 3 (CfS: 268) was initially allocated in the Preferred Option Local Plan subsequently removed from Pre-Submission Plan. Upon review of the concerns and objections raised to the loss of community land at Ramsey 3, the site has been removed as a draft allocation despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses.

5.98 Ramsey consists of several related villages, in Ramsey Forty Foot, Ramsey 14 (CfS: 53) was promoted for open space and moorings. The site was allocated in the Preferred Options Plan and retained. The site provides

sustainability benefits and leisure uses. Site *Ramsey 17 (CfS: 271)* was added to the Plan following the Preferred Options consultation. The site was preferred as it provides a sustainable development opportunity on the edge of Ramsey Forty Foot largely contained visually by existing landscape features and at low risk of flooding so upon review of the allocations was allocated.

5.99 Within Somersham, the preferred sites emerged because they offered a stronger balance between accessibility, integration with the existing settlement and deliverability than competing alternatives and we sequentially preferable in terms of flood risk. **Somersham 1 (CfS: 163)** benefits from the reuse of previously developed land within the settlement and provides an opportunity to regenerate an established site in a sustainable location. Its brownfield status and close relationship with existing services and infrastructure distinguish it from a number of greenfield alternatives.

5.100 **Somersham 8 (CfS: 270)** and **Somersham 11 (CfS: 339)** were preferred because they represent logical extensions to the village that can be integrated with existing development patterns while maintaining access to services, schools, employment opportunities and community facilities. Although both require careful landscape treatment and infrastructure planning, the assessments concluded that their constraints were capable of mitigation and were generally less severe than those affecting alternative sites. The College Farm sites also provide flexibility in delivering housing growth in a manner that can be coordinated with infrastructure provision and masterplanning.

5.101 The site option Somersham 6 (CfS: 233), was initially allocated in the Preferred Option Local Plan subsequently removed from Pre-Submission Plan. Following a review of comments received from residents and stakeholders, who cite concern regarding infrastructure capacity, cumulative impact of all draft allocations on the village, transport impacts, landscape harm and scale of the proposal, the site has been removed as a draft allocation.

Conclusion

5.102 None of the site options in Broughton, Old Hurst, Pidley-cum-Fenton, Warboys, and Wistow have been allocated in the Pre-Submission Plan. Whilst a number of sites offered opportunities for housing growth, employment development, renewable energy generation or community benefits, the assessment of reasonable alternatives concluded that these sites did not perform as favourably as the preferred allocations when assessed against the full range of sustainability, environmental, infrastructure and settlement strategy objectives.

5.103 From a health, equality and sustainable development perspective, these sites generally performed less favourably than the preferred allocations due to a combination of landscape sensitivity, limited accessibility to services and employment opportunities, dependence on private vehicle travel, infrastructure uncertainties and difficulties integrating development with existing settlement form. Whilst individual sites offered some benefits, including housing delivery, specialist accommodation, self-build provision, renewable energy generation and biodiversity gains, the cumulative evidence demonstrated that these benefits were outweighed by environmental, sustainability and deliverability concerns. Accordingly, the Council concluded that the sites did not represent the most appropriate or sustainable locations for growth and they have not been allocated in the Pre-Submission Plan.

5.104 Sites **Bury 1, Bury 2, Bury 7**, **Ramsey 4, Ramsey 17, Upwood and the Raveleys 1, Somersham 1, Somersham 8** and **Somersham 11**, have been allocated in the Pre-Submission Plan.[1] They were selected for allocation because they represented the most sustainable and deliverable options within their respective settlements when assessed against the reasonable alternatives through the Sustainability Appraisal and Land Availability Assessment process. The assessments demonstrate that, while each site is subject to some constraints, these are capable of mitigation and are generally less significant than those affecting competing options. The selected sites were preferred because they achieved the most

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favourable balance between development objectives and environmental protection within their respective settlements. They generally offer stronger accessibility to services, employment, schools and public transport; better opportunities to integrate with existing communities; and fewer or more manageable constraints than competing alternatives. Sites removed form the Preferred Options Plan (Ramsey 3 and Somersham 6) were based on consultation feedback and concerns regarding cumulative impact, consequently, the preferred allocations provide the most robust basis for delivering the Plan's housing and employment requirements while supporting sustainable growth, protecting settlement character and maintaining consistency with the wider spatial strategy.

5.105 From a health and inequalities perspective, the preferred allocations are more likely to support healthy and inclusive communities because they provide good access to employment, education, community facilities, public transport and active travel networks. These characteristics can help reduce barriers to opportunity, encourage healthier lifestyles and improve access to essential services for a wide range of residents, including older people, younger people and households without access to a private car. Consequently, the allocations make a positive contribution to the Plan's spatial strategy, sustainability objectives and wider wellbeing outcomes and were therefore selected for allocation.

North Central Huntingdonshire

5.106 North Central Huntingdonshire consisting of the Alconbury, Sawtry and the Stukeleys wards.

Relevant Site Options

5.107 **Abbots Ripton 3 (CfS: 259)** emerged as the strongest and most deliverable option in Abbots Ripton. Unlike several competing sites, it benefits from a partial previously developed land component, including an existing commercial building and agricultural structures, creating opportunities for redevelopment and the retention and expansion of local employment space alongside new housing. The site is well related to the existing settlement, close to the village's services and facilities, and capable of being integrated into the established community through appropriate masterplanning. The Sustainability Appraisal also identified positive accessibility to local facilities, employment opportunities at Alconbury Weald, and the potential to enhance local economic activity. While Abbots Ripton 1 (CfS: 106) demonstrated some positive characteristics, particularly limited landscape impact and the ability to form a contained extension to the village, it is located within a much smaller and more rural hamlet with very limited services and infrastructure, making it less sustainable than Home Farm South.

5.108 The strategic-scale Sapley Park Garden Village proposal (Abbots Ripton 6 CfS: 197) offers long-term opportunities but raises substantial infrastructure, landscape, transport, heritage and settlement separation issues and was considered a much longer-term proposition rather than a proportionate allocation for growth in Abbots Ripton. The site was not included in the Preferred Options Local Plan, but was reconsidered as a reserve site in the consultation on additional site allocations held between May and June 2026. This explored the possibility of including the site in Plan as a reserve site so it would not form part of the local plan's housing allocations, but will only be considered for release if the authority's Annual Monitoring Report indicates there is a need to. It was considered suitable based on its potential to contribute towards strategic contributions towards unlocking strategic new infrastructure such as the A141 if needed to do so. Following a review of consultation feedback and concern regarding cumulative impact and the scale of the site, it was not taken forward as a reserve site in the Pre-Submission Local Plan.

5.109 Within Alconbury, **Alconbury 1 (CfS: 164)** and **Alconbury 2 (CfS: 359)** were identified as the preferred options because they represent logical extensions to the settlement and perform strongly in accessibility terms. Both sites are close to village facilities, schools, recreation opportunities and employment concentrations at Alconbury Weald and the Enterprise Zone. They are capable of accommodating meaningful levels of growth while remaining connected to the existing community. **Alconbury 1** was

particularly attractive because it comprises low quality agricultural land, is largely unconstrained by flood risk, can be effectively integrated with surrounding development, and offers flexibility to provide housing alongside employment opportunities. Although careful design is required to address the setting of nearby listed buildings and potential impacts associated with the A1 corridor, these issues were considered capable of mitigation through site design and landscaping. **Alconbury 2** was preferred over a number of larger and more constrained alternatives because, notwithstanding its flood risk considerations, it is closely related to the existing settlement and capable of delivering a significant proportion of the housing requirement in a sustainable location. The site benefits from good access to facilities and employment and can incorporate open space and green infrastructure. While the SA highlighted concerns regarding scale and access via Globe Lane, the site nevertheless provides a more sustainable opportunity than alternatives that are either poorly connected to the village or heavily constrained by landscape impacts.

5.110 Alconbury 4 (CfS: 329) and Alconbury 6 (CfS: 321) were promoted for employment development but are more isolated from established community infrastructure and are affected by issues relating to accessibility, landscape exposure and, in the case of Alconbury 6, fundamental highways concerns identified through consultation. Alconbury 7 (CfS: 367) benefits from proximity to Alconbury Weald but would require substantial mitigation to maintain separation from Little Stukeley and avoid adverse effects on landscape character. Strategic employment development at Alconbury 8 (CfS: 232) was considered and tested in the evidence base but ultimately discounted from allocation as it would located more employment growth than what was needed in a single location away from existing market towns, service centres and established employment areas as well as more than the district total need as demonstrated through the Economic and Employment Needs Assessment.

5.111 In Alconbury Weston, promoted sites (CfS: 13, CfS: 43, CfS: 137, CfS: 178, CfS: 195, CfS: 298, CfS: 327 and CfS: 23-249) offered housing, specialist accommodation, employment and mixed-use potential, but none represented sustainable or appropriate locations when assessed against landscape, ecological, accessibility and settlement pattern considerations. Evidence identified landscape sensitivity, ecological constraints, infrastructure limitations and difficulties integrating development with the village as key factors. Many residential sites were visually exposed, extended the settlement edge and had limited pedestrian connectivity. Larger strategic proposals (Alconbury Weston 8 CfS: 43 and Alconbury Weston 6 CfS: 327) raised additional concerns including impacts on sensitive countryside, proximity to Monks Wood, and uncertainty around infrastructure delivery. Technical constraints such as pipeline easements, biodiversity issues, flood risk and access limitations further reduced suitability. Collectively, the sites would not deliver as sustainable, integrated or balanced a pattern of growth.

5.112 Within Sawtry, the preferred combination of **Sawtry 3 (CfS: 88), Sawtry 4 (CfS: 52), Sawtry 7 (CfS: 380), Sawtry 9 (CfS: 385), Sawtry 11 (CfS: 155)** and **Sawtry 17 (CfS: 23-24188),** emerged because collectively they provide the most balanced and sustainable means of accommodating growth around an established Service Centre. The assessments demonstrate that these sites generally benefit from strong access to schools, employment areas, local shops, health facilities, public transport and the village's extensive range of community infrastructure. They also represent logical extensions to existing development patterns and are capable of being integrated with the settlement without creating isolated or poorly connected development. The selected sites performed more favourably than a number of larger alternatives around the edges of Sawtry because they avoid the most significant landscape, transport and settlement form concerns identified through the appraisal process. Collectively, they provide flexibility in delivery, allow growth to come forward from multiple directions, and reduce reliance on any single strategic site. Their scale is generally more proportionate to the settlement, enabling development to be integrated into existing neighbourhoods and infrastructure networks while maintaining the overall character of the village.

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5.113 Alternative sites promoted (CfS: 11, CfS: 15, CfS: 161, CfS: 330, CfS: 338, CfS: 384 and CfS: 335) elsewhere around Sawtry were generally subject to greater concerns relating to flood risk, landscape exposure, infrastructure requirements, environmental constraints or their relationship with the built form of the village. The preferred sites therefore achieved the strongest overall balance between housing delivery, accessibility, environmental protection and community integration.

5.114 In Spaldwick, several sites (CfS: 86, CfS: 351, CfS: 353, CfS: 23-24284, CfS: 23-24285, CfS: 23-24286 and CfS: 23-24322) were constrained by flood risk, landscape impact and heritage concerns. Several sites south of the A14 were substantially affected by fluvial and surface water flood risk, limiting suitability. Other sites, would extend development into prominent countryside and harm the village's rural setting and heirtage assets. Accessibility limitations and reliance on private vehicle travel further reduced sustainability. Some proposals were disproportionate to the settlement's role and lacked demonstrated infrastructure capacity. Overall, the sites did not represent the most sustainable alternatives at preferred Options stage. However, upon review of sites and further information from the site promoter illustrating phasing for the development to allow integration, *Spaldwick 4 (CfS: 305),* was later allocated at the Pre-Submission stage.

5.115 Within The Stukeleys, of the smaller sites promoted, **The Stukeleys 3 (CfS: 28)** was identified as the preferred option because it provides a modest and proportionate extension to Great Stukeley that can be accommodated without materially altering the character of the settlement. The site is well related to the existing built form, benefits from good access to local facilities and employment opportunities in Huntingdon and Alconbury Weald, and is capable of being integrated into the surrounding residential area through appropriate design and landscaping.

5.116 The Stukeleys 1 (CfS: 77) is an existing site allocation in the Local Plan to 2036 and has a planning application on the site. The Local Plan to 2046 identifies it as an existing commitment carrying it forward into the new plan. **The Stukeleys 5 (CfS: 221)** and **The Stukeleys 6 (CfS: 276)** are preferred allocations due to their sustainable location and opportunities to providing employment in sustainable locations.

5.117 The Stukeleys 2 (CfS: 36) is a strategic site but is the least sequentially preferable strategic site when considering flood risk and the Huntingdonshire Transport Strategy ranks the site as one of the least accessible. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets.

5.118 Upton and Coppingford 1 (CfS: 34) was allocated for self and custom build housing and had more opportunities for integration with the wider settlement. The settlements' highly rural, dispersed pattern and very limited services meant strong reliance on private vehicle travel. Public transport and active travel opportunities are minimal. Benefits of providing self and custom build plots provide a sustainability benefit in meeting different needs of the housing market so was identified as a preferred allocation.

5.119 In Winwick, the single promoted site (Winwick 1 CfS: 299) was technically available and capable of small-scale housing, but Winwick's very limited services, facilities and transport options meant high car dependency. Development would extend into countryside with limited wider benefits. Landscape and visual impacts were also identified. The site did not present a strong planning case compared with more sustainable alternatives.

Conclusion

5.120 None of the site options in Alconbury Weston and Winwick have been allocated in the Pre-Submission Plan. Whilst a number of sites offered opportunities for housing growth, employment development, or community benefits, the assessment of reasonable alternatives concluded that these

sites did not perform as favourably as the preferred allocations when assessed against the full range of sustainability, health, environmental, infrastructure and settlement strategy objectives.

5.121 Across Abbots Ripton, Alconbury, Sawtry, Spaldwick, The Stukeleys and Upton and Coppingford the selected allocations were preferred because they achieved the most favourable balance between supporting development needs and protecting environmental, landscape and heritage interests. Compared with reasonable alternatives, they generally provide stronger access to services, employment opportunities, schools and community facilities; better opportunities for integration with existing settlements; and fewer or more manageable constraints. Sites affected by substantial heritage harm, flood risk, landscape sensitivity, transport limitations, poor settlement integration or significant infrastructure challenges were either discounted or not progressed.

5.122 From a health and inequalities perspective, the preferred allocations are more likely to support healthy and inclusive communities because they provide good access to employment, education, community facilities, public transport and active travel networks. These characteristics can help reduce barriers to opportunity, encourage healthier lifestyles and improve access to essential services for a wide range of residents, including older people, younger people and households without access to a private car. Consequently, they represented the most sustainable and deliverable options within their respective settlements when assessed against the reasonable alternatives through the Sustainability Appraisal and Land Availability Assessment process. The assessments demonstrate that, while each site is subject to some constraints, these are capable of mitigation and are generally less significant than those affecting competing options.

Western Huntingdonshire

5.123 Western Huntingdonshire consists of the Great Staughton and Kimbolton wards.

Relevant Site Options

5.124 In Brington and Molesworth**,** whilst a number of sites presented opportunities for modest housing growth, the assessment of reasonable alternatives identified significant constraints relating to sustainability, integration with settlement form, accessibility and environmental impacts. Brington and Molesworth 3 (CfS: 310) and Brington and Molesworth 4 (CfS: 23-2404) performed more positively in landscape and integration terms and offered a modest opportunity for housing delivery, they nevertheless occupy greenfield agricultural land and are located within a settlement with limited services, employment opportunities and public transport provision. Overall, the evidence demonstrated that growth within Brington and Molesworth would be reliant on private vehicle travel and would not perform as favourably against sustainability objectives as preferred allocations elsewhere in the district. Consequently, none of the site options were taken forward for allocation.

5.125 Bythorn and Keyston contained a number of promoted housing and employment sites which, whilst capable of delivering development, generally performed poorly when assessed against sustainability, accessibility and settlement strategy objectives. The villages have a limited range of services and facilities, no primary school within the settlement, limited employment opportunities and very restricted public transport provision, resulting in a high degree of dependence on private vehicle travel. Bythorn and Keyston 1 (CfS: 98) was initially identified as a potential allocation at the Preferred Options stage. It was subsequently removed at Pre-Submission and replaced with the site a*t Bythorn and Keyston 3 (CfS: 111).* The Parish Council expressed a preference for allocating Home Farm, noting its existing access, more central location within the village, and the opportunity it presents for a high-quality, heritage-led redevelopment. Although both sites relate reasonably well to the existing settlement and could accommodate modest housing growth, each is constrained by the loss of agricultural land and limited accessibility to services and employment. Other sites, including Bythorn and Keyston 2 (CfS: 158) and Bythorn and Keyston 5 (CfS: 113),

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would have resulted in development that failed to reflect the established form and character of the village or would have extended development into visually sensitive countryside locations.

5.126 Within Catworth, *Catworth 1 (CfS: 12)* emerged as the most sustainable and deliverable residential opportunity. The site adjoins the existing built form on the southern edge of the village and is capable of being integrated into the settlement through appropriate masterplanning and landscape mitigation. The Sustainability Appraisal concluded that the site is wholly within flood zone 1, is unaffected by heritage and biodiversity designations, and benefits from reasonable access to existing community facilities including the playing field and church. Whilst the site comprises greenfield grade 2 agricultural land and is exposed in the wider landscape, these constraints were considered capable of mitigation through a reduced scale of development and boundary landscaping. Upon review of sites following the Preferred Options consultation, it was added as an allocation in the Pre-Submission Local Plan due to its opportunity for growth in the early phase of the plan and also utilise existing infrastructure capacity.

5.127 By contrast, other sites in Catworth performed less sustainably. Catworth 2 (CfS: 64) was more constrained by heritage considerations, the presence of overhead power lines, and highway concerns associated with access from Brook End. Although a limited amount of development on the eastern part of the site was considered potentially acceptable, it did not provide the same certainty of delivery and integration as Catworth 1. Catworth 4 (CfS: 17) and Catworth 5 (CfS: 356) performed substantially less well because of their poor relationship to the existing village form. Both sites would extend development significantly into the countryside, were difficult to integrate with the existing community, and would have had adverse impacts on the character of the settlement. The Sustainability Appraisal concluded that development on either site would not support sustainable placemaking. Catworth 7 (CfS: 357) was the most constrained site and as a result not considered a reasonable alternative. Whilst physically adjacent to parts of the village, it contains and adjoins highly sensitive heritage assets including the scheduled monument associated with the Catworth manorial complex, listed buildings, the conservation area and the setting of St Leonard's Church. The scale of development required to bring the site forward was considered likely to cause significant harm to the character of the village and heritage significance.

5.128 Consequently, Catworth 1 represented the most appropriate allocation because it was the only residential site capable of delivering meaningful housing growth whilst avoiding the significant heritage, placemaking and settlement form concerns that affected competing options.

5.129 Within Ellington, **Ellington 4 (CfS: 23-2421)** was preferred because it provides an opportunity to utilise a previously developed or partially developed site within the existing village framework. The reuse of existing development footprints supports efficient land use and reduces reliance on undeveloped countryside, consistent with the Plan's sustainability objectives. *Ellington 3 (CfS: 35)* was identified as the strongest greenfield residential opportunity and was subsequently added to the Pre-Submission Local Plan. The site adjoins the existing built form, provides a logical extension to the settlement, and is capable of integrating effectively with surrounding development. It lies within flood zone 1, is free from significant heritage or biodiversity constraints, benefits from proximity to village facilities and has relatively good access to employment opportunities associated with Brook Farm Industrial Estate. The Sustainability Appraisal found that the site performs positively across a broad range of sustainability objectives and has fewer constraints than competing alternatives.

5.130 These sites perform more sustainably than Ellington 5 (CfS: 23-2422) and Ellington 6 (CfS: 23-2424) as they are more constrained by highways and flood risk. The preferred sites of Ellington 3 and Ellington 4 therefore offer the best balance between deliverability, settlement integration and sustainability whilst avoiding the severe flood risk constraints affecting the reasonable alternatives.

5.131 Within Grafham, two sites emerged as reasonable alternatives. **Grafham 2 (CfS: 303)** emerged as one of the most sustainable development opportunities being located adjoining existing housing, is located wholly

within flood zone 1, is unconstrained by heritage assets, and is within walking distance of the community shop, village hall, recreation facilities and other local services. The Sustainability Appraisal concluded that it would form a logical extension to the village and could be successfully integrated through appropriate landscaping and design. *Grafham 4 (CfS: 23-2481)* was similarly preferred because it offers a further opportunity for modest growth that respects the village form and can be incorporated into the existing settlement pattern without significant landscape, heritage or environmental harm. Together, the allocated sites provide flexibility in delivery while maintaining the scale and character of the village. Upon review of sites following the Preferred Options consultation, it was added as an allocation in the Pre-Submission Local Plan due to its opportunity for growth in the early phase of the plan and also utilise existing infrastructure capacity.

5.132 **Great Staughton 1 (CfS: 125)** was identified as the most sustainable and deliverable site. It adjoins recent development at Jewell Close, forms a natural continuation of development along The Green, and benefits from direct pedestrian access to the village. The site lies within flood zone 1, is within walking distance of the primary school, recreation facilities, village hall and public house, and can be developed at a scale consistent with the surrounding area. The Sustainability Appraisal concluded that the site relates well to the settlement and could be successfully integrated through landscaping and sustainable drainage measures. Alternative sites within the village were either more detached from the existing built form, more constrained by flood risk and heritage considerations, or offered less certainty regarding integration and delivery. In particular, competing options were generally less capable of reinforcing the existing settlement pattern or supporting sustainable travel within the village. Brook Farmyard (Great Staughton 4 CfS: 373, 374 and 375) was not taken forward as the site is already allocated in the Great Staughton Neighbourhood Plan.

5.133 **Hail Weston 1 (CfS: 39)** emerged as the strongest option because it forms a logical and proportionate extension to the village, closely related to the existing High Street development pattern. The site is unconstrained by significant flood risk, biodiversity designations or heritage assets and provides convenient access to local facilities and active travel routes. The scale of development proposed is consistent with the character of the settlement and supports modest growth without materially altering village form. Other alternatives (CfS: 182, CfS:187, CfS: 267 and CfS: 296) were generally larger, more visually prominent, or less closely related to the existing village structure. Several options would have resulted in disproportionate expansion of the settlement, greater encroachment into the countryside, or weaker integration with the established pattern of development. As a result, the allocated site achieved the most favourable balance between accommodating growth and protecting village character.

5.134 Within Kimbolton, **Kimbolton 1** (CfS: 7) was preferred as the principal residential allocation because it adjoins the existing settlement, benefits from access to schools, services and facilities, and is capable of being masterplanned as a coherent extension to the village. While there are some flooding and heritage considerations, the evidence concluded that these could be successfully mitigated through layout design, open space provision and landscaping. The site therefore offers an appropriate location for residential growth consistent with the settlement hierarchy and spatial strategy.

5.135 **Kimbolton 10 (CfS: 365)** was allocated to support employment growth. The site extends the existing Bicton Industrial Estate and offers a logical expansion of an established employment area. It provides opportunities to strengthen the local economy, improve employment self-containment and reduce reliance on longer-distance commuting. The site is not significantly constrained by heritage or biodiversity designations and benefits from its relationship to existing employment uses.

5.136 Competing Kimbolton sites (CfS: 31, CfS: 354, CfS: 361, CfS: 364, CfS: 23-24319) generally performed less favourably due to a combination of flood risk, landscape sensitivity, heritage impacts, detachment from the built form, or weaker relationships with existing infrastructure. Several alternatives would have resulted in less sustainable patterns of development

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or presented greater challenges to achieving high quality placemaking. As a result, Kimbolton 1 and Kimbolton 10 were identified as the allocations that best support both housing and economic objectives while remaining consistent with the wider spatial strategy.

5.137 In Leighton Bromswold, the only promoted site, Leighton and Bromswold 1 (CfS: 318) was discounted due to its proximity to a water recycling centre and with no evidence to overcome odour constraints, was not considered a reasonable alternative. The village also has very few services located away from main sustainable transport routes, largescale development in this settlement would not support sustainable place-making.

5.138 In Old Weston, whilst the promoted sites offered opportunities for modest housing growth and biodiversity enhancement, the assessment of reasonable alternatives identified a combination of flood risk, landscape, heritage and sustainability concerns. The only site considered a reasonable alternative was Old Weston 1 (CfS: 24). Whilst some opportunities existed for small-scale housing delivery, the sites did not perform as favourably as preferred allocations elsewhere and therefore were not taken forward.

5.139 In Stow Longa, although the promoted sites offered potential for limited housing growth, the evidence demonstrated that the settlement performs relatively poorly in sustainability terms due to its limited range of services and facilities, absence of a primary school, limited employment opportunities and very restricted public transport accessibility. The only potentially suitable site was Stow Longa 2 (CfS: 319). Whilst development could have delivered modest housing numbers, it would have done little to improve accessibility or support a more sustainable pattern of growth. When assessed against reasonable alternatives across the district, the Stow Longa sites were found to perform less favourably in environmental, accessibility and settlement strategy terms and were therefore not allocated.

5.140 In Tilbrook, the only promoted site, Tilbrook 1 (CfS: 352) offered the potential for housing development and limited community benefits, including the possibility of supporting local retail provision. However, the site was discounted due to its potential impact on the conservation area and in the setting of significant heritage assets, including the Grade I listed Church of All Saints, creating the potential for adverse impacts on the historic environment and village character. In addition, Tilbrook has a limited range of services and facilities, lacks a primary school, contains only limited employment opportunities and is served by infrequent public transport, resulting in a location heavily dependent on private vehicle travel. Whilst the site could potentially accommodate development in physical terms, the combination of heritage sensitivity, limited sustainability credentials and accessibility constraints meant that it did not perform as favourably as preferred allocations elsewhere in the district. Consequently, the site was not taken forward for allocation.

Conclusion

5.141 None of the site options in Brington and Molesworth, Leighton Bromwsold, Old Weston, Stow Longa, Tilbrook have been allocated in the Pre-Submission Plan. Whilst a number of sites offered opportunities for housing growth, employment development, renewable energy generation or community benefits, the assessment of reasonable alternatives concluded that these sites did not perform as favourably as the preferred allocations when assessed against the full range of sustainability, environmental, infrastructure and settlement strategy objectives.

5.142 From a health, equality and sustainable development perspective, the site options across Brington and Molesworth, Leighton Bromswold, Old Weston, Stow Longa and Tilbrook generally performed less favourably than the preferred allocations due to a combination of limited accessibility to services and employment opportunities, reliance on private vehicle travel, environmental and heritage sensitivities, infrastructure constraints and difficulties integrating development with existing settlement form. Whilst individual sites offered some benefits, including modest housing delivery, biodiversity enhancement, employment opportunities and potential community benefits, the cumulative evidence demonstrated that these benefits were outweighed by sustainability, environmental and deliverability

concerns. Accordingly, the sites do not represent the most appropriate or sustainable locations for growth and they have not been allocated in the Pre-Submission Plan.

5.143 Sites **Ellington 4, Grafham 2, Great Staughton 1, Hail Weston 1, Kimbolton 1** and **Kimbolton 10,** have been carried forward from the Preferred Options to the Pre-Submission Plan.[1] Sites *Bythorn and Keyston 3, Catworth 1, Grafham 4* and *Ellington 3,* were not initially included at the Preferred Options stage, but later allocated in the Pre-Submission Plan. They were selected for allocation because they represented the most sustainable and deliverable options within their respective settlements when assessed against the reasonable alternatives through the Sustainability Appraisal and Land Availability Assessment process. The assessments demonstrate that, while each site is subject to some constraints, these are capable of mitigation and are generally less significant than those affecting competing options.

5.144 Overall, the selected sites were preferred because they offered the strongest combination of settlement integration, accessibility, deliverability and sustainability. While each allocation is subject to some constraints, these were generally capable of mitigation and were less severe than those affecting alternative options. Sites discounted through the process were typically constrained by significant flood risk, heritage sensitivity, landscape impact, poor integration with settlement form, or limited prospects for creating sustainable and well-connected communities. As a result, the allocations provide a justified and robust basis for delivering the Plan's housing and employment requirements in accordance with the spatial strategy and sustainability objectives.

Central Huntingdonshire

5.145 Central Huntingdonshire consists of the Brampton, Godmanchester & Hemingford Abbots and Huntingdon wards.

Relevant Site Options

5.146 Within Brampton, the preferred allocations emerged from a range of site options that were assessed through the Land Availability Assessment and Sustainability Appraisal processes. The selected sites were considered to provide the most appropriate balance between housing delivery, accessibility, settlement integration, environmental protection and deliverability when compared with competing alternatives.

5.147 **Brampton 4 (CfS: 341)** was allocated because it represents a logical and contained extension to the northern edge of the village. Although the site is greenfield land and partially affected by a Scheduled Monument, the assessments demonstrate that approximately 0.3ha of the site can accommodate residential development while the remainder can provide open space, landscape buffering, noise mitigation and protection of the monument. The site benefits from direct access to the existing road network, good accessibility to services, employment opportunities, schools and public transport within Brampton and Huntingdon, and is closely related to recently permitted residential development at Meadow View Farm. Unlike other promoted sites in Brampton, the site does not extend significantly into the Great Ouse Valley landscape and does not rely upon development in visually sensitive countryside locations. The site is also better integrated with the existing settlement. Consequently, Brampton 4 was considered one of the few sites capable of accommodating additional growth whilst maintaining settlement form and limiting impact on the landscape and mitigating identified heritage constraints.

5.148 **Brampton 12 (CfS: 242)** was selected for allocation because it performs an important strategic green infrastructure role associated with Hinchingbrooke Country Park. The assessments identified that extensive flood risk affects a substantial proportion of the site, making large-scale residential development inappropriate. However, the site performs strongly in terms of accessibility, proximity to the Country Park, opportunities for habitat creation and enhancement of the green infrastructure network. The site also offers potential for parking facilities and recreational infrastructure

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to support the Country Park, reducing pressure on existing access routes and supporting wider sustainability objectives. Compared with other sites around the village that would result in significant encroachment into the countryside, loss of settlement character or adverse impacts on the Great Ouse Valley, Brampton 12 provides substantial strategic benefits through green infrastructure delivery while avoiding inappropriate built development within areas of flood risk.

5.149 The collective of sites Brampton 7-10 (CfS: 222, 224, 225 and 226) were initially assessed separately but consultation responses from the site promoter confirmed they should be viewed as a collective and submitted documents to overcome fundamental constraints but sustainability concerns regarding landscape impact, amenity due to nearby waste site and traffic impacts remain making it a less sustainable location for employment growth compared to other alternatives in the district.

5.150 Within Godmanchester, the preferred allocations were selected because they best support the settlement's role as a Service Centre, offering strong access to services, employment, public transport and community infrastructure while balancing landscape, environmental and infrastructure considerations.

5.151 **Godmanchester 1 (CfS: 275)** was a clear preference because it is wholly previously developed land within an existing urban area and already benefits from allocation history. The site is highly accessible to services, employment opportunities, public transport and active travel routes. Its redevelopment provides an opportunity to regenerate underused brownfield land and improve the appearance of a prominent gateway location between Godmanchester and Huntingdon. While flood risk affects part of the site, the assessments demonstrate that development can be focused within the lower-risk areas, with flood mitigation and open space incorporated into the scheme. Compared with greenfield alternatives, the site delivers significant sustainability benefits, avoids the loss of agricultural land and represents efficient use of an established urban site.

5.152 In the Preferred Options draft Local Plan, sites **Godmanchester 3, 5, 7, 9 and 10 (CfS: 87, CfS: 139, CfS: 285, CfS: 371 and CfS: 372)** have been combined to form a larger draft site allocation. This is for a combined capacity of 520 homes, 0.8ha extension to the Godmanchester Lawn cemetery, green infrastructure for open space, biodiversity net gain and flood mitigation and also a new roundabout on the A1198. This is to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook. Individually, these sites perform less sustainably but as part of a broader opportunity for comprehensively planned growth to the south-east of the town they provide a significant sustainability benefit. Although development in this location requires careful consideration of landscape impacts and infrastructure provision, the site offers the scale necessary to support a new neighbourhood that can deliver housing, infrastructure, open space and community facilities in an integrated manner. The assessments found that while individual sites in this area may perform less well if brought forward in isolation, a comprehensive development strategy provides a more sustainable solution than fragmented expansion around the town. The site performs better than smaller isolated parcels because it allows coordinated delivery of infrastructure and avoids piecemeal forms of growth. After the Preferred Options consultation, *Godmanchester 13 (CfS: 23-24180)* was added it to this collective to enable further integration opportunities. This increased the capacity for the whole site form 520 to 550 homes in the pre-submission Local Plan.

5.153 **Godmanchester 17 (CfS: 23-24295)** was allocated because it offers redevelopment potential on previously disturbed land associated with major highway infrastructure works. Updates following consultation feedback after the initial appraisal confirmed the site was previously developed making it a more sustainable location to direct employment growth towards. It could also benefit from it location adjacent to strategic transport routes and forms part of a wider growth area capable of supporting planned expansion. Compared with other greenfield alternatives, the site's previously altered

character reduces the relative environmental impact of development. Its allocation also supports the creation of a coherent growth strategy alongside adjoining allocations and infrastructure improvements.

5.154 The alternative Godmanchester sites present greater challenges and most were not considered to be reasonable alternatives. Godmanchester 4 (CfS: 207) has some sustainability benefits being a large scale development capable of providing various uses, however, would be a very substantial expansion making integration challenging. Also, it does not make efficient use of land as currently proposed and it faces substantial challenges in providing the relief road required for access. The selected allocations therefore provide the strongest combination of brownfield regeneration, sustainable urban expansion and coordinated infrastructure delivery.

5.155 **Hemingford Abbots 3 (CfS: 247)** was allocated because it represented a realistic opportunity to accommodate growth while maintaining consistency with the settlement hierarchy and broader spatial strategy. This site offers the opportunity for creation of a substantial new community, where the developers' aspiration is to create two linked villages situated within the lower elements of the landform designed to generate a village-style living experience while in a wholly new community. This would contribute towards the rural nature of the surrounding area. The site is also assessed as 100% within flood zone one and the majority of the site is at very low risk of surface water therefore it is a sequentially preferable site. The site benefits from its strategic location adjacent to the A1198 and A1307 while being sufficiently large to accommodate development alongside substantial green infrastructure and environmental mitigation. The site provides greater deliverability, better opportunities for comprehensive masterplanning and fewer fundamental constraints. Although landscape and settlement character considerations require careful management, these impacts were considered capable of mitigation through design, landscaping and the incorporation of green infrastructure.

5.156 Within Huntingdon, **Huntingdon 1 (CfS: 347)** was allocated because it offers the redevelopment of a previously developed urban site within the main built-up area of Huntingdon. The site's location provides excellent access to employment, schools, healthcare, retail facilities, public transport and active travel routes. Redevelopment also supports regeneration objectives and efficient use of land within the largest and most sustainable settlement in the district. Compared with alternative sites on the edge of Huntingdon, the Amber Centre avoids significant encroachment into open countryside, minimises landscape impacts and makes better use of existing infrastructure. It is also considerably more accessible than peripheral greenfield options and contributes to regeneration. It is sequentially preferable to Huntingdon 5 (CfS: 23-24316) which is at a higher risk of flooding. Consequently, the site represents one of the most sustainable residential opportunities within Huntingdon.

5.157 Huntingdon 3 (CfS: 236) is an existing site allocation in the Local Plan to 2036 and has a planning application on the site. The Local Plan to 2046 identifies it as an existing commitment carrying it forward into the new plan.

5.158 **Huntingdon 4 (CfS: 23-24288)** was allocated because it represents a major brownfield redevelopment opportunity within the built-up area of Huntingdon, one of the district's most sustainable settlement. The allocation supports the replacement and modernisation of critical healthcare infrastructure while also enabling associated residential development, key worker accommodation, care-related uses, educational facilities and healthcare research functions. The site is exceptionally well located in relation to existing services, employment opportunities, schools, public transport routes and active travel networks, allowing future development to maximise the use of existing infrastructure and reduce the need to travel.

5.159 The selection of Huntingdon 1 and Huntingdon 4 reflects the Local Plan's strategy of prioritising previously developed sites within the urban area of Huntingdon wherever suitable opportunities exist. Both allocations are located within the existing settlement, benefit from excellent access to services and infrastructure, and contribute towards regeneration objectives.

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5.160 Within Offord Cluny and Offord D'Arcy, the preferred allocations were selected because they provide opportunities for modest growth that can be integrated with the existing villages while avoiding the more significant constraints affecting competing sites.

5.161 **Offord Cluny 7 ((CfS: 156)** was preferred because it forms a logical extension to the existing built form and can be integrated with the settlement through existing roads and infrastructure. The site offers a relatively contained location with opportunities for landscape mitigation and community integration. While environmental and village character considerations require careful management, the assessments found these impacts to be more manageable than those associated with other alternatives.

5.162 **Offord D'Arcy 2 (CfS: 174)** was allocated because it relates well to the existing settlement pattern and offers a sustainable location for modest housing growth. The site has good accessibility to village facilities, presents fewer constraints than several alternative sites and can reinforce the existing settlement structure without creating isolated or poorly connected development parcels.

5.163 By contrast, several competing sites in the Offord Cluny and Offord D'Arcy were more constrained by landscape sensitivity, heritage impacts, flood risk considerations or weaker relationships with the existing village form. Some alternatives would have resulted in more prominent encroachment into open countryside or would have weakened the distinction between developed and rural areas. The selected allocations therefore represented the most sustainable and deliverable opportunities available to accommodate village growth while protecting local character.

Conclusion

5.164 Sites **Brampton 4, Brampton 12, Godmanchester 1, Godmanchester 3, 5, 7, 9, 10 and 13, Godmanchester 17, Hemingford Abbots 3, Huntingdon 1, Huntingdon 4, Offord Cluny 7** and **Offord D'Arcy 2** have been allocated in the Pre-Submission Plan. They were selected for allocation because they represented the most sustainable and deliverable options within their respective settlements when assessed against reasonable alternatives through the Sustainability Appraisal and Land Availability Assessment process. The assessments demonstrate that, while each site is subject to some constraints, these are capable of mitigation and are generally less significant than those affecting competing options.

5.165 Across Brampton, Godmanchester, Hemingford Abbots, Huntingdon and Offord Cluny and Offord D'Arcy, the allocated sites were selected because they consistently outperform reasonable alternatives when assessed against sustainability, accessibility, deliverability and environmental criteria. The chosen allocations generally provide stronger access to services, employment and public transport; better integration with existing communities; greater opportunities for regeneration or infrastructure delivery; and fewer or more manageable constraints than competing sites. As a result, they are more likely to support healthy lifestyles, improve access to opportunities and services, reduce social isolation, and deliver the wider health and wellbeing objectives of the Plan. Consequently, the allocations represent the most sustainable and appropriate development options within their respective settlements and are justified through the evidence contained within the Land Availability Assessment and Sustainability Appraisal. Sites affected by significant flood risk, landscape harm, heritage sensitivities, poor accessibility, settlement separation concerns or uncertain deliverability were discounted.

Eastern Huntingdonshire

5.166 Eastern Huntingdonshire consists of the Fenstanton, Hemingford Grey & Houghton, Holywell-cum-Needingworth and St Ives wards.

Relevant Site Options

5.167 Within Bluntisham, three sites emerged as reasonable alternatives and were all draft allocations in the Preferred Options Local Plan. **Bluntisham 2 (CfS: 248)** performed well in sustainability terms as it adjoins the northern edge of the village, lies immediately adjacent to St Helen's Primary School,

benefits from direct frontage to Colne Road and is within walking distance of village services, employment opportunities and public transport. The site can be integrated successfully into the settlement and has been promoted alongside significant green infrastructure, including a open space, school parking provision and biodiversity enhancements. Although development will result in the loss of greenfield agricultural land and requires mitigation for surface water flooding and recreational impacts on Berry Fen SSSI, the evidence concludes that these matters can be addressed through site design and masterplanning. **Bluntisham 6 (CfS: 23-24128)** was selected because it provides a more modest and proportionate extension to the village. Unlike many competing sites, it includes elements of previously developed land associated with an existing dwelling and equestrian uses. The site benefits from good access to village services, public transport and employment opportunities and can be integrated into the existing settlement form. Whilst development must carefully address impacts on the setting of Grade I listed St Mary's Church and provide landscaping to soften views from the surrounding countryside, these constraints were considered manageable.

5.168 Bluntisham 1 (CfS: 167) was initially allocated at the Preferred Option stage but later removed from the Pre-Submission Plan following public consultation, additional evidence and conclusions presented in the Heritage Impact Assessments , who cite concern regarding heritage and impact on the Grade II* Bluntisham House as well as potential impact to ridge and furrow land. Concerns were also raised about the cumulative impact of development on services and infrastructure within Bluntisham.

5.169 Within **Colne**, **Colne 1 (CfS: 75)** emerged as the strongest development opportunity when compared against the alternative sites assessed around the village (Colne 3 CfS: 215, Colne 6 CfS: 316 and Colne 8 CfS: 23-24149). The site benefits from containing a mix of previously developed and greenfield land, including an existing dwelling and former agricultural buildings. This provides opportunities for the redevelopment of existing structures while limiting the extent of new encroachment into open countryside. The site is located within the settlement, benefits from existing access, has no significant flood risk constraints, and can be integrated effectively with surrounding residential development through sensitive design and the retention of existing boundary landscaping. Colne 6 was significantly larger and more exposed within the landscape, creating greater concerns regarding openness, visual impacts and the setting of nearby heritage assets. Colne 7 (CfS: 22) performed well in regarding to employment diversification and leisure opportunities but there were concerns regarding its ecological and flood risk impact was not a preferred site.

5.170 **Fenstanton 1 (CfS: 46)** clearly emerged as the preferred option and the only site capable of delivering growth at a scale commensurate with the role of Fenstanton as a Service Centre. Galley Hill benefits from excellent accessibility to shops, schools, employment opportunities, recreation facilities and strategic transport connections. The site's location on the edge of one of Huntingdonshire's most sustainable service centres means future workers within the site would have access to a much wider range of facilities than would be available from many comparator sites elsewhere in the district. The site is also capable of delivering a substantial amount of housing in a coordinated manner, allowing infrastructure, active travel connections, green infrastructure and community benefits to be planned comprehensively. Although the site is affected by flood risk considerations, proximity to the A14 Air Quality Management Area and the need for significant infrastructure investment, the evidence indicates that these issues are capable of mitigation through masterplanning, transport improvements and drainage strategies that could provide betterment.

5.171 The alternative Fenstanton sites generally performed less favourably due to weaker connectivity, more limited development capacity, greater environmental constraints, or reduced certainty regarding delivery. Consequently, Galley Hill provides the strongest opportunity to accommodate growth in a sustainable location while supporting the wider settlement hierarchy and spatial strategy.

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5.172 **Houghton and Wyton 6 (CfS: 23-24291)** was identified as the preferred allocation because it provides an opporutnity for renewable energy generation in an area with technical potential, therefore providing a clear sustainability benefit in helping the district to transition to a net zero carbon future. Other sites considered were for housing or commercial development but faced greater concerns regarding their relationship with the existing settlement, their visual impact on the surrounding countryside, or their ability to integrate effectively with existing infrastructure.

5.173 In Earith, there are no proposed allocations. Whilst the promoted sites offered opportunities for modest housing growth and the reuse of previously developed land, the assessment of reasonable alternatives concluded that they did not perform as favourably as the preferred allocations when considered against the full range of sustainability, environmental, infrastructure and settlement strategy objectives. Earith 1 (CfS: 345) and Earith 2 (CfS: 23-2410) are located within a highly sensitive environmental setting, in close proximity to the Ouse Washes Ramsar, SPA and SSSI, Berry Fen SSSI and the Earith Gravel Pits County Wildlife Site, raising concerns regarding potential impacts on internationally and nationally important biodiversity assets. They are also constrained by surface water flood risk so more sequentially preferable sites were chosen for allocation.

5.174 No site options in Hemingford Grey have been allocated in the Pre-Submission Plan. A significant number of promoted sites were assessed; however, the majority were constrained by extensive areas of fluvial flood risk, with many lying wholly or predominantly within flood zone 3. In several instances, flood risk represented a fundamental constraint that prevented residential development from being considered further. Beyond flood risk, a number of sites occupied sensitive positions within the Great Ouse Valley landscape, where development would have affected the character of the river corridor, important landscape views and the setting of heritage assets. Some sites were also associated with County Wildlife Sites, conservation areas or listed buildings, while others would have extended development into areas poorly related to the established settlement pattern. Although Hemingford Grey 1 (CfS: 29) and Hemingford Grey 6 (CfS: 170) offered opportunities for open space, biodiversity enhancement, recreation or limited development, none demonstrated sufficient deliverability to justify allocation. Hemingford Grey 11 (CfS: 216) was promoted for leisure moorings but sustainability concerns regarding impact on ecology, the access and flood risk were very significant. Taken together, the evidence indicated that the Hemingford Grey site options did not represent the most sustainable or appropriate locations for growth when compared with preferred allocations elsewhere in Huntingdonshire.

5.175 None of the potential site options in Hilton have been allocated in the Pre-Submission Plan (Hilton 1 CfS: 42, Hilton 2 CfS: 42 and Hilton 4 (CfS: 235). While the promoted sites offered opportunities for additional housing growth, they generally consisted of greenfield sites on grade 2 agricultural land located on sensitive edges of the village where development would have extended into the surrounding countryside. The Sustainability Appraisal identified concerns regarding the adverse effects of development on landscape character, settlement form and the rural setting of the village. Several proposals would have represented a disproportionate scale of growth relative to the role and function of Hilton in the settlement hierarchy and would have relied on infrastructure and services located outside the village, including access to primary education. Public transport accessibility is limited, resulting in a greater reliance on private vehicle travel, while several sites also faced flood risk, heritage or tree preservation constraints. Although the sites were capable of delivering housing, the combined effects of landscape impact, agricultural land loss, limited accessibility and poor alignment with the settlement strategy meant that they did not perform as favourably as preferred allocations elsewhere and were therefore not allocated.

5.176 A number of sites were promoted within Holywell-cum-Needingworth, ranging from modest housing schemes to larger-scale residential and mixed-use proposals. Holywell-cum-Needingworth 1 (CfS: 185) was allocated due to its good level of sustainability to services and facilities and links to St Ives. In the Preferred Options Local Plan, the site was combined with Holywell-cum-Needingworth 11 (CfS: 23-24309) to provide a more

comprehensive development and the opportunity to sequentially located development away from areas of flood risk. Following consultation feedback, the land parcel of Holywell-cum-Needingworth 11 was removed, to address concerns in relation to traffic impacts, flood risk, coalescence with neighbouring settlements and landscape concerns. Holywell-cum-Needingworth 10 (CfS23-24307), Holywell-cum-Needingworth 8 (CfS: 23-2486) and Holywell-cum-Needingworth 9 (CfS: 23-24306) also provided opportunities to deliver housing, employment opportunities, open space and community infrastructure but were not taken forward as sequentially preferable sites were chosen and the preferred allocations provided an overall better opportunity to integrate with the existing settlement.

5.177 **Giffords Park (Holywell-cum-Needingworth 7, CfS: 240)** was allocated, the site is located on land adjoining St Ives but is located in Holywell-cum-Needingworth parish. The site's location adjoining a Market Town, the most sustainable of settlements in the Settlement Hierarchy, makes it a highly sustainable location in terms of access to services and facilities, shops, employment, public transport and community facilities. It also presents opportunities for development that could be integrated with an existing place.

5.178 In St Ives itself, only St Ives 3 was considered a reasonable option. This was promoted for housing on a previously developed site but was not eventually chosen due to integration challenges and need for noise mitigation to mitigate the impact of the A1123 and nearby employment uses. There were also ongoing discussion between the landowner and users of the site so deliverability was unclear. It should be noted that there were other reasonable sites adjoining St Ives, that are functionally linked to the town, albeit they are located in neighbouring parishes (Holywell-cum-Needingworth 7 and Wyton on the Hill 4).

5.179 The promoted site options in Wyton on the Hill included a mixture of large-scale strategic proposals, most notably **Wyton Airfield (Wyton on the Hill 1 CfS: 95),** Hungary Hall (Wyton on the Hill 2 CfS: 47) and **Lodge Farm (Wyton on the Hill CfS: 256).** The scale of these sites offered the potential to accommodate significant housing growth, employment development and supporting infrastructure, and could help to deliver the wider A141 road upgrades and supporting sustainable transport infrastructure.

5.180 Wyton Airfield benefits from being previously developed land and presents opportunities for comprehensive redevelopment, its delivery is dependent upon significant transport and infrastructure investment, including upgrades to the A141 and supporting sustainable transport infrastructure. Hungary Hall is a greenfield sites would have resulted in the loss of substantial areas of best and most versatile agricultural land and would have introduced development into sensitive countryside locations, potentially contributing to settlement coalescence and adverse impacts on rural character. Questions also remained regarding the ability of proposals to integrate effectively with existing communities and deliver the necessary supporting services and facilities, particularly for Hungary Hall which is located further north away from a min settlement. In comparison, Lodge Farm forms an urban extension to Huntingdon, one of the most sustainable settlements in the district. In sustainability terms, Wyton Airfield and Lodge Farm performed more positively than Hungary Hall and the combination of these sites still enabled a strategic gap between them preventing physical coalescence between strategic development.

5.181 **Wyton on the Hill 5 (CfS: 198)** also emerged as a preferred option over Wyton on the Hill 4 (CfS: 263) as it enables a more comprehensive development and integration of green infrastructure. While in Wyton on the Hill parish, the site functionally links to St Ives making it a highly sustainable location in terms of access to services and facilities, shops, employment, public transport and community facilities. It also presents opportunities for development that could be integrated with an existing place. The allocation therefore aligns strongly with the Plan's strategy of directing growth towards the district's most sustainable settlements. The site also forms a logical extension to the town and can be planned comprehensively alongside supporting infrastructure and green infrastructure provision. Whilst

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landscape, transport and environmental matters require careful consideration, the evidence concludes that these constraints are capable of mitigation and are outweighed by the site's significant sustainability advantages.

Conclusion

5.182 None of the site options in Earith, Hemingford Grey or Hilton have been allocated in the Pre-Submission Plan. From a health, equality and sustainable development perspective, the site options in these settlements generally performed less favourably than the preferred allocations due to a combination of environmental sensitivity, flood risk constraints, impacts on landscape character, loss of agricultural land, infrastructure uncertainties, difficulties integrating development with existing settlement form and reliance on private vehicle travel. Whilst individual sites offered benefits including housing delivery, employment opportunities, biodiversity enhancement and community infrastructure, the cumulative evidence demonstrated that these benefits were outweighed by environmental, sustainability and deliverability concerns. Accordingly, the Council concluded that these sites did not represent the most appropriate or sustainable locations for growth and they have not been allocated in the Pre-Submission Plan.

5.183 Sites **Bluntisham 2, Bluntisham 3, Colne 1, Fenstanton 1, Houghton and Wyton 1, Wyton on the Hill 1, 3 and 4** have been allocated in the Pre-Submission Plan. They were selected because they represented the most sustainable and deliverable options within their respective settlements when assessed against the reasonable alternatives through the Land Availability Assessment and Sustainability Appraisal processes. The evidence demonstrates that, whilst each site is subject to constraints, these are generally capable of mitigation through design, landscaping, infrastructure provision and masterplanning, and are less significant than those affecting competing options. The allocations also support the Plan's spatial strategy of directing growth towards settlements that provide access to services, employment, schools, community facilities and sustainable transport opportunities.

5.184 Compared with reasonable alternatives, they provide stronger access to schools, employment opportunities, healthcare, public transport and community facilities; better opportunities for integration with existing communities; and fewer or more manageable development constraints. Sites affected by substantial landscape harm, orchard loss, heritage impacts, access difficulties, flood risk constraints or poor settlement integration were either discounted or not progressed through the allocation process.

5.185 Consequently, the preferred allocations provide the most appropriate and justified means of delivering the Local Plan's housing requirements whilst supporting sustainable patterns of growth, maintaining settlement character and contributing positively to Huntingdonshire's wider spatial strategy, sustainability objectives and health and wellbeing outcomes.

Southern Huntingdonshire

5.186 Southern Huntingdonshire consists of the Buckden, Great Paxton and St Neots wards

Relevant Site Options

5.187 In Buckden, the principal residential options were constrained by a combination of ecological, landscape, infrastructure and accessibility concerns, as such none progressed as reasonable alternatives. Buckden 1(CfS: 294) would have extended development into a sensitive area adjoining the Great Ouse Valley green infrastructure network and the Settling Beds County Wildlife Site, whilst also creating significant pressure on the local highway network, particularly the Buckden roundabout and A1 junction arrangements. Buckden 2 (CfS: 210) raised even greater concerns because development would have affected the County Wildlife Site and wider ecological network of the Ouse Valley, with serious uncertainties regarding the ability to secure a suitable access. Buckden 3 (CfS: 93) is located in

close proximity to the sewage treatment works, creating concerns regarding residential amenity and the long-term suitability of housing despite later odour assessment work. Buckden 4 (CfS: 281) was fundamentally constrained. Buckden 5 (CfS: 311) was physically detached from the main built form of the village on the opposite side of the A1, making integration difficult and exposing future residents to significant traffic-related noise, air quality and visual impacts.

5.188 Buckden 6 (CfS: 363), a strategic-scale proposal for a new settlement of approximately 9,200 homes, offered substantial housing and employment potential but would have fundamentally altered the character of the Southern Wolds landscape, required major new infrastructure including a new A1 junction, affected nearby ecological and heritage assets, and lacked evidence that the necessary transport and infrastructure requirements could be delivered. Buckden 4 also failed to progress due to unresolved constraints associated with the adjacent waste management area. Collectively, these factors meant that the Buckden sites did not provide a sufficiently balanced or deliverable pattern of growth.

5.189 In Diddington, the sole promoted site comprised a large solar energy proposal at Cell Energy, Vicarage Lane. The scheme would make a positive contribution towards renewable energy generation and climate change objectives. However, the site occupies a sensitive countryside location adjoining green infrastructure corridors, close to County Wildlife Sites, ancient woodland and Grafham Water-related environmental assets so performed less sustainably than other renewable energy schemes.

5.190 The Southoe and Midloe site options generally involved development of substantial areas of open countryside and agricultural land within a predominantly rural setting. Although some proposals offered opportunities to deliver housing and associated infrastructure, concerns arose regarding their scale relative to the existing settlements, the potential erosion of rural character, impacts on the landscape setting of the villages, and the ability to create well-integrated and sustainable communities. Southoe and Midle 1 (CfS: 331) was potentially suitable for BNG but has since had a conservation covenant for off site credits designated meaning allocation was unnecessary. Southoe and Midloe 2 (CfS: 227) was discounted due to its likely significant impacts on the character of the landscape and on Southoe as well as designated nature conservation sites and the achievability of the development is unclear.

5.191 Similarly, the Yelling site options were constrained by the relatively small scale of the village, limited access to services, employment opportunities and sustainable transport infrastructure, and the sensitivity of the surrounding countryside setting. Yelling 1 (CfS: 269) was potentially suitable and could have delivered additional housing, the benefits of modest housing growth were not considered sufficient to outweigh concerns relating to sustainability, accessibility and settlement pattern, particularly when compared with more sustainable and better-connected alternatives elsewhere in the district.

5.192 **Abbotsley 5 (CfS: 278)** emerged as the preferred employment allocation within Abbotsley. In comparison with the employment options at Abbotsley 1 (CfS: 21), Abbotsley 2 (CfS: 208) and Abbotsley 3 (CfS: 253), the site provides a focused employment opportunity closely related to St Neots and the strategic road network. Although landscape mitigation, careful treatment of nearby heritage assets and management of impacts from the existing and proposed A428 are required, the site avoids the very large-scale infrastructure requirements, uncertainty associated with East West Rail, and challenges of creating entirely new residential communities that affected the alternatives. The Sustainability Appraisal identified strong employment benefits and reasonable accessibility to St Neots while limiting the scale of growth in open countryside when compared with the major residential alternatives.

5.193 In Great Gransden, **Great Gransden 3 (CfS: 202)** performed strongly when compared with other reasonable alternatives. Unlike Great Gransden 2 (CfS: 249), whose successful integration was dependent on adjacent redevelopment coming forward, and Great Gransden 1 (CfS: 257) which had greater landscape impact and conflicted with the ecological ambitions

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of the Neighbourhood Plan, Great Gransden 3 benefits from a close relationship with the existing settlement could be integrated as part of an extension to the Sand Road Industrial established employment area. This provides sustainability benefits by supporting job creation in villages.

5.194 For Great Paxton, two allocations were selected because they perform complementary roles. **Great Paxton 1 (CfS: 14)** was preferred over the alternative residential sites because it constitutes a logical backland development opportunity that relates well to the existing settlement pattern without projecting development significantly further into the countryside. It benefits from excellent access to the village shop, primary school, recreation facilities and nearby employment opportunities. Although noise mitigation is required due to the East Coast Main Line, the site was considered capable of integrating successfully into the existing community and would diversify housing delivery through self-build and custom-build provision. By contrast, Great Paxton 2 is larger, closer to heritage assets and the railway, while Great Paxton 3 was considered a less efficient use of land.

5.195 **Great Paxton 4 (CfS: 302)** was selected as the preferred employment allocation because of its direct relationship with Harley Industrial Park and its ability to reinforce an established employment location. The site offers the opportunity to expand local employment provision while avoiding substantial impacts on residential amenity. Although there are landscape and accessibility constraints, the site performed better for employment purposes than other alternatives due to its adjacency to existing industrial uses and its capacity to support economic growth in a location already associated with employment activity.

5.196 In Little Paxton, both **Little Paxton 1 (CfS: 78)** and **Little Paxton 2 (CfS: 203)** were considered the strongest options available within the settlement. Together they provide opportunities for growth that are closely related to the existing urban form and benefit from excellent access to the facilities, services, employment opportunities and public transport available in Little Paxton and nearby St Neots. The Sustainability Appraisal found that these sites offered a stronger balance between housing delivery and accessibility than alternative opportunities elsewhere in the Southern Huntingdonshire villages. While development would result in some loss of greenfield land, the sites are well located to support active travel and reduce dependence on private vehicles.

5.197 Within St Neots, **St Neots 6 (CfS: 317)** and **St Neots 8 (CfS: 16)** were preferred because they make efficient use of locations adjoining the existing built-up area and support the town's role as the principal focus for growth in Southern Huntingdonshire. Compared with several other St Neots options, these sites benefit from strong access to schools, employment areas, public transport, shops, healthcare and active travel routes. They can be integrated with existing and planned neighbourhoods and provide opportunities to support infrastructure delivery at a scale appropriate to a market town. Other options were generally more constrained by flood risk, open space considerations, environmental issues, heritage sensitivities, or weaker integration with the existing settlement pattern. St Neots 8 also forms a logical next phase to the ongoing development at Loves Farm.

5.198 **Waresley-cum-Tetworth 1 (CfS: 23-24239)** was the only site potentially suitable. It has sustainability benefits of providing self and custom build housing and could be integrated into the existing place and community and could provide opportunities for enhancement of woodland within the site.

Conclusion

5.199 None of the site options in Buckden, Diddington, Southoe and Midloe, and Yelling have been allocated in the Pre-Submission Plan. Whilst a number of sites offered opportunities for housing growth, employment development, renewable energy generation or community benefits, the assessment of reasonable alternatives concluded that these sites did not perform as favourably as the preferred allocations when assessed against the full range of sustainability, environmental, infrastructure and settlement strategy objectives.

5.200 From a health, equality and sustainable development perspective, many of the sites across these settlements performed relatively poorly due to their dependence on private vehicle travel, limited access to key services and facilities, infrastructure constraints, and potential impacts on environmental quality, landscape character and biodiversity. Taken together, the evidence indicated that the sites did not provide as strong or balanced a contribution to the environmental, social, economic and health objectives of the Local Plan as the preferred allocations. Accordingly, the site options in Buckden, Diddington, Southoe and Midloe, and Yelling were discounted from further consideration and have not been allocated in the Pre-Submission Plan.

5.201 Sites **Abbotsley 5, Great Gransden 3, Great Paxton 1, Great Paxton 4, Little Paxton 1, Little Paxton 2, St Neots 6, St Neots 8** and **Waresley-cum-Tetworth 1** have been allocated in the Pre-Submission Plan. They were selected for allocation because they represented the most sustainable and deliverable options within their respective settlements when assessed against the reasonable alternatives through the Sustainability Appraisal and Land Availability Assessment process. The assessments demonstrate that, while each site is subject to some constraints, these are capable of mitigation and are generally less significant than those affecting competing options.

5.202 Since the Preferred Options stage, there have been no substantive changes to the role of these sites within the spatial strategy, and the conclusions of the Sustainability Appraisal remain valid. Overall, the allocated sites were preferred because they achieved the strongest balance between delivering housing and employment needs, maintaining accessibility to services and facilities, supporting sustainable travel patterns, and avoiding many of the more significant environmental, landscape, heritage and infrastructure constraints affecting alternative sites.

5.203 From a health and inequalities perspective, the preferred allocations are more likely to support healthy and inclusive communities because they provide good access to employment, education, community facilities, public transport and active travel networks. These characteristics can help reduce barriers to opportunity, encourage healthier lifestyles and improve access to essential services for a wide range of residents, including older people, younger people and households without access to a private car. Consequently, the allocations make a positive contribution to the Plan's spatial strategy, sustainability objectives and wider wellbeing outcomes and were therefore selected for allocation.

Rationale for Discounting Certain Reasonable Alternatives

5.204 The Local Plan considered a large number of reasonable alternative sites across Huntingdonshire. While many offered opportunities for housing, employment or community benefits, some were discounted because the evidence demonstrated that they performed less favourably than the preferred allocations when assessed against sustainability, environmental, infrastructure, deliverability and settlement strategy objectives. The process was informed by the Land Availability Assessment (LAA), Sustainability Appraisal (SA), technical studies and consultation responses.

5.205 A common reason for rejecting sites was **significant flood risk**. For example, **Old Weston Manor Farm** was discounted because substantial areas of the site fall within Flood Zones 3a and 3b, severely limiting development potential. Similarly, **Ellington 1** was discounted at an early stage because it lies wholly within Flood Zone 3a, while **Ellington 2** was affected by extensive flood risk and was unable to provide a well-integrated pattern of development.

5.206 Some alternatives were discounted because of **heritage impacts**. In **Tilbrook**, land at the junction of High Street and Church Lane was not taken forward due to its location within the conservation area and the setting of the Grade I listed Church of All Saints. In **Abbots Ripton**, **Home Farm North (Abbots Ripton 2)** was rejected because development would have caused significant harm to the conservation area and nearby listed buildings.

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Likewise, **Alwalton 1** was removed following further heritage assessment evidence which identified unacceptable impacts on the conservation area, listed buildings and the rural approach to the village.

5.207 Other sites performed poorly because of **landscape sensitivity and settlement integration concerns**. For example, **Old Hurst 1** was considered highly exposed in the landscape and difficult to integrate with the existing village. **Molesworth Land opposite Jolly Hills Farm** was discounted because it was detached from the settlement, occupied an exposed location within the conservation area and would have extended development into open countryside. In **Warboys**, several large urban extension proposals were rejected because they would have had substantial impacts on the rural character of the village and would not integrate successfully with the existing community.

5.208 A number of sites were discounted because of **poor sustainability credentials and limited accessibility**. Sites promoted in settlements such as **Stow Longa**, **Pidley-cum-Fenton**, **Winwick** and **Yelling** were capable of delivering housing but were located in villages with limited services, employment opportunities and public transport. The evidence concluded that development in these locations would result in high levels of car dependency and would not support the Plan's objective of directing growth to the most sustainable locations.

5.209 Several alternatives also faced **deliverability and infrastructure constraints**. **Land West of Brookside, Molesworth** and **Land West of Sheep Street, Leighton Bromswold** were discounted because they fell within water recycling centre consultation zones and insufficient evidence was provided to demonstrate that odour impacts could be satisfactorily mitigated. In **Buckden**, the strategic-scale proposal for approximately 9,200 homes (**Buckden 6**) was not progressed because it would have required major infrastructure investment, including a new A1 junction, and there was insufficient certainty regarding delivery and infrastructure provision.

5.210 Consultation responses also resulted in changes to some proposed allocations. **Bluntisham 1** was removed following concerns about impacts on Bluntisham House, ridge-and-furrow land and cumulative pressure on local infrastructure. Similarly, **Ramsey 3** was removed after objections relating to the loss of community land, while **Somersham 6** was withdrawn due to concerns regarding infrastructure capacity, transport impacts, landscape harm and the overall scale of development.

5.211 Overall, the discounted alternatives often offered some benefits, such as housing delivery, employment opportunities or renewable energy generation. However, when assessed against the full evidence base, these benefits were outweighed by significant flood risk, environmental impacts, heritage harm, poor accessibility, infrastructure limitations, landscape sensitivity or deliverability concerns. Consequently, the Council concluded that other sites represented more sustainable and appropriate options for allocation within the Local Plan.

How evidence shaped the Strategy

5.212 A defining characteristic of the Local Plan process was the manner in which successive pieces of evidence influenced the evolution of alternatives and ultimately shaped the preferred strategy. This section summarises how the evidence base and technical testing have shaped the Strategy.

Local Housing Needs Assessment

5.213 The Housing Needs Assessment established the scale of housing required across the district and demonstrated the need for continued housing delivery throughout the plan period. Evidence relating to affordability pressures reinforced the need to consider options above the minimum standard method requirement.

5.214 This evidence informed consideration of the 5% and 10% uplift scenarios and ultimately supported selection of an uplift in excess of 5% to give some flexibility.

Economic and Employment Needs Assessment

5.215 Economic evidence identified demand for approximately 922,000 square metres of employment floorspace and around 15,400 additional jobs by 2046. The assessment highlighted opportunities associated with innovation-led industries, advanced manufacturing, logistics, life sciences and research-based employment sectors.

5.216 This evidence demonstrated that low-growth employment scenarios would be insufficient to support forecast business needs and informed the selection of a moderate-to-high growth strategy.

Sustainability of Settlements Assessment

5.217 The Sustainability of Settlements Assessment provided a consistent framework for understanding the relative accessibility and service availability of settlements across Huntingdonshire. The findings demonstrated that the market towns and larger settlements generally offered the greatest access to employment, education, healthcare, retail and public transport.

5.218 This evidence contributed directly to the rejection of heavily dispersed growth alternatives and informed the settlement hierarchy underpinning the preferred strategy.

Climate Change Evidence

5.219 Climate evidence played an increasingly important role as the strategy evolved. As part of a suite of climate change evidence, Document D: Assessment of spatial strategy options assessed several initial spatial strategy options and their carbon impact, recommending the most effective spatial strategy from a climate change perspective for the Local Plan. It identified that the public transport corridor focussed option would in climate terms likely be the least carbon-intensive if the quantity and type of development were held constant across all scenarios. It is important to note that if the spatial strategy with the lowest carbon intensity unlocks a higher quantity of development (particularly industrial / warehousing / logistics), it would not necessarily be the lowest emitting scenario, and could in fact become one of the higher emitting scenarios. Therefore, it is essential to consider the impacts holistically also taking into wider sustainability objectives and the outcomes of other technical evidence documents.

5.220 These findings strongly influenced movement away from dispersed growth models towards more focused patterns of development around existing market towns and public transport options.

Infrastructure, Water and Transport studies

5.221 The **Strategic Flood Risk Assessment** (SFRA) shaped the development of the site options chosen for testing in the Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment by providing assessment of flood risk and which sites are sequentially preferable. Also, the **Water Cycle Study** identified areas where there are current and potentially future issues to help inform site selection and phasing of sites in the housing trajectory and also inform approaches to Integrated Water Management and policy development. Also, the strategic flood risk assessments of potential sites lead to the elimination of many sites, with the strategy undertaking a sequential approach to flood risk by identifying sites at least risk from all sources of flooding and favouring allocation of those sites where it was sustainable to do so.

5.222 The **Infrastructure Delivery Study Stage 1** assessed each of these growth strategy options and provided an overview of the infrastructure requirements, challenges and constraints following engagement with infrastructure providers. The Stage 1 assessment concludes that it is evident from the outputs of the engagement with infrastructure providers that all of the potential strategy growth options would result in the need for significant infrastructure, to mitigate the impacts of growth, although at present, infrastructure costs are estimates and not 'fixed'.

5.223 Key conclusions found that strategies which involve development to the north of the district (Strategy 1 and somewhat Strategy 2) will have significant cross boundary impacts with Peterborough City Council including

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in relation to wastewater. Also, the Highways Authority identified that a focus on dispersed growth (Strategy 3 and to some extent Strategy 4) should be avoided as it makes the provision of public transport and active travel infrastructure much more challenging. These conclusions provide an indication that Strategy 2 and potentially Strategy 4 could be most favourable in infrastructure terms. This is however also dependent on the outcomes of the Strategic Transport Study.

5.224 The **Strategic Transport Study Phase 1 Technical Note** concludes that analysis indicates that Strategy 2 performs most favourably in transport terms. The analysis identifies there is potential to develop a refined 'hybrid' strategy, potentially a hybrid of strategies 2 and 3, combining the strongest-performing elements of multiple strategies to achieve a better balance of housing and employment, maximise internal trip-making, and reduce reliance on external commuting journeys.

5.225 Strategies 1 and 4, which reflect higher growth scenarios, show the largest increases in overall trip volumes, driven by the concentration of growth at strategic sites. While both strategies benefit from more comprehensive mitigation packages—including bus enhancements, junction improvements, and Park & Ride connections—the location and scale of development continue to generate substantial travel demand, particularly by car. Strategies 2 and 3, by contrast, represent more moderate growth options and generally deliver better mode share outcomes. The distribution of development across a wider range of locations, including sites closer to existing settlements, supports a greater share of sustainable travel—especially where mitigation measures have improved bus access and connectivity. That said, the lighter mitigation applied in these scenarios results in smaller absolute gains compared to Strategies 1 and 4. Strategy 2 performs slightly better than Strategy 3, with slightly lower car dependency and stronger gains in public transport use. The Technical Note identified that the introduction of mitigation measures across all four strategies results in modest but consistent improvements in travel outcomes. These include small reductions in car mode share and incremental gains in public transport and Park & Ride usage. The scale and impact of these changes are shaped both by the level of development proposed and the extent of the mitigation package applied in each strategy.

5.226 The **Strategic Transport Study Phase 2 Technical Note** developed the work undertaken from Phase 1 by developing the composition of the hybrid strategy by combining the strongest performing elements of Strategy 2 with complementary elements from other strategies that align best with strategic objectives. It also refined a tailored mitigation package of transport interventions to improve the transport network which will accommodate the quantum of development identified within the hybrid strategy, through refinement of individual measures proposed at Phase 1 and the introduction of more strategic-level interventions. Phase 2 then tested the transport impacts of the hybrid strategy (with and without mitigation) were assessed using the Cambridge and Peterborough Combined Authority Model (CaPCAM), focusing on network performance, and demand patterns. It concludes that the proposed Local Plan Hybrid Strategy in the Preferred Options Plan and associated mitigation package unlock the required quantum of growth for Huntingdonshire while reducing impact on the highway network and improving the share of journeys taken by means more sustainable than the private car.

Habitat Regulations Assessment

5.227 The **Habitat Regulations Assessment Scoping Report** undertook a high level assessment of these four growth strategy options to determine adverse effects on internationally protected nature sites and provided preliminary recommendations to avoid and minimise adverse effects at European sites. The outputs and recommendations from this process are intended to help inform the preferred options. The high-level assessment concluded that, whilst adverse effects upon European sites are anticipated under each of the four strategy options, Strategies 1 and 2 are the least likely to result in adverse effects from impact pathways associated with air quality and

urbanisation effects. No best performing option could be identified for impact pathways associated with water quality and quantity, and recreational pressure, at this stage.

5.228 A HRA was undertaken on the Preferred Options Local Plan and then an Appropriate Assessment was undertaken for the Pre-Submission Local Plan. The outcomes of both of these stages have informed policy and site development. More detail on how the HRA has influenced the Local Plan can be found in 'How HRA has influenced the Local Plan'.

Sustainability Appraisal

5.229 The Sustainability Appraisal acted as the principal mechanism for comparing alternatives and understanding their likely effects. Throughout the plan-making process, appraisal findings repeatedly demonstrated that:

- Urban-focused development achieved stronger sustainability outcomes
- Mixed-use development promoted a mix of uses that can support a healthy community with social, economic and green infrastructure
- Co-location of homes and jobs improved accessibility and reduced the need to travel promoting greater reduction in carbon emissions
- Public transport-accessible locations consistently performed well
- Dispersed rural and highway-led growth performed less favourably against climate and transport objectives but had potential to support social and economic objectives for rural communities

5.230 The cumulative effect of these findings was the gradual emergence of a hybrid, infrastructure led strategy focused on sustainable settlements, strategic growth locations and integrated housing and employment development. The appraisal concludes that the preferred strategy of approximately 32,200 homes and 15,400 additional jobs, delivered through a strategy directing growth towards the most sustainable settlements balanced with new communities and some dispersed growth to support rural communities and supported by sustainable employment growth, represents the most balanced and sustainable option. It performs best when assessed against the economic, social and environmental objectives of the Sustainability Appraisal and provides a robust justification for the Huntingdonshire Local Plan to 2046.

Conclusion

5.231 Taken together, the evidence demonstrates a clear and logical evolution of the Local Plan strategy. The process began with a broad exploration of alternative futures for Huntingdonshire. Through consultation, evidence gathering and Sustainability Appraisal, weaker-performing alternatives were progressively discounted and stronger-performing elements were combined.

5.232 Across all the technical evidence documents, a strategy focused on sustainable locations served by public transport employment and infrastructure was viewed as being the most favourable. This is because this strategy focuses development in locations that are already sustainable (towns and larger settlements and new communities in here and the balance of them and some dispersed growth to support rural communities) reducing the carbon impact of new development, maximising existing infrastructure, accessibility to transport routes and can facilitate expansions towards infrastructure and sustainable travel options in a more sustainable way. It places some development in villages but this is not the focus. In comparison,

5.233 The technical evidence identified potential benefits to all other strategy options lending to the potential for a hybrid strategy with the core being based on a strategy focused on sustainable locations served by public transport, employment and infrastructure with elements of the remaining strategies incorporated. For example, placing slightly more emphasis on some dispersed growth to assists in supporting rural areas and sustainable growth of other settlements across the district in line with NPPF paragraph 83. Solely focusing on the most sustainable locations could result in some social and economic disparity. Placing development along public transport routes that are located within sustainable settlements reinforces this.

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5.234 Therefore, it is clearly demonstrated that the final strategy did not emerge from a single preferred option but rather from the integration of the most successful components of several alternatives. This explains why the Regulation 19 Plan ultimately adopts a hybrid approach: concentrating most growth in sustainable settlements, delivering strategic growth locations and new communities, supporting approximately 32,200 homes and 15,400 jobs, and aligning development with infrastructure investment, climate objectives and long-term economic growth.

D1: Public participation on the draft plan and the SA report

5.235 The Council is specifically required to consult on the SA process with Historic England, Natural England the Environment Agency.

5.236 Task D1 was completed with public consultation on the Preferred Options Local Plan to 2046 Sustainability Appraisal Report which took place between 5 November and 17 December 2025. The consultation was run through the council's consultation portal, alongside consultation on the first completed raft Local Plan known as the Preferred Options Local Plan.

5.237 A wide range of stakeholders and consultees were also notified about the consultation. As well as the three 'SA Bodies' identified above the Council notified a wide range of 'statutory consultees' - those bodies that the Council is required to consult as part of the preparation of the Local Plan including those public bodies that the Council has a 'Duty to Cooperate' with. Notification was also sent to a large number of land owners and their planning agents, other planning and related professionals, voluntary and interest groups and members of the public that have commented previously on planning policy consultations or otherwise requested to be kept informed.

Statutory consultation undertaken

5.238 The Sustainability Appraisal has been undertaken as an iterative process throughout preparation of the Local Plan Update. Rather than acting as a standalone exercise, it has informed decisions on growth strategy options, site selection, policy formulation and mitigation measures.

5.239 Consultation on the Sustainability Appraisal occurred at several key stages:

- Sustainability Appraisal Scoping Report (2023)
- Land Availability Assessment Methodology and Settlement Hierarchy Methodology (2023)
- Issues Engagement Stage (2023)
- Further Issues and Options Stage (2024)

- Land Availability Assessments and Sustainability Appraisal consultation (2024)
- Additional Sites Land Availability Assessments and Sustainability Appraisal consultation (2025)
- Preferred Options Local Plan and Sustainability Appraisal consultation (2025)
- Preparation of the Regulation 19 Pre-Submission Plan (2026)

5.240 Across these stages, comments focused on:

- Climate change and net zero
- Biodiversity and nature recovery
- Flooding and water management
- Heritage and the historic environment
- Transport and infrastructure
- Housing growth and distribution
- Settlement hierarchy and spatial strategy
- Green and blue infrastructure
- Community health and wellbeing
- Deliverability and infrastructure capacity

5.241 The Council repeatedly reviewed and amended policies, evidence studies and Sustainability Appraisal methodologies in response to representations. A summary of the comments received throughout the Local Plan process and how the Council addressed these is available to view in the Statement of Consultation. Those relating to the SA are also provided in the next section.

5.242 To reflect the principle of SA being an iterative process updates and changes to outputs from Stage A (Scoping Report) and B (Preferred Options SA Report) tasks have come about through the work on Stage D and E tasks. These updates and modifications are as follows:

Summary of comments on Sustainability Appraisal and how they were addressed

5.243 This section summarises the principal Sustainability Appraisal consultation comments received during preparation of the Huntingdonshire Local Plan to 2046 and explains how those comments were considered and addressed. It covers the key stages of plan preparation from the Sustainability Appraisal Scoping Report (2023), through the Issues Engagement (2023), Further Issues and Options consultations (including LAA and SA) (2024), the Preferred Options Local Plan (2025), and preparation of the Regulation 19 Pre-Submission Local Plan.

5.244 Summaries of comments received to all consultations and how we have responded to these can be found in the Statement of Consultation.

5.245 This section just draws out the key comments regarding the SA and is structured around the main themes of the Local Plan and is intended to assist the Examination in Public by demonstrating how consultation responses informed plan-making, site selection, policy formulation and the Sustainability Appraisal process. The evidence demonstrates an iterative approach to plan preparation, where consultation findings helped shape both the evolving Local Plan and the supporting Sustainability Appraisal.

5.246 The Sustainability Appraisal was carried out in accordance with statutory requirements and was used throughout plan preparation to test alternative options, assess the likely social, economic and environmental impacts of growth, and identify mitigation measures. Consultation responses consistently influenced revisions to the Sustainability Appraisal framework, evidence base and policy approach. Key themes emerging from consultation

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included climate change, biodiversity and nature recovery, water resources and flood risk, housing growth, transport and infrastructure, health and wellbeing, and protection of the historic environment.

Climate Change and Net Zero

5.247 Climate change was a significant theme raised throughout the Local Plan process. At the Sustainability Appraisal Scoping stage, respondents sought greater emphasis on climate mitigation and adaptation, improved baseline information on carbon emissions, and stronger assessment of climate impacts within the Sustainability Appraisal framework. Consultees supported the Council's use of the term “climate emergency” and requested a more explicit focus on carbon reduction, renewable energy, resilience and green infrastructure. The Sustainability Appraisal framework was subsequently amended to improve decision-aiding questions associated with climate change and environmental resilience. A suite of climate change evidence was prepared to support plan options for carbon emissions, climate friendly design policies and for renewable energy.

5.248 During the Issues and Options stages, climate change emerged as a priority for residents and stakeholders. Strong support was expressed for renewable energy generation, low-carbon development, electric vehicle infrastructure, higher energy and water efficiency standards and reducing dependence on private vehicles. Many respondents argued that the Sustainability Appraisal should place greater weight on climate considerations when evaluating growth options and site allocations.

5.249 At Further issues and Options stage, consultation responses sought stronger policy measures relating to net zero delivery, renewable energy, embodied carbon, operational energy efficiency and water efficiency. Some respondents considered proposed measures insufficiently ambitious, while others cautioned against requirements that could threaten viability. The Sustainability Appraisal examined these competing considerations and informed refinements to climate-related policies. In response, the Preferred Options Local Plan provided policies addressing operational and embodied carbon, renewable energy, water efficiency requirements and carbon reduction measures. These climate change actions were tested through viability assessment before being incorporated into the Preferred Options Local Plan.

Nature Recovery, Biodiversity and Green Infrastructure

5.250 Protection and enhancement of biodiversity attracted substantial consultation interest throughout plan preparation. Early Sustainability Appraisal consultation responses emphasised the importance of ecological networks, habitat connectivity and landscape-scale conservation. Consultees sought stronger treatment of biodiversity issues within the Sustainability Appraisal framework and requested that ecological objectives be integrated into site assessment methodologies. We responded by refining the Sustainability Appraisal framework and introducing additional ecological considerations into decision-making criteria.

5.251 Responses during the Issues and Options consultations consistently highlighted the importance of protecting wildlife habitats, enhancing green spaces and supporting nature recovery. Residents strongly supported safeguarding the Great Ouse Valley, the Great Fen and other strategic environmental assets. There was widespread support for Biodiversity Net Gain and green infrastructure policies, while concerns were raised about cumulative ecological impacts from strategic development sites.

5.252 At Further Issues and Options, respondents questioned whether strategic growth proposals could be delivered without significant biodiversity impacts. Concerns focused on protected habitats, ecological networks, recreational pressure on designated sites and cumulative environmental effects. The Sustainability Appraisal and Habitats Regulations Assessment were used alongside ecological evidence to evaluate these impacts. For Preferred Options, we set out Green and Blue Infrastructure policies, undertook ecological assessment work and Green and Blue Infrastructure Priority Areas were identified aligning with the Cambridgeshire and Peterborough Local Nature Recovery Network and Nature Recovery Network. Following

consultation, we incorporated mitigation requirements into proposed allocations and policy wording was amended to better support nature recovery and ecological connectivity.

Water Resources, Flood Risk and Climate Resilience

5.253 Flood risk, water management and infrastructure capacity generated some of the most extensive consultation responses throughout plan preparation. The Sustainability Appraisal process repeatedly identified the need to consider flooding, water quality, wastewater treatment capacity and long-term resilience to climate change. Consultees questioned whether proposed growth levels could be accommodated without adverse impacts on river systems, floodplains and water infrastructure.

5.254 At Issues and Options stages, stakeholders sought stronger recognition of flood risk, sustainable drainage and water resource constraints. This theme became increasingly important during the Further Issues and Options, Land Availability Assessment and Sustainability Appraisal and Preferred Options consultations, where concerns were raised about wastewater treatment capacity, Water Recycling Centre performance, cumulative impacts on catchments and the adequacy of evidence supporting growth proposals.

5.255 In response, the Council undertook successive updates to the Strategic Flood Risk Assessment, Water Cycle Studies and Integrated Water Management evidence. Site allocations were reassessed using a sequential approach to minimise exposure to flood risk. Sustainability Appraisal findings were updated as evidence evolved and mitigation measures were embedded into allocation requirements. The Council strengthened policies relating to wastewater management, surface water drainage, Sustainable Drainage Systems (SuDS), water efficiency and climate adaptation as well as site specific criteria for allocation policies. We worked extensively with Anglian Water and the Environment Agency on the development of these policies.

Housing Growth, Spatial Strategy and Sustainable Development

5.256 Consultation responses consistently focused on the scale, distribution and sustainability of development. Many respondents questioned the level of housing growth proposed, while others argued that further housing was necessary to address affordability and support economic growth. The Sustainability Appraisal played a central role in testing alternative growth strategies and evaluating the relative sustainability of development options.

5.257 The Scoping and Issues consultations highlighted the need for a revised settlement hierarchy, greater alignment between growth and infrastructure capacity and careful consideration of environmental constraints. Significant work was undertaken to update the Sustainability of Settlements methodology and Land Availability Assessment methodology in response to consultation comments. These revisions improved transparency and strengthened the evidence base underpinning future decisions regarding site selection and settlement hierarchy and eventual spatial distribution of development.

5.258 The Sustainability Appraisal assessed multiple growth strategies and considered their implications for accessibility, infrastructure, environmental protection, social, economic and climate objectives. Through this process, a growth strategy focused sustainable locations served by public transport, employment and infrastructure with freestanding strategic developments and limited dispersed growth to provide sustainability benefits across the district was developed. This preferred approach, reflected a concentration of development in the most sustainable locations while recognising infrastructure constraints, flood risk considerations and environmental sensitivities. Consultation responses helped refine the strategy by highlighting delivery risks, cumulative impacts and the need for infrastructure-led growth.

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Transport, Infrastructure and Connectivity

5.259 Transport and infrastructure issues featured prominently in Sustainability Appraisal consultation responses. Stakeholders repeatedly raised concerns regarding highway capacity, congestion on the A14 and A141 corridors, public transport provision, active travel opportunities and infrastructure delivery. Many respondents argued that the Sustainability Appraisal underestimated cumulative transport impacts and that further assessment was required. The Sustainability Appraisal consistently tested whether proposed development would support sustainable travel patterns, reduce reliance on private vehicles and improve connectivity between communities and services. These considerations influenced the final form of transport, infrastructure and place-making policies within the Local Plan.

5.260 During plan preparation, the Council commissioned a Strategic Transport Study, Infrastructure Delivery Study and Water Cycle Study. These documents were developed in consultation with statutory bodies and infrastructure partners and used alongside the Sustainability Appraisal to assess alternative growth options and site allocations. Consultation comments contributed to policy refinements supporting active travel, sustainable transport and strategic infrastructure provision. Infrastructure delivery requirements were linked to strategic allocations, and additional policy mechanisms were incorporated to support transport improvements, healthcare provision, education infrastructure and utility upgrades.

Health, Wellbeing and Community Sustainability

5.261 The Sustainability Appraisal consultation process demonstrated strong support for policies promoting healthy and sustainable communities. Residents emphasised access to green spaces, recreational opportunities, healthcare facilities, community infrastructure and active lifestyles. Consultation responses also highlighted concerns regarding the capacity of existing services and the need to align growth with health infrastructure provision.

5.262 The Council responded by strengthening policies relating to health and wellbeing, open space, community facilities and active travel. Health Impact Assessment requirements were refined and expanded to also apply to commercial developments. Green and blue infrastructure was recognised not only for environmental benefits but also for its contribution to physical and mental wellbeing. Infrastructure delivery policies highlight social and community facilities that development could help to deliver. Site allocation requirements, particularly for mixed-use schemes, were updated where appropriate to provide community infrastructure, health facilities and open space alongside new development.

Historic Environment and Heritage

5.263 The Sustainability Appraisal process revealed significant concern regarding the impact of growth on heritage assets and historic landscapes. Consultees sought stronger treatment of heritage issues within the Sustainability Appraisal and questioned whether potential impacts were always fully reflected within site assessments. Concerns focused on listed buildings, conservation areas, archaeological assets and local distinctiveness.

5.264 In response, the Council commissioned Heritage Impact Assessments, reviewed site allocations and strengthened policy requirements concerning heritage protection. Sustainability Appraisal methodologies were refined to better capture heritage impacts and additional evidence was prepared to support decision-making. Heritage considerations were integrated into allocations where sensitive assets could be affected, helping to ensure development proposals could be accommodated without causing unacceptable harm to the district's historic environment.

Comments from Statutory Consultees

5.265 The Council is specifically required to consult on the SA process with Historic England, Natural England the Environment Agency. The following provides a summary of how each organisation has shaped the SA and Local Plan. Further details on how each body has engaged throughout the Local Plan can be found in the Duty to Cooperate Compliance Statement.

Natural England

5.266 Natural England was a key contributor throughout the Sustainability Appraisal process. Its representations focused on ecological connectivity, biodiversity protection, designated sites, water quality, air quality and nature recovery. Natural England raised concerns regarding impacts on the Ouse Washes, cumulative ecological effects, adequacy of water infrastructure assumptions and the need for stronger strategic environmental planning. It also questioned aspects of the Sustainability Appraisal scoring and site assessment process where designated nature conservation interests were involved.

5.267 The Council responded by commissioning additional ecological assessments to assess impact of draft allocations on sites of national significance, strengthening Habitats Regulations Assessment work supported by a recreational use baseline report and air and water quality modelling, refining Sustainability Appraisal methodologies, improving biodiversity policies and expanding Green and Blue Infrastructure provisions in line with the Local Nature Recovery Strategy. Site-specific requirements were introduced where necessary and ecological evidence was used to reconsider allocations and mitigation measures. Natural England's comments were therefore directly reflected in policy wording, evidence gathering and environmental assessment methodologies.

Historic England

5.268 Historic England consistently supported a plan-led approach to sustainable development but emphasised the need for stronger consideration of heritage assets. Its representations sought additional heritage evidence, Heritage Impact Assessments and clearer integration of heritage issues into the Sustainability Appraisal and Local Plan policies. Historic England also called for greater consideration of the relationship between heritage, green infrastructure and renewable energy development.

5.269 The Council undertook further heritage impact assessments, strengthened policy wording and incorporated site-specific mitigation where necessary into policies. References to heritage considerations were expanded within environmental, design and infrastructure policies. Historic England's comments informed revisions to both the Sustainability Appraisal and the Local Plan itself.

Environment Agency

5.270 The Environment Agency focused primarily on flood risk, water resources, water quality, wastewater treatment capacity, climate resilience and Water Framework Directive compliance. It repeatedly highlighted the need for robust evidence, integrated catchment management and stronger mitigation to address flood risks and environmental impacts associated with development.

5.271 The Council responded by updating water and flood risk evidence, refining Sustainability Appraisal assessments, strengthening wastewater and drainage policies and incorporating water management requirements within site allocations. Strategic Flood Risk Assessment updates, Water Cycle Studies and Integrated Water Management evidence directly informed the strategy for growth in the Local Plan, policy changes and site selection decisions. The Environment Agency's recommendations have been incorporated throughout the policy framework and evidence base.

Conclusion

5.272 This section demonstrates that the Sustainability Appraisal was not a standalone technical exercise but a central component of plan-making. Consultation responses from communities, developers, infrastructure providers and statutory consultees were used to refine Sustainability Appraisal methodologies, strengthen evidence studies, shape policy content and influence allocation decisions. Throughout preparation of the Local Plan Update, the Council repeatedly reviewed evidence, commissioned

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additional technical work and amended proposals in response to consultation findings. These are evidenced in the Statement of Consultation and Duty to Cooperate Compliance Statemen.

5.273 In particular, comments from Natural England, Historic England and the Environment Agency led to significant changes relating to biodiversity, nature recovery, water management, flood risk, heritage protection and environmental mitigation. Additional assessments, revised Sustainability Appraisal methodologies, strengthened policy requirements and updated allocation criteria demonstrate that consultation responses were fully integrated into plan preparation. The audit trail provided by the consultation process shows a clear relationship between comments received, Sustainability Appraisal conclusions and resulting changes. This demonstrates that the Huntingdonshire Local Plan Update has been prepared through an iterative, evidence-led process and supports the view that the Plan is justified, positively prepared, effective and consistent with national planning policy for the purposes of Examination in Public.

Main changes to SA arising following consultee comments

5.274 The Sustainability Appraisal for the Huntingdonshire Local Plan to 2046 evolved significantly in response to consultation feedback received throughout the Scoping (2023), Further Issues and Options (2024), Preferred Options (2025), and Pre-Submission stages. Rather than remaining a fixed assessment framework, the SA was continually refined to address concerns raised by statutory consultees, stakeholders, infrastructure providers, developers and local communities. The consultation process resulted in substantial changes to the appraisal methodology, supporting evidence base, site assessment procedures and the integration of sustainability considerations into plan-making.

5.275 One of the most important changes was the strengthening of the SA framework itself. During the Scoping consultation, respondents requested clearer sustainability objectives, more transparent scoring systems, better differentiation between assessment outcomes and stronger consideration of ecological connectivity, climate change and health issues. In response, the Council revised assessment criteria, refined decision-aiding questions, expanded site assessment methodologies and strengthened references to habitat connectivity and biodiversity protection. This improved the transparency and robustness of the appraisal process and ensured that sustainability objectives could be applied more consistently across policies, growth options and site assessments.

5.276 Climate change emerged as an important theme throughout consultation. Consultees sought stronger carbon reduction ambitions, greater emphasis on renewable energy, clearer climate evidence and more rigorous assessment of both mitigation and adaptation measures. As a result, the Council updated climate-related SA objectives, prepared a dedicated Climate Change evidence base and ensured that alternative growth strategies were tested against net zero and climate resilience objectives. Climate considerations were embedded throughout the appraisal process, influencing assessments of housing growth, transport patterns, energy use and resource efficiency.

5.277 Feedback also led to major enhancements in the treatment of biodiversity and nature recovery. Natural England and environmental organisations highlighted the need for stronger assessment of designated sites, ecological networks, habitat connectivity and cumulative impacts. The Council responded by refining SA criteria, commissioning additional ecological assessments, expanding Habitats Regulations Assessment work and incorporating Local Nature Recovery Strategy objectives. The appraisal process moved beyond a site-by-site assessment approach and increasingly considered strategic ecological impacts, helping to inform both site selection and policy development.

5.278 Flood risk and water management comments generated some of the most significant procedural changes. Consultees questioned whether sufficient evidence existed regarding wastewater treatment capacity, river catchments, flood risk and water resources. In response, we commissioned Strategic Flood Risk Assessments, Water Cycle Studies and Integrated Water

Management evidence. The SA was revised to reflect this new evidence and site assessments increasingly applied a flood-risk-led and sequential approach.

5.279 Consultation feedback also strengthened heritage assessment within the SA. Historic England requested greater visibility of heritage issues, improved assessment criteria and additional evidence. Consequently, Heritage Impact Assessments, site-specific heritage reviews and revised appraisal criteria were incorporated into the process. Heritage considerations became a more prominent factor in evaluating growth options, site allocations and mitigation measures.

5.280 Finally, comments concerning housing growth, settlement hierarchy, infrastructure and transport led to more comprehensive testing of alternative growth strategies. The Council revised the Sustainability of Settlements methodology, updated infrastructure and transport evidence, reassessed strategic growth options and strengthened links between the SA and infrastructure planning. As a result, the Sustainability Appraisal became a more evidence-led and iterative tool that directly influenced the selection of growth strategies, site allocations and mitigation requirements. Overall, consultation feedback transformed the SA from an initial assessment framework into a more robust, transparent and influential component of Local Plan preparation.

D2: Appraising significant effects of the Local Plan

5.281 The way that this task was completed was tailored to the type of local plan content being appraised, reflecting the differences in the appraisal in Stage B and has been broken down into the following three sections:

- Assessment of the Local Plan vision an objectives
- Assessment of strategic and development management policies
- Assessment of site allocations

Assessment of Vision and Plan Objectives

5.282 The Preferred Options Local Plan vision consisted of several paragraphs, one relating to each of the themes identified in Huntingdonshire Futures Place Strategy:

- Pride in Place
- Inclusive Economy
- Health Embedded
- Environmental Innovation
- Travel Transformed

5.283 The Pre-Submission Local Plan vision has been shortened and streamlined into a single sentence with the five paragraphs moved into the relevant themed objectives box as an overarching strategic aim the objectives seek to achieve: '*Our vision is for Huntingdonshire by 2046 and beyond to be a place which people have pride in, where the economy is inclusive, health is embedded in our systems and lifestyles, innovative approaches are transforming our relationships with the natural environmental and travel is transformed to promote choices and accessibility for all.*'

5.284 As such, the changes made are not considered to be significant as the underlying ambitions of the vision are retained but are now clearer.

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5.285 The following table sets the proposed Local Plan objectives in the Regulation 18 Preferred Options Local Plan and how these have volved in the Regulation 19 Local Plan. It identifies where objectives have been altered, whether any have been removed or added. A brief reason for these changes is also given in the table below.

Table 4

Plan Objective at Preferred Options (Stage B)	Plan Objective at Pre-Submission (Stage D)	Changed?	Significant?	Commentary
Pride In Place				
1. All new development will be built to a high standard of sustainable design and construction to mitigate and adapt to the impacts of climate change and reduce energy use through improving energy efficiency and ensuring a 'fabric first' approach to reducing carbon emissions.	1. All new development will be built to a high standard of sustainable design and construction to mitigate and adapt to the impacts of climate change and reduce energy use through improving energy efficiency and ensuring a 'fabric first' approach to reducing carbon emissions.	No	N/A	No changes made.
2. Strategic and local infrastructure is facilitated that supports new sustainable and resilient growth and thriving communities through adequate water supply, waste water and flood management, energy infrastructure, social infrastructure such as health and education and green infrastructure to provide open space.	2. Built forms of strategic and local infrastructure are facilitated that support new sustainable and resilient growth and thriving communities through adequate water supply, waste water and flood management, energy infrastructure, transport and travel infrastructure and social infrastructure such as that for healthcare, education, and places of worship.	Yes	**Yes**	The Objective has been amended to clarify that it relates to built forms of infrastructure. Transport and travel infrastructure added. Places of worship added as examples of social infrastructure. Green infrastructure removed form the objective. These changes are considered to be significant.
	3. Green infrastructure is facilitated to provide open space, sport and leisure facilities and opportunities for nature to flourish.	Yes	**Yes**	This is a new objective so is considered to be a significant change.
	4. High quality homes are delivered offering diverse tenures to meet national and local growth aspiration and provide homes that meet needs across all of Huntingdonshire's communities.	Yes	**Yes**	This is a new objective so is considered to be a significant change.

Plan Objective at Preferred Options (Stage B)	Plan Objective at Pre-Submission (Stage D)	Changed?	Significant?	Commentary
3.Our communities are actively involved in supporting each other with physical and digital infrastructure available to help them achieve this.	5. Members of our communities are actively involved in supporting each other with physical and digital infrastructure available to help them achieve this.	Yes	No	Objective number has changed. The Objective amends 'our communities' to 'members of our communities'. This change is not considered to be significant.
Inclusive Economy				
4. Promote the diversification of our rural and urban local economy to be competitive, resilient and create high value, inspiring job opportunities to contribute positively to the wider Cambridgeshire and Peterborough area.	6. Promote the diversification of our rural and urban local economy to be competitive, resilient and create high value, inclusive, inspiring and accessible job and investment opportunities to contribute positively to the wider Cambridgeshire and Peterborough area.	Yes	**Yes**	Objective number has changed. The words 'inclusive', 'accessible' and 'investment' added to objective. These changes are considered to be significant.
5. The advantages offered by Huntingdonshire's strategic location are maximised to develop sector specialisms and supply chains that complement local growth sectors.	7. The advantages offered by Huntingdonshire's strategic location are maximised to develop investment in sector specialisms and supply chains that complement local growth sectors.	Yes	No	Objective number has changed. The word 'investment' added to objective.
6. Our high streets are vibrant, diverse places that can rapidly evolve to meet changing expectations so they attract and retain locals and visitors throughout the daytime and evenings.	8. Our high streets are vibrant, diverse places that can rapidly evolve to meet changing expectations so they attract and retain locals and visitors throughout the daytime and evenings.	No	N/A	No changes made but objective number has changed.
Health Embedded				
7. New development works towards creating sustainable, well-designed, distinctive places which facilitate improving health, wellbeing, and social interaction to reduce inequalities, promote inclusivity and support a sense of community.	9. New development works towards creating sustainable, well-designed, distinctive places which facilitate improving health, wellbeing, and social interaction to reduce inequalities, promote inclusivity and support a sense of community.	No	N/A	No changes made but objective number has changed.
8. Support is given to establish enough high quality new homes that meet their needs of all sectors of our community. They will enhance the well-being of residents through a choice of homes that are affordable to rent or buy, and different kinds of homes to meet the needs of our communities, including older people, those with care needs and younger people getting their first home.	10. Support is given to establish enough high quality new homes that meet their needs of all sectors of our community. They will enhance the well-being of residents through a choice of homes that are affordable to rent or buy, and different kinds of homes to meet the needs of our communities, including older people, those with care needs and younger people getting their first home.	No	N/A	No changes made but objective number has changed.

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Plan Objective at Preferred Options (Stage B)	Plan Objective at Pre-Submission (Stage D)	Changed?	Significant?	Commentary
9. Investment in new or improved healthcare, public open spaces, community buildings and active travel infrastructure makes healthier lifestyles achievable by all residents.	11. Investment in new or improved healthcare, public open spaces, community buildings and active travel infrastructure makes healthier lifestyles achievable by all residents.	No	N/A	No changes made but objective number has changed.
Environmental Innovation				
10. The natural, built and historic environment will be protected and enhanced, including biodiversity, landscape, green Infrastructure, waterways and heritage assets and their settings, by ensuring new development contributes to biodiversity and reflects local character and distinctiveness.	12.The natural, built and historic environment will be protected and enhanced, including biodiversity, landscape, green Infrastructure, waterways and heritage assets and their settings, by ensuring new development contributes to biodiversity and reflects local character and distinctiveness.	No	N/A	No changes made but objective number has changed.
11. An extensive network of green infrastructure, green corridors, wildlife habitats and open spaces will exist, contributing to resilient towns, villages and countryside areas with enhanced biodiversity and improved connectivity to increase their value for people and wildlife.	13. An extensive network of green infrastructure, green corridors, wildlife habitats and open spaces will exist, contributing to resilient towns, villages and countryside areas with enhanced biodiversity and improved connectivity to increase their value for people and wildlife.	No	N/A	No changes made but objective number has changed.
12. Renewable energy generation is embedded through all new developments, and innovative community and wider renewable energy production schemes are supported where they are complementary to agricultural practices.	14. Renewable energy generation is embedded through new developments, and innovative community and wider renewable energy production schemes are supported where they are complementary to agricultural practices.	No	N/A	No changes made but objective number has changed.
Travel Transformed				
13. Provision of high quality digital infrastructure and co-locating homes, jobs, and local services will reduce the need to travel.	15. Provision of high quality digital infrastructure and co-locating homes, jobs, and local services will reduce the need to travel.	No	N/A	No changes made but objective number has changed.
14. Realistic alternatives to private car use will exist to encourage walking, cycling, wheeling and use of public transport.	16. Realistic alternatives to private car use will exist to encourage walking, cycling, wheeling and use of public transport.	No	N/A	No changes made but objective number has changed.
	17. Enhanced infrastructure to be available to support the shift to electric and low emission vehicles to accelerate reduction of greenhouse gas emissions from transport.	Yes	**Yes**	This is a new objective so is considered to be a significant change.

Plan Objective at Preferred Options (Stage B)	Plan Objective at Pre-Submission (Stage D)	Changed?	Significant?	Commentary
15. Any essential highway improvement schemes will support safe, reliable journeys and be accompanied by sustainable drainage and green infrastructure which supports biodiversity.	18. Any essential highway improvement schemes will support safe, reliable journeys and be accompanied by sustainable drainage and green infrastructure which supports biodiversity.	No	N/A	No changes made but objective number has changed.

5.286 Plan objective 2 has been amended to clarify that it relates to built forms of infrastructure and now includes transport and travel infrastructure. Places of worship added as examples of social infrastructure. Green infrastructure removed form the objective and addressed in a separate new objective. These changes provide clarity on what infrastructure is being addressed and provides further detail on a range of community facilities that development can seek to deliver. It therefore performs very positively against SA1, SA12 and reinforces a very positive score against SA10.

5.287 Plan objective 3 is a new objective but has evolved from an plan objective 2. By splitting it into its own objective provides greater emphasis on the importance of green infrastructure for nature and people as well as an important balance to development. This supports positive scoring against SA objectives SA1, 2, 7, 8, 10 and 15.

5.288 Plan objective 4 is a new objective that further positively performs against SA10 which directly relates to housing. It is recognised that seeking the delivery of more housing can result in conflict with other objectives due the pressures development can place on landscape and townscape features, infrastructure and community facilities, however the other objectives balance this out. Additionally, such conflicts can be overcome with careful wording of policies dealing with such impacts.

5.289 Changes to plan objective 6 (formerly 4) sees the words 'inclusive', 'accessible' and 'investment' added to the objective. This further supports positive outcomes against SA13. It is recognised that seeking the delivery of more economic development can result in conflict with other objectives due the pressures development can place on landscape and townscape features, infrastructure and community facilities, however the other objectives balance this out. Additionally, such conflicts can be overcome with careful wording of policies dealing with such impacts.

5.290 The addition of plan objective 17 builds upon existing aspirations to reduce carbon emissions and support growth that is climate resilient. It therefore performs very positively against SA1 objectives 1, 2 and 12 which directly relate to climate change and sustainable modes of transport.

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA Reg 18	++	+	+	+	+	+	+	++	++	+	++	++	++	++	++	+	++	+	+	++	++	+
SA Reg 19	++	++	++	+	+	+	+	++	++	+	++	++	++	++	++	+	++	++	+	++	++	+

Plan Vision and Objectives reasonable alternatives

5.291 Not setting out our Vision and Objectives is not a reasonable alternative as the NPPF (December 2024) paragraph 15 requires plans to provide a positive vision for the future of the area.

5.292 The Further Issues and Options document consulted on four options for the Vision plus offering the option for people to suggest their own alternatives.

A. Have a Vision based strongly on the Huntingdonshire Futures Place Strategy and the Corporate Plan to 2028

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B. Have a Vision of a better future achieved through ambitious climate action and a just transition towards more social and economic equity
C. Retain the current Vision with minor amendments
D. Have a Vision describing how Huntingdonshire intends to evolve focused on the three strands of economic, social and environmental sustainability

5.293 Similarly, four options for the Objectives aligning with each suggested Vision were put forward as alternatives plus offering the option for people to suggest their own alternatives:

A. Objectives shaped by the key 'pathways' that support the Huntingdonshire Futures Place Strategy journeys
B. Objectives that aim to help achieve a better future through a just transition towards ambitious climate action
C. Minor amendments to the 25 objectives set out in Huntingdonshire's Local Plan to 2036
D. Objectives that are focused on the three strands of economic, social and environmental sustainability

5.294 Responses to the Further Issues and Options questions on the Vision indicated strong preferences for basing it on Huntingdonshire Futures and the Corporate Plan 2023-2028. Support was also expressed for a vision focused on achieving ambitious climate action. Retaining the vision from Huntingdonshire's Local Plan to 2036 with some amendments was also supported. Overall, priorities expressed for the vision were to support sustainable growth of both homes and the local economy, promote action to respond to climate change, support and enhance the environment and green infrastructure, be realistic about transport and travel options especially in the more rural parts of the district and to support sustainable choices to give a high quality of life. Suggestions were also made for additions for the Vision and for it to be more explicit.

5.295 For the objectives the responses clearly indicated people's preferences for these to flow strongly from their preferred choice of vision. The greatest level of support was expressed for the suggested objectives that aligned with the vision based on Huntingdonshire Futures. Suggested objectives relating to climate change and modification of Huntingdonshire's Local Plan to 2036's objectives also gained support. Many of these also align with objectives that would support a vision based on Huntingdonshire Futures.

5.296 Therefore, option A was preferred as this creates a vision based on Huntingdonshire Futures and the Corporate Strategy and informed by comments received from the Further Issues and Options Consultation.

Net zero aspiration by 2050

5.297 Alongside the vision and objectives is the strategic ambition to reduce climate emissions and plan for climate resilient development.

5.298 The Preferred Options Local Plan set a net zero carbon aspiration of: *'Huntingdonshire will have net zero carbon emissions by 2050. This will follow the national Climate Change Commission's 'Balanced pathway' approach. To achieve net zero by 2050, emissions will have decreased by approximately 76% with the remaining emissions being removed through the use of carbon capture/ removal technologies.'*

5.299 This aspiration has been carried forward into the Pre-Submission Local Plan and has not been changed: *'Huntingdonshire will have net zero carbon emissions by 2050. This will follow the national Climate Change Committee's 'Balanced pathway' approach. To achieve net zero by 2050, emissions will have decreased by approximately 76% with the remaining emissions being removed through the use of carbon capture/ removal technologies.'*

5.300 No changes have been made to this aspiration from Stage B and therefore, the SA at Regulation 18 stands at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA Reg 18	+	++	+	N	++	N	N	+	+	+	N	++	N	N	N	N	N	++	N	N	N	N
SA Reg 19	+	++	+	N	++	N	N	+	+	+	N	++	N	N	N	N	N	++	N	N	N	N

Net zero aspirations by 2050 reasonable alternatives

5.301 The Further Issues and Options document consulted on three options for decarbonisation plus offering the option for people to suggest their own alternatives. These options used the 2021 emissions as a starting point and projected them forward and are set out in Document B of the climate change evidence base:

A. Business as usual with electric vehicle uptake reflecting recent trends - this would result in emissions decreasing by approximately 28%

B. Maximise reductions by 2040 using current technologies - this would result in emissions decreasing by approximately 53%

C. Follow the national Climate Change Commission's 'Balanced pathway' approach - this would result in emissions decreasing by approximately 76% by 2050 but a net zero is achieved through the use of carbon capture/ removal technologies

5.302 Not setting out our approach to climate change or planning for a reduction in carbon emissions is not a reasonable alternative as Local Plans are required by the Planning Act (2008), Planning and Energy Act (2008) and Climate Change Act 2008 as well as national policy to respond to climate change and lower greenhouse gas emissions.

5.303 Consultation throughout the Local Plan update has shown clear support for climate change action. Responses to the options showed support for reducing carbon emissions at a pace beyond current levels. People also commented that our responses to climate change and reaching net zero should be balanced with economic and social strands of sustainability, should be available and achievable, and should also be flexible to ensure measures can adapt to changing or developing technologies. This resulted in option C being the preferred approach.

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Assessment of Strategic and Development Management Policies

5.304 The Sustainability Appraisal has been undertaken in accordance with statutory requirements and established good practice to ensure that the Plan's strategic and development management policies are assessed transparently and consistently. The methodology applies a structured appraisal framework based on the SA objectives, enabling a clear comparison of policy options, reasonable alternatives, and any changes arising through successive stages of Plan preparation. Each appraisal draws on proportionate evidence, considers likely significant effects, and identifies mitigation where relevant. This section outlines the approach used, the treatment of alternatives, and the process for re-appraising policies that have evolved since Regulation 18, ensuring the assessment remains robust, up-to-date and fit for examination.

5.305 This section summarises the appraisal of the Plan's strategic and development management policies against the SA objectives. 'Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission' sets out all the proposed policies in the Regulation 18 Preferred Options Local Plan and whether these have progressed into the Regulation 19 Local Plan. It identifies where policies have been removed and the new policies that have been added. A brief reason for the exclusion and inclusion of policies is also given in the table below. The table also identifies where policy references have been updated for ease of comparing policies between versions of the Local Plan.

5.306 The information below provides a consolidated list of all Regulation 19 policies that require **new** or **updated** Sustainability Appraisal. These requirements arise where policies have been **introduced**, **significantly amended**, **expanded**, **merged**, or **relocated**, resulting in material changes to their sustainability performance.

5.307 In summary key changes are:

- Regulation 18 contained 54 development management and strategic policies (LP 1 - LP 54)
- Regulation 19 contains 57 policies (LP 1 - LP 57)
- Two new standalone policies were introduced so require an SA and shown in the below table
- No policies were deleted outright. Instead, some were split, expanded or relocated and merged with other policies
- 16 policies require an updated SA that materially affect their sustainability implications and are summarised in the below table

Table 5

Pre-Submission policy reference	Preferred Options policy reference	Nature of change
LP 14	N/A	Supporting and Enabling Strategic Infrastructure. This is a new strategic policy so is considered to be a significant change.
LP 44	N/A	Services and Facilities Outside Designated Centres. This is a new policy so is considered to be a significant change.
LP 11	LP 21	Placemaking for larger scale developments. Policy moved to the strategy section of the Local Plan. The SA at Regulation 18 had been undertaken using the policies SA questions, it will need to be reappraised using the Strategy SA questions.
LP 16	LP 17	Approach to renewable energy schemes. Policy shortened to provide clarity for ease of implementation and links to supporting evidence documents moved to supporting text. Reference to critical utilities infrastructure added.
LP17	LP 11	Health and well-being. Threshold for criteria amended to 50 from 100 homes and includes commercial development. Additional thresholds added for 50-199 homes and for 200 or more homes
LP 18	LP41	Providing affordable homes. Policy moved to the strategy section of the Local Plan. The SA at Regulation 18 had been undertaken using the policies SA questions, it will need to be reappraised using the Strategy SA questions. Requirement for affordable housing within specialist older persons housing schemes removed. Reference to the nationally described space standards and M4(2)/M4(3) standards removed. Additional policy wording on overage clauses, exception for military housing and clustering guidance
LP 20	LP 26	Supporting carbon capture through nature. Policy moved to the strategy section of the Local Plan.
LP 28	LP 23 and LP 24	Minimising embodied and operational carbon in new buildings. Embodied and operational carbon merged into a single policy.
LP 41	LP 38	Defining our Retail Hierarchy. Local Service Villages element removed. Criteria regarding floorspace size removed from policy to supporting text. Use classes removed to provide flexibility on appropriate uses.
LP 42	LP 39	Promoting Town Centre Vitality and Viability. Policy expanded to include viability considerations and C1 Hotels to policy. Removal of requirement of hot food takeaways will only be supported within defined Local Centre of a market town.
LP 43	LP 40	Supporting Local Services. The loss of facilities outside designated areas is now addressed as a separate element in the policy to distinguish between the loss of facilities in areas with no defined town or local centre. Hot food takeaway policy expanded to include market towns.

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Pre-Submission policy reference	Preferred Options policy reference	Nature of change
LP 46	LP 43	Ensuring accessible and adaptable homes. The policy has been simplified and amended to set out requirements for scales of development: 50 or more homes, 20-49 homes and less than 20 homes to reflect what may be more viable at these scales of development. The revised policy clearly sets out requirements for M4(3(2)(a) and M43(2)(b) for market and affordable homes with remaining homes being built to M4(2).
LP 47	LP 44	Facilitating self and custom build homes. Removal of requirement of 5% of homes on sites of 100 or more homes to provide self and custom build homes. Inclusion of criteria for respecting local character and reference to neighbourhood plans. Marketing criteria simplified. Plot passports added to policy.
LP 48	LP 45	Supporting specialist housing. Threshold for provision of affordable housing on specialist housing increased from 10 homes to 50 homes.
LP 50	LP 47	Promoting Rural Exceptions Housing. Policy criteria amended to apply to sites on land well related to an existing settlement, rather than within. Criterion added to require sensitive development to surrounding landscape and townscape. Text added regarding gypsy and traveller provision on rural exceptions sites.
LP 53	LP 50	The policy no longer encourages a minimum of 20%BNG but now aligns with national policy and legislation on BNG and encourages in excess of 10% where possible.
LP 54	LP 51	Protecting our trees, orchards, woodlands, hedges and hedgerows. Inclusion of orchards to the policy.
LP 55	LP 52	Protection extended to outdoor sport and recreation facilities. Inclusion of outdoor sport and recreational facilities to the policy. Policy simplified regarding loss of such facilities and compensatory measures.

5.308 In the following sections, a proportionate comparative assessment of each policy at Regulation 18 and Regulation 19 and any reasonable alternatives considered is made. The previous SA is provides in a summary table alongside a narrative summary beneath the scoring table to explain the sustainability implications of each option, the relative benefits identified, and the reasons for selecting or rejecting alternatives. It also records changes to policy numbering since Regulation 18, the rationale for alternative options considered, and the justification for taking forward the Local Plan policy.

5.309 Where the final version of a policy has materially changed from its Preferred Options iteration, the policy has been re-appraised to ensure the assessment reflects the current wording and effects. Where new policies have been introduced at the Pre-Submission stage, these have been assessed at an equivalent level of detail to those considered at Regulation 18.

Implications for SA Requirements

5.310 The evolution of the Local Plan between Regulation 18 and Regulation 19 introduces a series of new and substantively amended policies that require Sustainability Appraisal to ensure their environmental, social and economic

implications are fully understood. Two new strategic policies—covering strategic infrastructure and community facilities—introduce fresh policy directions that must be appraised to assess their alignment with sustainability objectives.

5.311 A further 16 policies have undergone material changes, including expanded climate-related requirements, merged carbon policies, broadened retrofitting provisions, revised biodiversity expectations and strengthened town centre strategies. These changes reflect updated evidence, statutory requirements and refined policy intent. As a result, updated SA is essential to evaluate the effects of these modifications, ensure consistency with the SA framework and demonstrate that reasonable alternatives have been considered.

5.312 Together, these 16 policies represent the core areas where the Regulation 19 Plan diverges from Regulation 18 in ways that may influence sustainability outcomes. The following sections provide a clear audit trail for examination, demonstrating how policy evolution has been systematically assessed through the SA process.

LP 1 How much development do we expect?

Policy numbering

5.313 Draft Policy LP 1 has been retained as Policy LP 1. The policy continues to set out how much development the Local Plan is planning for identifying provision for at least 32,200 new homes and 15,400 additional jobs within employment uses.

Changes since the Regulation 18 stage

5.314 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	N	N	N	N	-	+	N	+	N	N	N	++	++	+	+	++	N	++	+	N	N

5.315 The policy is expected to achieve the same sustainability outcomes as the Regulation 18 version. The policy has not materially changed but has been updated. An addendum to the Economic and Employment Needs Assessment has increased the Local Plan's jobs total to 15,400 from 14,400 in the Preferred Options policy. This is a minor increase and no additional site allocations are needed to meet this number. The policy has also been amended to incorporate a stepped trajectory approach. A stepped housing trajectory is included in this plan reflecting the need to allow an adequate lead-in time for achieving planning permission for three new communities along with planning, funding and construction of infrastructure necessary to support their initial delivery. This will also allow additional time for planning, funding and construction of improvements to water recycling centres where these are a constraint to growth. The overall housing requirement for the Plan is unchanged so is not considered to be a significant change. This approach should enable more positive sustainability outcomes regarding infrastructure provision to support growth.

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Policy LP 1 Reasonable alternatives

5.316 Not having a policy that clear sets out the growth targets for the Plan Period is not a reasonable alternative and would conflict with national policy.

5.317 National policy specifies that the housing number calculated by the standard method must form the baseline of any housing target set in a local plan. Alternatives considered included only seeking the minimum number that this would give rise to which is rejected for lack of flexibility and not providing sufficient resilience against non-delivery or delayed delivery of anticipated development sites. The Local Plan provides an uplift greater than 5%, this is considered to provide sufficient flexibility against non-delivery of any allocated sites where the landowners circumstances or intentions change and a reduced response to the government's aspirations to rapidly boost housebuilding.

5.318 National policy asks that an evidence based approach to determining employment and economic need is undertaken. A number of scenarios were tested ranging from low to high growth options. These included accounting for labour demand, labour supply, past trends, and the impact of potential adjustments on these. Rather than relying on a single approach, the preferred scenario combined elements of the aspirational labour demand scenario (high growth) and the future residence-based labour supply scenario (medium demand). This hybrid approach reflects not only the sentiment put forward in consultation responses but also the Council's economic ambitions and the scale of housing-led population growth anticipated in the district, aligning it with labour supply as a result of population growth.

LP 2 Our Strategy for Change

Policy numbering

5.319 Draft Policy LP 2 has been retained as Policy LP 2. The policy continues to set out the the overall strategic approach to growth and its distribution to support our towns, villages and countryside in having long term sustainable futures.

Changes since the Regulation 18 stage

5.320 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	++	++	+	+	+	+	+	+	+	+	N	N	++	+	++	+	++	++	+	++	+	+

5.321 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and environmental safeguards, particularly the inclusion of protection of grade 1 agricultural land. More emphasis on defence sector made to policy.

5.322 The policy has been split into two policies with the sections on 'Distribution of Growth' and 'Neighbourhood Plans' forming a new separate policy. The wording of these sections have been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.323 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 2 Reasonable alternatives

5.324 Several strategy options were considered and tested, these are explored in detail in 'Growth Strategy Options Testing and Strategic Reasonable Alternatives Considered'.

LP 3 Distribution of Growth

Policy numbering

5.325 Policy LP 3 is a new policy but the text was formerly within draft Policy LP 2. The policy continues to set out the the overall strategic approach to growth and its distribution to support our towns, villages and countryside in having long term sustainable futures.

Changes since the Regulation 18 stage

5.326 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	++	++	+	+	+	+	+	+	+	+	N	N	++	+	++	+	++	++	+	++	+	+

5.327 By moving the sections on 'Distribution of Growth' and 'Neighbourhood Plans' from draft policy LP 2 to a standalone policy, makes the purpose and implementation of both policies clearer. The wording of these sections have been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.328 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 3 Reasonable alternatives

5.329 Several strategy options were considered and tested, these are explored in detail in 'Growth Strategy Options Testing and Strategic Reasonable Alternatives Considered'.

LP 4 Green and Blue Infrastructure Priority Areas

Policy numbering

5.330 Policy LP 4 is a new policy but the text was formerly within draft Policy LP 12. The policy continues to set out the the overall strategic approach to growth and its distribution to support our towns, villages and countryside in having long term sustainable futures.

Changes since the Regulation 18 stage

5.331 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	++	++	++	+	+	+	N	++	+	+	+	++	N	N	+	N	+	+	+	N	+	+

5.332 By moving the section that designated green and blue infrastructure priority areas from draft policy LP 12 to a standalone policy, makes the purpose and implementation of both policies clearer. The wording of the designating of these areas has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.333 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

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Policy LP 4 Reasonable alternatives

5.334 Not setting out our approach to green and blue infrastructure was not a reasonable alternative as Local Plans are required by national policy to set out a strategic approach for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Responses to consultations showed a clear support for enhancing them for biodiversity and expanding the green and blue infrastructure network.

5.335 The Further Issues and Options document consulted on three options for green and blue infrastructure plus offering the option for people to suggest their own alternatives:

A. Retain the existing four Green Infrastructure Priority Areas
B. Retain the existing Green Infrastructure Priority Areas and also designate additional areas identified within the Interim Huntingdonshire Nature Recovery Network
C. Allocate sites for new green and blue infrastructure and/or additional land for existing green and blue infrastructure to expand

5.336 Comments raised that green and blue infrastructure need to be aligned with the NPPF, the Cambridgeshire and Peterborough Local Nature Recovery Strategy and the Huntingdonshire Nature Recovery Network. The policy aligns with the LRNS and NRN by designating the priority areas identified in these reports and supports their conservation objectives.

LP 5 Settlement Hierarchy

Policy numbering

5.337 Draft Policy LP 5 has been retained as Policy LP 5. The policy continues to set out settlement hierarchy for the district reflecting the sustainability of different places in terms of their long-established roles, availability of services and community facilities, access to public transport and communications infrastructure, and the accessibility of local employment opportunities. The categories reflect both the sustainability of each place and its context and whether the services and facilities available there would draw people from other places in to use them. It is based on settlements not parish boundaries.

Changes since the Regulation 18 stage

5.338 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	N	+	+	+	+	+	+	+	+	N	N	++	+	+	++	+	++	+	+	+	N

5.339 The policy has not fundamentally changed, instead there has been some minor layout changes and also the addition of new community proposals into the hierarchy to reflect where they will sit once they are built. Great Gransden was reclassified as a Village rather then Local Service Village and Wennington was added to the Hamlets and Countryside category. The wording of policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.340 The amendments improve clarity while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 5 Reasonable alternatives

5.341 Not setting out our approach to a settlement hierarchy was not considered to be a reasonable alternative as it helps to direct growth towards more sustainable settlements, without one could result in unsustainable patterns of growth.

5.342 The Further issues and options document considered alternative approaches which could be taken both to the settlement hierarchy as a whole in Options A to D and to specific elements of the hierarchy in Options E to I along with seeking suggestions for other approaches. The options were:

A. Keep the existing settlement hierarchy of Spatial Planning Areas (SPA), Key Service Centres, Small Settlements and Countryside with the same list of settlements in each
B. Keep the current categories in the existing settlement hierarchy but update the settlements included in the categories based on their current sustainability (informed by the Sustainability of Settlements outcomes)
C. Strictly reflect the Sustainability of Settlements scoring outcomes of individual settlements and apply a categorisation based on a preferred number of groupings
D. Remove the category of Spatial Planning Areas and group each settlement based on it's individual merits
E. Put Huntingdon and St Neots in a higher category on their own, reflecting their higher level of services (with or without their associated other SPA settlements)
F. Have the four market towns of Huntingdon, St Ives, St Neots and Ramsey as the highest category in the settlement hierarchy so as to direct most growth to these areas
G. Replace the Key Service Centres and Small Settlements categories with 3 categories to reflect the significant variation in levels of services and facilities (informed by the Sustainability of Settlements outcomes)
H. Recognise clusters of villages which benefit from shared services or facilities and group them together as one 'settlement'
I. Move less or unsustainable small settlements into a hamlets and/ or countryside category In preparing the preferred policy option extensive consideration was given to the options for different categories that could be used going forwards and which settlements could then sit within them accordingly.

5.343 The changes made in reaching the preferred approach reflect responses received regarding the diversity of our villages and the level of services that they offer.

How will we decide where a settlement boundary is

5.344 This is not a policy but a set of principles and guidance on how to define and apply the settlement boundary approach in the Local Plan. It was appraised at the preferred Options stage for completeness.

5.345 The fundamental purpose of defining the settlement boundaries is to help answer the question ‘does a specific parcel of land on the edge of a town or village relate more to the built form of that place in its use, form, character and connectivity or does it relate more to the surrounding countryside? The 'settlement boundaries' definition below should be used to apply the 'Market towns', 'Service centres', 'Local service villages', 'Villages', and 'Hamlets and the countryside' policies.

Changes since the Regulation 18 stage

5.346 The guidance retains its original purpose and has not been significantly changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1	SA 2	SA 3		SA 4		SA 5	SA 6	SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	+	N	N	+	+	++	+	+	+	+	++	+	+	++	+	++	+	+	+	+

5.347 The guidance has not fundamentally changed and the wording has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

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5.348 The amendments improve clarity while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Reasonable alternatives

5.349 Not setting out our approach and providing guidance on how to define a settlement boundary was not considered to be a reasonable alternative as it helps in the application of policies in the Local Plan.

LP 6 Market Towns

Policy numbering

5.350 Draft Policy LP 6 has been retained as Policy LP 6. The policy continues to set out our approach for development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Market Towns.

Changes since the Regulation 18 stage

5.351 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	++	++	++	N	N	+	-	++	N	N	N	N	++	++	++	++	+	+	+	+	++	+	N

5.352 The policy has not fundamentally changed, instead there has been addition of text supporting development on land directly adjoining Established Employment Areas within a market town and also regarding learning and non-residential uses. This strengthens the performance of the policy regarding SA10 (Enhance the quality, range and accessibility of social and community services and facilities), SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities) and SA13 (Strengthen, modernise and diversify the local economy and promote opportunities for growth of indigenous companies as well as encouraging sustainable inward investment). Apart form these, the wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.353 The Preferred Options SA suggested that the policy could be enhanced by referring to agricultural land classifications to direct land outside of market towns away from the highest quality agricultural land. This has not been added to LP 6 as if a development is located on land outside of the built-up area and not on land well-related to it, then LP 10 Hamlets and Countryside policy would apply which makes specific reference to the avoidance of using grade 1 agricultural land and minimise the use of other best and most versatile agricultural land (grade 2 to 3a).

5.354 The amendments improve clarity and provide additional employment and social benefits while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 6 Reasonable alternatives

5.355 An alternative approach we considered was to have a single policy for the settlement hierarchy and the respective levels of growth acceptable within them. This was rejected as the policy would be very long and overly complex reducing its accessibility to people trying to interpret it.

5.356 Retention of the current Key Service Centres policy and the reduced list of settlements to which it applied was considered. This was rejected due to strong preferences being expressed for separating the market towns out which meant that the remaining settlements within the spatial planning areas needed to be accommodated elsewhere in the hierarchy.

LP 7 Service Centres

Policy numbering

5.357 Draft Policy LP 7 has been retained as Policy LP 7. The policy continues to set out our approach for development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Service Centres.

Changes since the Regulation 18 stage

5.358 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	+	N	N	+	-	++	N	N	+	+	++	++	++	++	+	+	+	+	+	+	N

5.359 The policy has not fundamentally changed, instead there has been amendments to text regarding learning and non-residential uses. This strengthens the performance of the policy regarding SA10 (Enhance the quality, range and accessibility of social and community services and facilities). The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.360 The Preferred Options SA suggested that the policy could be enhanced by referring to agricultural land classifications to direct land outside of service centres away from the highest quality agricultural land. This has not been added to LP 6 as if a development is located on land outside of the built-up area and not on land well-related to it, then LP 10 Hamlets and Countryside policy would apply which makes specific reference to the avoidance of using grade 1 agricultural land and minimise the use of other best and most versatile agricultural land (grade 2 to 3a).

5.361 The amendments improve clarity and provide additional social benefits while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 7 Reasonable alternatives

5.362 An alternative approach we considered was to have a single policy for the settlement hierarchy and the respective levels of growth acceptable within them. This was rejected as the policy would be very long and overly complex reducing its accessibility to people trying to interpret it.

5.363 Retention of the current Key Service Centres policy and the reduced list of settlements to which it applied was considered. This was rejected due to strong preferences being expressed for separating the market towns out which meant that the remaining settlements within the spatial planning areas needed to be accommodated elsewhere in the hierarchy.

LP 8 Local Services Villages

Policy numbering

5.364 Draft Policy LP 8 has been retained as Policy LP 8. The policy continues to set out our approach for development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Local Service Village.

Changes since the Regulation 18 stage

5.365 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	N	+	N	+	-	+	N	N	+	+	++	++	++	++	+	+	N	+	N	+	+

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5.366 The policy has been clarified to provide distinct policy wording for residential development and commercial, business and service uses within the built up area of a Local Service Village. Criteria require proportionality to the settlement and also that development does not have a detrimental impact on the character of the immediate locality. These strengthen the performance of the policy regarding SA7 (Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements.) and SA10 (Enhance the quality, range and accessibility of social and community services and facilities). The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.367 The Preferred Options SA suggested that the policy could be enhanced by referring to agricultural land classifications to direct land outside of local service villages away from the highest quality agricultural land. This has not been added to LP 6 as if a development is located on land outside of the built-up area and not on land well-related to it, then LP 10 Hamlets and Countryside policy would apply which makes specific reference to the avoidance of using grade 1 agricultural land and minimise the use of other best and most versatile agricultural land (grade 2 to 3a).

5.368 The amendments improve clarity and provide additional social benefits while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 8 Reasonable alternatives

5.369 An alternative approach we considered was to have a single policy for the settlement hierarchy and the respective levels of growth acceptable within them. This was rejected as the policy would be very long and overly complex reducing its accessibility to people trying to interpret it.

5.370 Retention of the current Small Settlements policy and enhanced list of settlements to which it applied was considered. This was rejected due to recognition of the very variable level of sustainability between the larger, more well served settlements and those with very limited or no services to support their communities.

LP 9 Villages

Policy numbering

5.371 Draft Policy LP 9 has been retained as Policy LP 9. The policy continues to set out our approach for development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Village.

Changes since the Regulation 18 stage

5.372 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	N	+	N	+	-	+	N	N	+	+	++	++	++	++	+	+	N	+	N	+	+

5.373 The policy been refined regarding wording supporting rural exceptions housing. The amendments improve clarity and provide additional social benefits while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

5.374 The Preferred Options SA suggested that the policy could be enhanced by referring to agricultural land classifications to direct land outside of villages away from the highest quality agricultural land. This has not been added to LP 6 as if a development is located on land outside of the built-up area

and not on land well-related to it, then LP 10 Hamlets and Countryside policy would apply which makes specific reference to the avoidance of using grade 1 agricultural land and minimise the use of other best and most versatile agricultural land (grade 2 to 3a).

Policy LP 9 Reasonable alternatives

5.375 An alternative approach we considered was to have a single policy for the settlement hierarchy and the respective levels of growth acceptable within them. This was rejected as the policy would be very long and overly complex reducing its accessibility to people trying to interpret it.

5.376 Retention of the current Small Settlements policy and enhanced list of settlements to which it applied was considered. This was rejected due to recognition of the very variable level of sustainability between the larger, more well served settlements and those with very limited or no services to support their communities.

LP 10 Hamlets and the Countryside

Policy numbering

5.377 Draft Policy LP 10 has been retained as Policy LP 10. The policy continues to set out our approach for development proposals on unallocated sites within hamlets and the countryside.

Changes since the Regulation 18 stage

5.378 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	N	+	N	+	++	-	N	N	+	+	+	+	N	+	+	-	+	N	+	+

5.379 Horsiculture has been added to the list of agricultural and rural practices that are present across Huntingdonshire and to which the policy applies. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.380 The amendment refines the policy while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 10 Reasonable alternatives

5.381 An alternative approach we considered was to have a single policy for the settlement hierarchy and the respective levels of growth acceptable within them. This was rejected as the policy would be very long and overly complex reducing its accessibility to people trying to interpret it.

5.382 Retention of the current Small Settlements policy and enhanced list of settlements to which it applied was considered. This was rejected due to recognition of the very variable level of sustainability between the larger, more well served settlements and those with very limited or no services to support their communities.

LP 11 Placemaking for larger scale developments

Policy numbering change

5.383 LP 21 LP 11: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 21 Placemaking for Larger Scale Developments. Following the reorganisation of the Development Management section in the Pre-Submission Local Plan, the policy has been renumbered as Policy LP 11 Placemaking for Larger Scale Developments and moved into the strategic policies section. The policy

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has also been strengthened to provide a more comprehensive framework for masterplanning, design coding, infrastructure delivery, community engagement and sustainable placemaking.

Changes since the Regulation 18 stage

5.384 At Regulation 18 stage, Policy LP 21 established the overarching placemaking framework for major developments and new communities. The policy recognised that larger-scale developments require coordinated planning to ensure that housing, employment, infrastructure, open space, community facilities and movement networks are delivered in a coherent and integrated manner. The policy promoted comprehensive masterplanning and sought to avoid piecemeal development that could undermine community cohesion or infrastructure delivery.

5.385 The Regulation 19 version, Policy LP 11, retains these core principles but expands the policy's scope and strengthens implementation requirements. The revised policy places greater emphasis on comprehensive masterplans, design codes, parameter plans, infrastructure phasing, active travel, public engagement and the delivery of complete communities. It also more clearly embeds climate resilience, biodiversity enhancement, green infrastructure, sustainable transport and long-term stewardship within the placemaking process.

5.386 Whilst the Regulation 18 policy focused on securing coordinated development, the Regulation 19 version adopts a broader placemaking approach that more fully integrates environmental, social and economic sustainability objectives. As a result, the policy makes a stronger contribution to delivering complete, healthy and resilient communities.

5.387 The changes to Policy LP 11 and it being recategorised as a strategic policy are material and the policy has therefore been re-assessed. The updated appraisal concludes that LP 11 Placemaking for Larger Scale Developments is expected to have significant positive effects in relation to SA5, SA7, SA8, SA9, SA10, SA12 and SA15, positive effects in relation to SA1, SA2, SA3 and SA6, and negligible effects across all remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	+	+	+	+	+	N	N	+	+	+	++	++	++	++	++	++	N	N	++	++	N	N	+	N
SA Reg 19	+	+	+	+	+	N	N	++	+	+	++	++	++	++	++		N	N	++		N	N	++	N

5.388 Both policy versions generate significant positive effects through the delivery of well-planned, sustainable communities.

5.389 **SA15 (Quality Places and Communities)** receives a significant positive effect because the policy requires comprehensive masterplanning, infrastructure coordination and place-led design to create high-quality, integrated communities.

5.390 **SA5 (Health and Wellbeing)** receives a significant positive effect through the provision of green spaces, community facilities, recreation opportunities and active travel networks that support healthy lifestyles.

5.391 **SA12 (Sustainable Transport)** receives a significant positive effect as larger developments are planned around walking, cycling and public transport infrastructure, reducing reliance on private vehicles.

5.392 The Regulation 19 version strengthens performance against **SA10 (Equality and Reducing Inequalities)** through stronger requirements for accessibility, inclusive design, infrastructure delivery and community engagement.

5.393 The Pre-Submission policy also aligns more closely with the National Design Guide, national placemaking principles and the Local Plan's wider strategy for infrastructure-led growth. The introduction of stronger expectations

regarding design codes, parameter plans and stewardship arrangements improves certainty for developers, communities and decision-makers and enhances the policy's effectiveness and deliverability.

5.394 Importantly, the revised policy provides a stronger framework for delivering strategic allocations and new communities identified within the Local Plan. By integrating environmental, social and economic considerations into a single placemaking framework, it achieves a more balanced and sustainable pattern of development.

5.395 Consequently, the Regulation 19 version of Policy LP 11 delivers the strongest overall performance against the Sustainability Appraisal Framework and is considered the most justified, effective and deliverable option.

Policy LP 11 Reasonable alternatives

5.396 The option of not including a dedicated placemaking policy for larger-scale developments was not considered a reasonable alternative because the Local Plan includes several strategic growth locations and new communities that require coordinated planning, infrastructure provision and place-led design. Without a dedicated policy, there would be a greater risk of piecemeal development, inadequate infrastructure coordination and poorer long-term community outcomes.

5.397 Alternative approaches relying solely on general design policies would not provide sufficient guidance for managing complex strategic developments. Such approaches would be less effective in securing integrated transport networks, community infrastructure, green infrastructure, climate resilience measures and long-term stewardship arrangements, and would therefore perform less favourably against SA5, SA10, SA12 and SA15.

LP 12 How will infrastructure be provided

Policy numbering change

5.398 Draft Policy LP 3 has been retained as Policy LP 12. The policy continues to set out out how appropriate infrastructure to support new development is provided without adversely impacting quality of life through new growth.

Changes since the Regulation 18 stage

5.399 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	N	N	N	++	++	N	N	++	N	N	+	+	N	+	+	N	+	+	+	+	+	N

5.400 The policy has not fundamentally changed, instead it has been refined to refer to the Infrastructure Delivery Study. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.401 The amendments improve clarity while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 12 Reasonable alternatives

5.402 Not setting out how infrastructure will be provided was not considered a reasonable alternative as national policy states that plans should set out the contributions expected from development.

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LP 13 Securing infrastructure provision

Policy numbering change

5.403 Draft Policy LP 4 has been retained as Policy LP 13. The policy continues to set out out how appropriate infrastructure to support new development is provided without adversely impacting quality of life through new growth.

Changes since the Regulation 18 stage

5.404 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	+	+	+	N	N	+	+	+	N	+	+	+	+	+	+	+	+	+	+	+

5.405 The policy has not fundamentally changed, instead it has been refined to add links to the Develop Contributions Appendix that has been prepared to set out and support the delivery of infrastructure projects alongside the Local Plan. The policy has also provided examples of community facilities may require contributions. This strengthens the performance of the policy regarding SA10 (Enhance the quality, range and accessibility of social and community services and facilities). The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.406 The amendments improve clarity and provide additional social benefits while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 13 Reasonable alternatives

5.407 Not setting out how infrastructure will be secured was not considered a reasonable alternative as this would not provide sufficient clarity regarding the requirement of developers to mitigate the impacts of their developments, what infrastructure was needed and when, and how it would be secured.

LP 14 Supporting and enabling strategic infrastructure

Policy numbering change

5.408 This is a new strategic policy. The proposed wording for Policy LP 14 was not included within the Regulation 18 consultation draft. Sustainability Appraisal therefore assesses the submission version of the policy against the Sustainability Appraisal Framework objectives. The assessment draws on the policy wording and supporting text within the Pre-Submission Local Plan to 2046 and the decision-aiding questions set out in the Sustainability Appraisal Framework.

5.409 The following table shows the performance of this new policy against the SA framework using the strategic decision aiding questions:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	+	+	+	++	++	N	N	+	+	+	N	+	N	+	+	++	++	++	++	N	+	N

5.410 Policy LP 14 seeks to support and enable the delivery of strategic infrastructure, including strategic transport improvements, East West Rail, water infrastructure, utilities, active travel networks and public transport improvements. The policy also safeguards land and corridors required for strategic infrastructure and ensures that development proposals do not prejudice the delivery of planned infrastructure projects.

5.411 The policy delivers its strongest effects through support for strategic infrastructure needed to accommodate sustainable growth.

5.412 **SA3 (Water Resources and Flood Risk)** receives a significant positive effect due to support for strategic water supply, wastewater and water resilience infrastructure.

5.413 **SA11 (Employment and Economic Opportunities)** and **SA13 (Economic Growth and Resilience)** receive significant positive effects because strategic infrastructure underpins investment, business growth, productivity and economic competitiveness.

5.414 **SA12 (Sustainable Transport)**receives a significant positive effect through support for East West Rail, public transport improvements and active travel infrastructure that improve sustainable connectivity.

5.415 Overall, Policy LP 14 is assessed as making a strong positive contribution to the sustainability objectives relating to infrastructure delivery, economic growth, water resources and sustainable transport. Significant positive effects are identified for SA3, SA11, SA12 and SA13 due to the policy's direct support for strategic water infrastructure, economic development and sustainable connectivity. The policy supports the delivery of the Local Plan strategy by ensuring that infrastructure requirements are planned proactively and that future growth is aligned with infrastructure investment, thereby helping to deliver sustainable and resilient communities across Huntingdonshire.

Policy LP 14 Reasonable alternatives

5.416 No other reasonable alternatives were identified. The policy reflects the need to support and safeguard strategic infrastructure projects that are promoted through national programmes, infrastructure providers, the Cambridgeshire and Peterborough Combined Authority Local Growth Plan, and other delivery bodies. It responds to consultation feedback regarding concerns over delivery of infrastructure by seeking to ensure that development and infrastructure are planned in a coordinated way, recognising infrastructure as an enabler of sustainable growth rather than a constraint. It reflects national policy expectations that Local Plans should plan positively for infrastructure delivery and safeguard land required for strategic schemes. An approach that did not support or safeguard strategic infrastructure would risk undermining the delivery of sustainable growth and the wider Local Plan strategy.

LP 15 Transport, Travel and Connectivity

Policy numbering change

5.417 Draft Policy LP 18 has been retained as Policy LP 15. The policy continues to focus on the strategic approach to transport, travel and connectivity with detailed design aspects addressed within "How will we create well designed places?"

Changes since the Regulation 18 stage

5.418 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	++	N	+	N	N	N	N	N	N	N	N	+	N	+	N	+	+	++	+	+	N	N

5.419 The policy has not fundamentally changed, but instead refines policy criteria to include inclusive and accessible transport and address cross boundary impacts with neighbouring authorities. This strengthens the performance of the policy regarding SA12 (Reduce the need to travel by car and promote active travel and public transport infrastructure). The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

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5.420 The amendments improve clarity and provide additional benefits and communities and also appropriate reference to cross boundary impacts while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 15 Reasonable alternatives

5.421 In the Further Issues and Options document were questions on transport and connectivity. There were three options related to how transport should be approached within individual developments were:

A. Change transport provision within new developments to focus on high quality and plentiful infrastructure for active travel and public transport rather than prioritising road users. To help deliver this, a high proportion of developer contributions to transport and travel issues would be spent on active travel and public transport infrastructure.
B. Continue with the current approach of encouraging active travel and public transport through some provision of infrastructure within new developments but carry on trying to limit the impact of cars and lorries from them by building roads and upgrading junctions. To help deliver this, a high proportion of developer contributions to transport and travel issues would be spent on road and junction upgrades.

5.422 The Further Issues and Options Paper also set out options for East West Rail:

A. Rely on the prospect of East West Rail coming forward and plan for new growth nearby to be delivered in the late 2030s and 2040s that could connect well with this.
B. Wait until there is greater certainty about the timing of delivery for East West Rail before planning for growth that might benefit from being nearby even if this means the growth is delivered some years after the railway.

5.423 Responses showed support for ensuring that new settlements are integrated into the rights of way network and offer improvements, the need for high-quality infrastructure that supports walking, cycling, and public transport and reducing the reliance on cars and encouraging more climate friendly options. In terms of digital connectivity, some stated support for infrastructure to facilitate the latest technologies / broadband and mobile provision. Other responses also wished to see linkages with other plans across Cambridgeshire such as the Local transport Plan and ways of addressing transport in more rural areas of the district. The policy addresses these aspects.

LP 16 Approach to renewable energy schemes

Policy numbering change

5.424 LP 17 LP 16: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 17 Approach to Renewable Energy Schemes. The policy has subsequently been renumbered as Policy LP 16 Approach to Renewable Energy Schemes in the Pre-Submission Local Plan. The policy remains a key component of the Local Plan's climate change strategy and has been refined to provide a more robust framework for supporting renewable energy generation whilst balancing environmental, landscape and community considerations.

Changes since the Regulation 18 stage

5.425 At Regulation 18 stage, Policy LP 17 established the Council's approach to renewable energy development and recognised the importance of renewable and low-carbon energy infrastructure in responding to climate emergency and becoming more climate resilient. The policy supported appropriately located renewable energy schemes and sought to balance the need for energy generation against potential impacts on landscape character, biodiversity, heritage assets, agricultural land and residential amenity. The policy reflected national policy support for renewable energy

and recognised that increasing renewable energy generation would be essential if Huntingdonshire was to contribute towards net zero carbon objectives.

5.426 The Regulation 19 version, Policy LP 16, retains the overall direction of travel but strengthens the strategic emphasis on renewable energy delivery. The revised policy is more clearly integrated within the Local Plan's wider climate change framework, including policies relating to operational carbon, carbon sequestration and climate adaptation. It acknowledges the increasing urgency of climate emergency and provides a clearer framework for assessing renewable energy proposals.

5.427 Whilst the Regulation 18 version primarily focused on facilitating renewable energy development, the Regulation 19 policy places greater emphasis on the role renewable energy must play in achieving climate objectives, improving resilience and supporting sustainable economic growth. The policy therefore contributes to a broader range of sustainability objectives than the earlier version.

5.428 The change to Policy LP16 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP 16 Approach to Renewable Energy Schemes is expected to have significant positive effects in relation to SA1, SA2, SA6, SA11, SA15 and SA16 positive effects in relation to SA5, SA7 and SA8, and negligible effects across all remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA Reg 18	++	N	++	N	N	-	-	+	++	+	+	+	N	N	N	N	N	N	N	N	N	++	++
SA Reg 19	++	N	++	N	N	-	-	+	++	+	+	+	N	N	N	++	++	N	N	N	N	++	++

5.429 Both policy versions generate significant positive effects through support for renewable energy generation and the transition to a low-carbon economy.

5.430 **SA1 (Climate Change Mitigation)** receives a significant positive effect because the policy supports renewable energy infrastructure that reduces greenhouse gas emissions and reliance on fossil fuels.

5.431 **SA2 (Climate Adaptation and Resilience)** receives a significant positive effect by supporting a more secure and resilient energy system.

5.432 **SA11 (Employment and Economic Wellbeing)** receives a significant positive effect through investment, employment and growth in renewable energy and low-carbon industries.

5.433 The Regulation 19 version strengthens performance against **SA13** and **SA15** by embedding renewable energy more clearly within the wider climate and sustainable development strategy.

5.434 Overall, the Regulation 19 version of Policy LP 16 is the preferred option.

5.435 Both versions perform strongly against the Sustainability Appraisal objectives and both support delivery of renewable energy infrastructure that is essential to achieving Huntingdonshire's climate ambitions. However, the Pre-Submission version provides a clearer and more effective framework for balancing renewable energy deployment with environmental protection and sustainable development objectives.

5.436 The Regulation 19 policy more clearly recognises the urgency of delivering renewable energy infrastructure and better reflects the role renewable energy must play in achieving net zero carbon emissions by 2050. It also integrates renewable energy more effectively with the Local Plan's wider climate change strategy, including carbon reduction, climate adaptation and natural carbon sequestration policies.

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5.437 Importantly, the policy aligns closely with national planning policy support for renewable energy schemes and is supported by the Local Plan evidence base relating to climate change and net zero delivery. Consequently, the Regulation 19 version is considered the most justified, effective and deliverable option.

Policy LP 16 Reasonable alternatives

5.438 The Further Issues and options document consulted on two options for renewable energy plus offering the option for people to suggest their own alternatives. The options were:

A. Business as usual with renewable and low carbon energy meeting 39% of expected demand by 2046 and 41% by 2050
B. Ambitious approach meeting national targets with renewable and low carbon energy meeting 79% of expected demand by 2046 and 80% by 2050
C. Consider an alternative option

5.439 The option of not including a policy supporting renewable energy development was not considered a reasonable alternative because renewable energy generation is fundamental to achieving national and local carbon reduction targets. Without a dedicated policy, there would be significantly less certainty regarding how renewable energy proposals should be assessed and supported.,

5.440 Alternative approaches that relied entirely upon national policy would not provide the locally specific framework necessary to balance renewable energy development with Huntingdonshire's environmental, landscape and community objectives. Similarly, a more restrictive approach would risk undermining delivery of renewable energy infrastructure required to support net zero ambitions.

LP 17 Health and well-being

Policy numbering change

5.441 LP 11 LP 17: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 11 Health and Well-Being. The policy has subsequently been renumbered as Policy LP 17 Health and Well-Being in the Pre-Submission Local Plan. The policy has also been amended to strengthen the consideration of health impacts within the planning process, most notably through changes to the threshold for Health Impact Assessments (HIAs) and a stronger healthy placemaking framework.

Changes since the Regulation 18 stage

5.442 At Regulation 18 stage, Policy LP 11 established a framework for ensuring that development proposals supported health and wellbeing outcomes. The policy recognised the role of planning in influencing physical activity, mental wellbeing, access to services, healthy lifestyles and social cohesion. The policy promoted healthy place-making principles and sought to ensure that health considerations formed part of the planning process.

5.443 The Regulation 19 version, Policy LP 17, retains these principles but introduces a more robust and proactive approach. The most significant change is the revision to the Health Impact Assessment threshold, broadening the scope of development proposals required to consider and demonstrate health impacts. The Pre-Submission policy requires Health Impact Assessments for developments exceeding specified thresholds, strengthening the evidence base used to assess the health implications of major development proposals. The policy also places greater emphasis on active travel, access to services, healthy communities, social interaction and reducing health inequalities.

5.444 Whilst the Regulation 18 policy promoted healthy development, the Regulation 19 version moves further towards a preventative health model by requiring health outcomes to be considered more systematically as part

of development proposals. The policy therefore makes a stronger contribution towards achieving long-term health improvements and reducing health inequalities.

5.445 The change to Policy LP 17 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP 17 Health and Well-Being is expected to have significant positive effects in relation to SA5, SA10 and SA15, positive effects in relation to SA9 and SA12 and negligible effects in all remaining areas. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13		SA 14	SA 15	SA 16
SA Reg 18	N	N	-	N	N	N	N	+	N	N	N	+	N	+	+	N	N	+	+		N	N	N
SA Reg 19	N	N	-	N	N	N	N	++	N	N	N	+	N	+	++	N	N	+	+		N	++	N

5.446 Both policy versions generate significant positive effects in relation to health, inclusion and placemaking.

5.447 **SA5 (Health and Wellbeing)** receives a significant positive effect because improving health outcomes is the primary purpose of the policy. The policy promotes healthy environments, active travel, green space and access to community facilities.

5.448 The Regulation 19 version strengthens performance against **SA10 (Equality and Reducing Inequalities)** by requiring a wider range of developments to assess health impacts and consider the needs of different groups.

5.449 The Regulation 19 version also generates a significant positive effect against **SA15 (Quality Places and Communities)** through stronger healthy placemaking requirements and wider application of Health Impact Assessments.

5.450 Overall, the Regulation 19 version of Policy LP 17 is the preferred option.

5.451 Both versions support healthy communities and achieve major positive effects against SA5. However, the key policy refinement is the strengthened role of Health Impact Assessments, which broadens the policy's ability to influence decision-making and secure healthier development outcomes. By requiring health impacts to be assessed for a wider range of development proposals, the Regulation 19 policy ensures that health considerations are incorporated earlier and more consistently throughout the planning process.

5.452 The Pre-Submission version also better aligns with national planning policy expectations regarding healthy, inclusive and safe communities and reflects growing recognition of the links between planning, public health and long-term wellbeing. The stronger evidence-based approach improves effectiveness, consistency and deliverability and provides greater certainty for applicants, communities and decision-makers.

5.453 Consequently, the Regulation 19 version of Policy LP 17 delivers stronger overall sustainability outcomes whilst maintaining the benefits of the Regulation 18 approach. It is therefore considered the most justified, effective and deliverable option.

Policy LP 17 Reasonable Alternatives

5.454 The option of not including a specific health and wellbeing policy was not considered a reasonable alternative because health has become a core component of sustainable development and national planning policy requires planning authorities to support healthy, inclusive and safe communities. Without a dedicated policy, opportunities to improve health outcomes through development would be significantly reduced.

5.455 Alternative approaches relying solely on design policies, transport policies or open space policies would not provide the same comprehensive framework for assessing the health implications of development. In particular, they would not secure the systematic consideration of health impacts achieved through the Health Impact Assessment process.

5 Stage D - Consultation and development of the Plan

LP 18 Providing affordable homes

Policy numbering change

5.456 LP 41 LP 18: The proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 41 Providing Affordable Homes. Following restructuring of the housing chapter and wider Local Plan, the policy has been renumbered as Policy LP 18 Providing Affordable Homes in the Pre-Submission Local Plan and moved into the strategy section of the Local Plan. The policy remains a key mechanism for meeting identified affordable housing needs across Huntingdonshire but has been updated to reflect the latest evidence on housing affordability, viability and housing need.

Changes since the Regulation 18 stage

5.457 At Regulation 18 stage, Policy LP 41 sought to secure the delivery of affordable housing as part of new residential development and to address the significant affordability pressures experienced across Huntingdonshire. The policy responded to evidence contained within the Local Housing Needs Assessment and recognised the need to provide a range of affordable housing tenures, including affordable rented housing and affordable routes to home ownership. The policy established affordable housing requirements for qualifying residential developments and sought to maximise delivery through the planning system whilst maintaining viability.

5.458 The Regulation 19 version, Policy LP 18, retains the fundamental objective of increasing affordable housing delivery but introduces a more robust and evidence-led framework informed by updated housing needs and viability evidence. The policy is more clearly integrated with the wider housing strategy, including policies on housing mix, accessible and adaptable homes, specialist housing and rural exceptions housing. This ensures that affordable housing is viewed as part of a coordinated response to housing need rather than a standalone requirement.

5.459 While the Regulation 18 policy focused primarily on securing affordable housing numbers, the Regulation 19 version places greater emphasis on delivering affordable housing that contributes to inclusive communities, housing choice and long-term social sustainability.

5.460 The changes to Policy LP 18 and it being recategorised as a strategic policy are material and the policy has therefore been re-assessed. The updated appraisal concludes that LP18: Providing Affordable Homes is expected to have significant positive effects in relation to SA9 and SA10, positive effects in relation to SA5, SA11 and SA15, and negligible effects across all remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	N	N	N	N	N	N	N	++	++	++	+	N	N	N	N	N	+	N	N
SA Reg 19	N	N	N	N	N	N	N	N	N	N	++	++	++	++	++		N	N	N		N	N	+	N

5.461 Both policy versions generate significant positive effects by increasing affordable housing supply and supporting social inclusion.

5.462 **SA9 (Meeting Housing Needs)** receives a significant positive effect because affordable housing delivery is the principal purpose of the policy.

5.463 **SA10 (Reducing Inequalities and Promoting Social Inclusion)** receives a significant positive effect through improved access to housing for lower-income households and key workers.

5.464 The Regulation 19 version strengthens performance against **SA15 (Quality Places and Communities)** by linking affordable housing more closely with wider objectives relating to inclusive and sustainable communities.

5.465 Overall, the Regulation 19 version of Policy LP 18 is the preferred option.

5.466 Both versions deliver substantial sustainability benefits and make a strong contribution towards addressing housing affordability across Huntingdonshire. However, the Pre-Submission version provides a more comprehensive and evidence-based framework for delivery. It is informed by updated housing need and viability evidence and is more closely integrated with the broader housing strategy contained within the Local Plan.

5.467 The revised policy is also more closely aligned with national planning policy requirements relating to meeting identified affordable housing needs and delivering mixed and balanced communities. The policy provides greater certainty for applicants, decision-makers and communities whilst retaining flexibility to respond to viability evidence where justified. This improves effectiveness, consistency and deliverability.

5.468 Consequently, the Regulation 19 version of Policy LP 18 is considered the most justified, effective and deliverable option.

Policy LP 18 Reasonable alternatives

5.469 The option of not including an affordable housing policy was not considered a reasonable alternative because significant affordable housing needs have been identified across Huntingdonshire. Without a dedicated policy, the Local Plan would have limited ability to secure affordable housing through development proposals and would be less effective at addressing housing affordability challenges.

5.470 Alternatives considered through the Viability Assessment included whether a lower percentage of affordable housing should be sought in schemes which have exceptional infrastructure costs and whether a variable affordable housing rate should be set across different parts of the district. The former was rejected due to the site specific variability likely to arise and hence there still be a likely need for a site specific viability assessment. The latter was rejected as need for affordable homes is high across the district because parts with lower house values often have lower average incomes.

5.471 Alternative approaches involving lower affordable housing requirements or reliance solely on market-led housing delivery would be less likely to meet identified needs and would therefore perform less favourably against SA9 and SA10. Equally, an inflexible approach that failed to account for viability considerations could undermine deliverability and reduce overall housing supply.

Heritage Strategy

5.472 This is not a policy but a sets a strategic approach to the conservation and enhancement of heritage across the district. It was appraised at the preferred Options stage for completeness.

5.473 Draft Policy LP 53 has been retained as Policy LP 56. The purpose of this policy is to ensure that development proposals protect and conserve the district's heritage assets and where possible enhance them and their settings.

Changes since the Regulation 18 stage

5.474 The strategy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	+	N	+	N	N	N	N	N	N	N	++	N	N	N	N	N	N	N	N	N	N	+	+	++
SA Reg 19	+	N	+	N	N	N	N	N	N	N	++	N	N	N	N		N	N	N		N	+	+	++

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5.475 The strategy has not fundamentally changed, instead there has been refinement by adding reference to Heritage at Risk and refinement of wording. The updated strategy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and heritage safeguards.

5.476 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. As the strategy has moved into the strategy section of the Local Plan, it has been re-appraised using the strategy set of decision aiding questions in the framework.

Reasonable alternatives

5.477 The Further Issues and Options document set out options for the Vision and Objectives based on the Huntingdonshire Futures Strategy which recognises the importance of conserving and enhancing the historic environment which underpin the Vision and Objectives in this Preferred Options Local Plan.

5.478 There is an existing statutory protection for designated heritage assets. Not setting out our approach to heritage and the historic environment is not a reasonable alternative as Local Plans are required in the NPPF to conserve and enhance them and comply with the legislative framework around the historic environment.

LP 19 Green and Blue Infrastructure

Policy numbering change

5.479 Draft Policy LP 12 has been retained as Policy LP 19. The policy continues to set out the role that provision and enhancement of strategic green and blue infrastructure has in achieving the strategy and balancing built development.

Changes since the Regulation 18 stage

5.480 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	++	++	++	+	+	+	N	++	++	+	+	++	N	N	+	N	+	+	+	N	+	+

5.481 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and environmental safeguards, particularly the inclusion of the updated Developer Contributions Appendix.

5.482 The policy has been split into two policies with the sections on designation green and blue infrastructure priority areas forming a new separate policy. This is to streamline the policy and make LP 12 more clearly about how developments should plan and integrate and green and blue infrastructure. The wording of these sections have been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.483 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 19 Reasonable alternatives

5.484 Not setting out our approach to green and blue infrastructure is not a reasonable alternative as Local Plans are required by national policy to set out a strategic approach for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

LP 20 Supporting carbon capture through nature

Policy numbering change

5.485 LP 26 LP 20: The proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 26 Supporting Carbon Capture Through Nature. The policy has been refined and strengthened through the Regulation 19 process to reflect updated evidence on carbon sequestration, nature-based solutions, woodland creation, peatland protection and climate change mitigation.

Changes since the Regulation 18 stage

5.486 At Regulation 18 stage, Policy LP 26 established a framework for supporting carbon capture through nature-based solutions. The policy recognised the role of natural carbon sinks, including woodland, grassland and peat soils, in helping to reduce net greenhouse gas emissions. It supported tree planting, woodland creation, soft landscaping, green roofs, natural and semi-natural green spaces, sustainable drainage systems and other forms of nature-based carbon sequestration. The policy also established a presumption in favour of preserving existing carbon stores and promoted habitat creation where it would increase long-term carbon capture.

5.487 The Regulation 19 version retains these objectives but strengthens the evidence-based approach to protecting and enhancing natural carbon sinks across Huntingdonshire. The policy now sits within a wider climate change strategy that is more closely integrated with biodiversity enhancement, green and blue infrastructure delivery, nature recovery and climate resilience objectives. Particular emphasis is placed on protecting peat soils, woodland and other habitats that make a significant contribution to carbon storage and sequestration. The policy is also supported by updated evidence identifying peatland and woodland habitats as the district's most valuable natural carbon stores. Approximately 18% of Huntingdonshire is underlain by peat soils, representing a significant carbon resource.

5.488 Whilst the Regulation 18 policy focused primarily on carbon sequestration, the Regulation 19 version broadens the role of natural carbon capture by linking it more closely to biodiversity, flood management, landscape recovery, green infrastructure and wider ecosystem services.

5.489 The changes to Policy LP 20 and it being recategorised as a strategic policy are material and the policy has therefore been re-assessed. The updated appraisal concludes that LP20: Supporting Carbon Capture Through Nature is expected to have significant positive effects in relation to SA1, SA2 and SA6, positive effects in relation to SA3, SA5, SA7 and SA8, and negligible effects across the remaining objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	++	++	N	+	N	N	++	+	+	+	++	N	N	N	N	N	N	N	N	N	N	+	N
SA Reg 19	N	++	++	N	+	N	N	++	++	++	+	++	N	N	N		N	N	N		N	N	+	N

5.490 Both policy versions generate significant positive effects through the protection and enhancement of natural carbon sinks.

5.491 **SA1 (Climate Change Mitigation)** receives a significant positive effect through woodland creation, peatland protection and habitat restoration that increase carbon sequestration.

5.492 **SA2 (Climate Adaptation and Resilience)** receives a significant positive effect because nature-based solutions support flood management, cooling and ecosystem resilience.

5.493 **SA6 (Biodiversity and Geodiversity)** receives a significant positive effect as habitat creation and restoration also support nature recovery and ecological connectivity.

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5.494 The Regulation 19 version performs more strongly through greater integration with biodiversity, green infrastructure and nature recovery objectives.

5.495 Overall, the Regulation 19 version of Policy LP 20 is the preferred option.

5.496 Both versions perform strongly against the Sustainability Appraisal Framework and both make an important contribution towards Huntingdonshire's net zero ambitions. However, the Pre-Submission version provides a more comprehensive and integrated approach that better reflects emerging national policy, local evidence and climate science.

5.497 The Regulation 19 policy strengthens protection for existing carbon stores, particularly peat soils and woodland habitats, whilst also supporting new opportunities for carbon sequestration through habitat creation and ecosystem restoration. It recognises that carbon capture cannot be addressed in isolation and therefore integrates climate mitigation with biodiversity recovery, landscape enhancement, flood management and green infrastructure objectives.

5.498 The revised policy also aligns more closely with the Local Nature Recovery Strategy, Huntingdonshire Nature Recovery Network and wider environmental objectives of the Local Plan. This broader ecosystem approach generates more enduring sustainability benefits and improves performance against SA6 and SA7 while maintaining the major positive climate outcomes already identified for SA1 and SA2.

5.499 Importantly, the policy is supported by robust local evidence on carbon sequestration and natural carbon stores and provides a clear framework for balancing development pressures with long-term climate objectives. This improves policy effectiveness, justification and deliverability.

5.500 Consequently, the Regulation 19 version of Policy LP 20 is considered the most justified, effective and deliverable approach.

Policy LP 20 Reasonable alternatives

5.501 The option of not including a policy supporting carbon capture through nature was not considered a reasonable alternative because natural carbon sequestration forms a critical component of the district's pathway towards net zero emissions and Huntingdonshire has various carbon stores, particularly in the Fens where there is extensive peat soil. Evidence demonstrates that woodland, peatland and other habitats provide significant carbon storage benefits and contribute to wider environmental resilience.

5.502 Alternative approaches focusing solely on technological carbon reduction measures or operational energy efficiency would not address the important role played by natural ecosystems in carbon capture, biodiversity recovery and flood management. Similarly, reliance solely on national policy would not provide the locally specific framework needed to protect Huntingdonshire's significant natural carbon assets, particularly its extensive peatland resource.

LP 21 Managing Flood Risk

Policy numbering change

5.503 Draft Policy LP 13 has been renumbered as Policy LP 21. The policy continues to set out our approach to managing flood risk from all sources, ensuring that the users and residents of new development are not put at any unnecessary risk of flooding or new development does not contribute to flooding risk elsewhere.

Changes since the Regulation 18 stage

5.504 The policy retains its original purpose but strengthens delivery through updated evidence, engagement with Anglian Water and the Environment Agency. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	N	N	++	N	++	+	N	+	+	+	+	N	N	N	N	N	N	N	+	+	+	N

5.505 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and environmental safeguards. Policy wording has been refined to provide additional clarity and detail particularly regarding Site Specific Flood Risk Assessments, land in defended areas and managing of flood water. The policy already performed very strongly against SA3 Manage water resources and reduce flood risk (++).

5.506 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 21 Reasonable alternatives

5.507 An alternative approach considered related to the requirements to be imposed on larger and higher risk sites, however this was rejected due to the complexity flood risk within the district. While the SFRA provides the primary evidence of flood risk within the district is does not take fully into account the local information on flood risk that can be captured through site specific assessment and consultation.

LP 22 Managing Waste Water

Policy numbering change

5.508 Draft Policy LP 14 has been renumbered as Policy LP 22. The policy continues to ensure development is supported by adequate wastewater infrastructure, protects water quality and does not exceed environmental capacity.

Changes since the Regulation 18 stage

5.509 The policy retains its original purpose but strengthens delivery through updated evidence, engagement with Anglian Water and the Stage 2 Water Cycle Study. Key changes include stronger capacity requirements, revised references to network constraints, agreed infrastructure upgrades before occupation, a dedicated non mains drainage section and expanded supporting evidence.

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	N	N	+	++	N	N	N	N	+	+	N	N	N	N	N	N	N	N	N	N	N	N

5.510 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and environmental safeguards. The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

5.511 SA3 Manage water resources and reduce flood risk (++): strongest positive effect through wastewater capacity planning, infrastructure upgrades and water quality protection.

Policy LP 22 Reasonable alternatives

5.512 Excluding a wastewater management policy was not considered a reasonable alternative because sustainable growth depends on adequate wastewater infrastructure, network capacity and protection of the water environment.

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LP 23 Managing Surface Water

Policy numbering change

5.513 Draft Policy LP 15 has been renumbered as Policy LP 23. The policy continues to outline our approach to managing surface water flooding associated with future development, ensuring that users and residents are not exposed to undue risk from surface water flooding and that new developments do not increase flood risk elsewhere. This policy ensures that new developments consider surface water flood impacts and implement adequate measures for water management to proactively support sustainable growth.

Changes since the Regulation 18 stage

5.514 The policy retains its original purpose but strengthens delivery through the addition of criteria regarding application of the surface water hierarchy set out in National Standards for Sustainable Drainage Systems and criteria for proposals within Critical Drainage Areas. It requires consultation with Local Lead Flood Authority and Anglian Water on these. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	N	N	+	+	++	N	N	+	+	+	N	N	N	N	N	N	N	N	N	N	+	N

5.515 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and environmental safeguards. The policy already performed very strongly against SA3 Manage water resources and reduce flood risk (++), it is expected the revised policy will have a stronger positive effect through its approach to managing surface water. The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 23 Reasonable alternatives

5.516 An alternative approach we considered was to create polices around only high and medium risk sites seeking a betterment of existing surface water management. This was rejected due to complexity of surface water flooding within the district and the anticipated impacts that climate change will have on it. Therefore it was decided that surface water flooding was a requirement to be addressed at all levels of development.

LP 24 Water Efficiency

Policy numbering change

5.517 Draft Policy LP 16 has been renumbered as Policy LP 24. The policy continues to outline our approach to managing water efficiency and Integrated Water Management.

Changes since the Regulation 18 stage

5.518 The policy retains its original purpose but has been refined to clarify water efficiency standards for non-domestic uses, including schools and hospitals. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12	SA 13	SA 14	SA 15	SA 16
SA	N	N	++	N	++	+	N	N	+	N	N	N	N	N	N	N	N	N	N	N	N	N

5.519 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and environmental safeguards. The policy already performed very strongly against SA3 Manage water resources and reduce flood risk (++), it is expected the revised policy will have a stronger positive effect through its approach to water efficiency. The amendments improve clarity

for non-domestic proposals, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 24 Reasonable alternatives

5.520 The Further Issues and Options consultation put forward three approaches to water efficiency in residential developments including meeting future Building Regulations, Building Regulations optional standards or equivalent or 80l/p/d. For non-household development options included a no policy option, asking that all 'non-household' development be required to achieve 'outstanding' for category Wat 01, or 'excellent' for category Wat 01 and for larger employment developments to achieve 'excellent' or 'very good' for WAT 03 on water leak detection and prevention.

5.521 The less stringent measures were rejected due to the evidence provided within the water cycle study detailing the level of water stress that Huntingdonshire is under which indicates that a greater level of water use management is required through policy. Stage 1 viability testing is indicating that 90/l/p/d can be achieved.

LP 25 Design context and character

Policy numbering change

5.522 Draft Policy LP 19 has been retained as Policy LP 25. The policy continues to set out the mechanisms for achieving high standards of design for all developments.

Changes since the Regulation 18 stage

5.523 The policy retains its original purpose and has not been significantly changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10		SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	N	N	N	N	N	++	N	N	++	++	N	N	N	N	N	N	N	N	++	++

5.524 The policy has not fundamentally changed, instead neighbourhood plan design guides have been added to the list of sources of design guidance in the district. This strengthens the performance of the policy regarding SA7 (Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements) and SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.525 The amendments improve clarity and provide recognition of the design guidance produced to support neighbourhood plans. The policy maintains the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 25 Reasonable alternatives

5.526 Not setting out an approach to design context is not a reasonable alternative as these are key to achieving sustainable development which is the fundamental purpose of the national planning system in policy and law.

LP 26 Creating high quality places and spaces

Policy numbering change

5.527 Draft Policy LP 20 has been retained as Policy LP 26. The policy continues to set out our approach to achieving high standards of design.

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Changes since the Regulation 18 stage

5.528 The policy retains its original purpose and has not significantly changed but has been restructured introducing headings to group together linked criteria. This is to support the application of the policy. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	++	++	++	N	+	N	N	++	N	N	++	N	N	++	++	N	+	+	+	+	N	N	++	++

5.529 The policy has not fundamentally changed, instead it has been restructured to group together linked criteria. Refinements have been made to wording referencing local vernacular, parking storage and climate resilience measures. The policy already performed very strongly against SA2 (Improve adaptability and resilience to the unavoidable impacts of the climate emergency), SA7 (Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements) and SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). It is expected that the refined wording will reinforce these very positive outcomes. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.530 The amendments improve clarity and supports the implementation of the policy while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 26 Reasonable alternatives

5.531 Not setting out a detailed policy on how sustainable and high quality design will be achieved is not a reasonable alternative as these are key to achieving sustainable development which is the fundamental purpose of the national planning system in policy and law.

LP 27 Ensuring amenity for new buildings and neighbours

Policy numbering change

5.532 Draft Policy LP 22 has been retained as Policy LP 27. The purpose of the policy is to ensure that the physical environment created by new development protects and promotes a standard of amenity for future occupiers and users, and surrounding uses.

Changes since the Regulation 18 stage

5.533 The policy retains its original purpose and has not significantly changed. The list of sources of impact has been expanded to include vibration and reference to ultra fast broadband is made. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	+	N	N	N	N	N	N	N	N	++	N	+	+	N	N	+	++	++	N	N	++	N

5.534 The policy has not fundamentally changed, instead vibrational impacts have been added and replacement of super-fast broadband with ultra-fast. The policy already performed very strongly against SA8 (Contribute to the minimisation and reduction of all forms of pollution) and SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). It is expected that the refined wording will reinforce these very positive outcomes. The Regulation 8 policy performed positively against SA 11 (Enhance the quality, range and accessibility of economic opportunities for all communities) regarding digital connectivity, the amendment in the Regulation 19 policy is expected to enhance this to a strong positive impact. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.535 The amendments improve supports the consideration of further impacts while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 27 Reasonable alternatives

5.536 Not setting out a detailed policy on how sustainable and high quality design will be achieved is not a reasonable alternative as these are key to achieving sustainable development which is the fundamental purpose of the national planning system in policy and law.

LP 28 Minimising embodied and operational carbon in new buildings

Policy numbering change

5.537 LP 23 and LP 24 LP 28: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 23 Minimising Embodied Carbon in New Buildings and LP 24 Minimising Operational Energy Consumption in new buildings. The policies have subsequently been merged into one policy and renumbered as Policy LP 28 Minimising Embodied and Operational Carbon in New Buildings in the Pre-Submission Local Plan. The policy has been refined to reflect changes in national building standards, climate policy and the Council's objective of supporting the transition towards net zero carbon development.

Changes since the Regulation 18 stage

5.538 At Regulation 18 stage, Policies LP 23 and LP 24 established a comprehensive approach to reducing carbon emissions arising from new development both as part of its construction and its use. The policies sought to minimise both embodied carbon associated with construction materials and operational carbon resulting from building use. It promoted a fabric-first approach, sustainable construction techniques, reuse of materials, low-carbon energy technologies and development that responded positively to climate change mitigation objectives. The policy also established a presumption against unnecessary demolition and encouraged the retention and reuse of existing buildings where feasible in order to avoid embodied carbon emissions associated with reconstruction.

5.539 The Regulation 19 version, Policy LP 28, retains these core principles but has been updated to reflect evolving national policy requirements, including the Future Homes Standard and emerging best practice in whole-life carbon reduction. The revised policy provides a clearer framework for demonstrating how development proposals will minimise embodied and operational carbon emissions throughout the lifecycle of buildings. It also strengthens the relationship between carbon reduction, resource efficiency and sustainable design.

5.540 Whilst the Regulation 18 policy focused strongly on carbon reduction in new development, the Regulation 19 policy embeds carbon reduction more clearly within a wider net zero strategy and responds to updated evidence and legislative changes. The Pre-Submission version therefore provides a more robust and deliverable framework for achieving long-term emissions reductions.

5.541 The change to Policy LP 28 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP 28: Minimising Embodied and Operational Carbon in New Buildings is expected to have significant positive effects in relation to SA1, SA2, SA8 and SA15, positive effects in relation to SA5 and SA11, and negligible effects across the remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

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SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18 LP 23	+	N	+	N	N	+	N	N	N	N	+	++	N	+	+	N	N	N	N	N	N	N	N	N
SA Reg 18 LP 24	+	N	+	N	N	N	N	N	N	N	N	++	N	N	N	N	N	N	N	N	N	N	+	N
SA Reg 19	++	N	++	N	N	N	N	N	N	N	+	++	N	+	+	N	N	N	N	N	N	N	+	N

5.542 Both policy versions generate significant positive effects through whole-life carbon reduction and sustainable construction.

5.543 **SA1 (Climate Change Mitigation)** receives a significant positive effect because the policy directly seeks to reduce greenhouse gas emissions from construction and occupation of buildings.

5.544 **SA2 (Climate Adaptation and Resilience)** receives a significant positive effect through energy-efficient and resilient building design.

5.545 **SA8 (Pollution and Environmental Quality)** receives a significant positive effect through reduced energy demand, resource efficiency and waste reduction.

5.546 The Regulation 19 version strengthens performance against **SA15 (Quality Places and Communities)** by integrating carbon reduction with design quality and placemaking objectives.

5.547 Overall, the Regulation 19 version of Policy LP 28 is the preferred option.

5.548 Both versions represent ambitious responses to the climate emergency and both perform strongly against the Sustainability Appraisal objectives relating to climate change, resilience and environmental quality. However, the Pre-Submission version provides a more comprehensive and future-proof framework by integrating embodied carbon reduction, operational energy efficiency and whole-life carbon considerations into a single policy approach.

5.549 The SA of both policies at Preferred Options stage highlighted the potential to enhance the policies by requiring development to provide embodied carbon or whole life carbon assessment to assess in detail the carbon content of development. This has not been taken forward considering national changes regarding setting standards above national standards and the impact that these measures could have on viability.

5.550 The Regulation 19 policy better reflects current national policy and building standards, including the Future Homes Standard framework and updated expectations regarding sustainable construction and reuse of existing buildings. By strengthening the presumption in favour of retrofit and adaptation before demolition, the policy also delivers greater resource efficiency and avoids unnecessary embodied carbon emissions.

5.551 The revised approach performs particularly strongly against SA15 because carbon reduction is embedded within wider placemaking and design quality objectives. This ensures that climate mitigation is not treated as a standalone issue but forms part of delivering high-quality, durable and resilient development. In practice, this improves effectiveness, policy integration and long-term deliverability.

5.552 Importantly, the Regulation 19 policy strikes an appropriate balance between ambition and deliverability. It supports the Local Plan's net zero aspirations while remaining consistent with national policy and emerging regulatory requirements.

5.553 Consequently, the Regulation 19 version of Policy LP 28 is considered the most justified, effective and deliverable approach. It maintains the strong climate benefits identified within the Regulation 18 version while providing a clearer, more comprehensive and evidence-based framework for reducing embodied and operational carbon emissions across Huntingdonshire.

Policy LP 28 Reasonable alternatives

5.554 The option of not including a policy on embodied and operational carbon reduction was not considered a reasonable alternative because addressing climate change and supporting the transition to net zero are fundamental objectives of the Local Plan. Without a dedicated policy, there would be reduced certainty regarding how development proposals should minimise carbon emissions and contribute towards climate commitments at a local and national level.

5.555 Alternative approaches focused solely on operational emissions or solely on building energy efficiency were considered less effective because they would fail to address the substantial emissions associated with construction materials, demolition and the wider lifecycle of buildings.

5.556 Alternatives considered through the Viability Assessment included whether to go beyond national standards for net zero carbon development, the Assessment showed that there could be impacts on viability. Considering that there is a move nationally to increase carbon standard within new development through the Future Homes Standard, it was considered appropriate to align with the emerging national standards. This was reinforced through the most recent changes to the NPPF. The policy encourages design that reduces the operational carbon of development through five key principles, these are encouraged and reflect good design principles referenciing local design guidance on sustainable design.

LP 29 Making existing buildings more energy efficient

Policy numbering change

5.557 Draft Policy LP 25 has been retained as Policy LP 29. The purpose of the policy is set out our approach to supporting retrofitting and making existing buildings more energy efficient.

Changes since the Regulation 18 stage

5.558 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	++	N	++	N	N	N	N	N	N	N	+	++	N	N	+	N	N	N	N	N	N	N	+	++

5.559 The policy has not fundamentally changed, but text refined to clarify that proposals that involve change of use, conversions or extension to an existing building must demonstrate how they have considered energy efficiency in their proposals and inclusion of reference to our Environmentally Sustainable Design and Construction Technical Advice Note has been made following its adoption. The policy already performed very strongly against SA2 (Improve adaptability and resilience to the unavoidable impacts of the climate emergency), SA8 (Contribute to the minimisation and reduction of all forms of pollution). It is expected that the refined wording will reinforce these very positive outcomes. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.560 The amendments refines the policy providing additional support for retrofitting while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

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Policy LP 29 Reasonable alternatives

5.561 Support for retrofit is an important part of climate resilience. Therefore not setting out an approach to it was not considered a reasonable alternative. The climate change evidence base explored ways the Local Plan could support retrofit, this policy provides a proportionate response.

LP 30 Supporting active and sustainable travel

Policy numbering change

5.562 Draft Policy LP 27 has been retained as Policy LP 30. The purpose of the policy is to ensure that developers fully consider how the opportunities and impacts of the range of travel and transport modes are addressed in their proposals.

Changes since the Regulation 18 stage

5.563 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	+	N	N	N	N	+	N	N	N	++	N	++	++	+	+	N	++	++	+	+	N	N

5.564 The policy has not fundamentally changed, but text refined to include equestrian users and support travel needs of those with reduced mobility. Heritage impacts have been added to the list of criteria that the design of proposals must address. The policy had performed very positively towards SA12 (Reduce the need to travel by car and promote active travel and public transport infrastructure), the updates are expected to reinforce this. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.565 The amendments refines the policy while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 30 Reasonable alternatives

5.566 The Further Issues and Options set out questions on transport and connectivity. There were three options related to how transport should be approached within individual developments were:

A. Change transport provision within new developments to focus on high quality and plentiful infrastructure for active travel and public transport rather than prioritising road users. To help deliver this, a high proportion of developer contributions to transport and travel issues would be spent on active travel and public transport infrastructure.

B. Continue with the current approach of encouraging active travel and public transport through some provision of infrastructure within new developments but carry on trying to limit the impact of cars and lorries from them by building roads and upgrading junctions. To help deliver this, a high proportion of developer contributions to transport and travel issues would be spent on road and junction upgrades.

5.567 Responses showed support for ensuring that new settlements are integrated into the rights of way network and offer improvements, the need for high-quality infrastructure that supports walking, cycling, and public transport and reducing the reliance on cars and encouraging more climate friendly options. Other responses also wished to see linkages with other plans across Cambridgeshire such as the Local transport Plan and ways of addressing transport in more rural areas of the district. This policy provides an approach to achieving these ambitions.

LP 31 Parking Provision and Vehicle Movement

Policy numbering change

5.568 Draft Policy LP 28 has been retained as Policy LP 31. The purpose of the policy is to ensure that new development provides sufficient space and parking provision to meet the needs of the users and residents and minimise impacts on neighbouring uses.

Changes since the Regulation 18 stage

5.569 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	+	N	N	N	N	+	N	N	+	+	N	+	+	+	N	N	++	++	N	+	N	N

5.570 The policy has not fundamentally changed, but a criterion added to address communal cycle storage. The policy had performed very positively towards SA12 (Reduce the need to travel by car and promote active travel and public transport infrastructure), the updates are expected to reinforce this. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.571 The amendments refines the policy while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 31 Reasonable alternatives

5.572 An option was specify minimum parking standards. It was considered that setting minimum parking standards would not best respond to the site specific considerations of development sites as the need for parking varies across the district ranging from market towns to very rural. It was considered that setting minimum parking standards were not the most appropriate way of addressing parking provision as applications can be assessed on their own merits in terms of safety and street clutter.

LP 32 Providing electric vehicle charging points

Policy numbering change

5.573 Draft Policy LP 29 has been retained as Policy LP 32. The purpose of the policy is set out our approach approach to electric vehicle charging points.

Changes since the Regulation 18 stage

5.574 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	+	N	N	N	N	N	N	N	+	++	N	N	N	N	N	N	+	N	N	N	N	N

5.575 The policy has not fundamentally changed, but text refined. Heritage impacts have been added to the list of criteria that the design of proposals must address. The policy had performed neutrally towards SA6 (Conserve, sustain and enhance designated and non-designated heritage assets and their setting(s)), however the inclusion of this criterion now means the SA performs positively (+). The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.576 The amendments refines the policy providing additional support for electric vehicle charging while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

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Policy LP 32 Reasonable alternatives

5.577 Electric vehicle charging points are required through Building Regulations, this policy seeks to ensure they are suitably located as part of high quality design supporting their deliverability and take up. Therefore not setting out an approach to it was not considered a reasonable alternative. The climate change evidence base explored ways the Local Plan could support electric vehicle charging infrastructure and design, this policy provides a proportionate response.

LP 33 Preventing and reducing air pollution

Policy numbering change

5.578 Draft Policy LP 30 has been retained as Policy LP 33. This policy sets out our approach in relation to how development proposals affect and are affected by air quality.

Changes since the Regulation 18 stage

5.579 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	+	N	N	N	N	N	N	N	+	N	N	++	N	+	+	N	N	+	+	+	N	N	+	N

5.580 The policy has not fundamentally changed, instead there has been refinement to the opening sentence of the policy and addition of a criterion addressing traffic and air quality impacts on roads within 200m of internationally and nationally protected nature sites. The policy already performed very strongly against SA8 (Contribute to the minimisation and reduction of all forms of pollution) and SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). It is expected that the refined wording will reinforce these very positive outcomes. The Regulation 8 policy performed positively against SA 6 (Promote conservation, enhancement, recovery and connectivity of sites of biodiversity or geodiversity significance) , the amendment in the Regulation 19 policy is expected to enhance this to a strong positive impact. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.581 The amendments supports the consideration of further impacts while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 33 Reasonable alternatives

5.582 The Huntingdonshire Futures Place Strategy sets out the aspiration in journey 3 'Health embedded' that by 2050 Huntingdonshire will value happiness and health above all else, supporting good quality of life for all people at all stages of life. Having good levels of air quality is key to delivering this. Therefore, a policy addressing this was required.

5.583 The Further Issues and Options document did not set out options specifically for air quality but considered it as part of options relating to decarbonisation and the role of decarbonisation buildings in reaching net carbon zero by 2050. It had questions on transport and connectivity which also directly relate to air quality as well as those asking for views on how net zero transport can be achieved. There were three options related to how transport should be approached within individual developments were:

A. Change transport provision within new developments to focus on high quality and plentiful infrastructure for active travel and public transport rather than prioritising road users. To help deliver this, a high proportion of developer contributions to transport and travel issues would be spent on active travel and public transport infrastructure.
B. Continue with the current approach of encouraging active travel and public transport through some provision of infrastructure within new

developments but carry on trying to limit the impact of cars and lorries from them by building roads and upgrading junctions. To help deliver this, a high proportion of developer contributions to transport and travel issues would be spent on road and junction upgrades.

LP 34 Preventing and reducing ground contamination and groundwater pollution

Policy numbering change

5.584 Draft Policy LP 31 has been retained as Policy LP 34. This policy sets out our approach in relation to how development proposals affect and are affected by air quality.

Changes since the Regulation 18 stage

5.585 The policy retains its original purpose and has not undergone changes. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	+	+	+	N	N	+	+	+	++	N	+	+	N	N	N	N	N	N	N	+	+

5.586 The policy is expected to achieve the same sustainability outcomes as the Regulation 18 version as no changes have been made to it.

Policy LP 34 Reasonable alternatives

5.587 The Huntingdonshire Futures Place Strategy sets out the aspiration in journey 3 'Health embedded' that by 2050 Huntingdonshire will value happiness and health above all else, supporting good quality of life for all people at all stages of life. Ensuring land is adequately decontaminated before being reused or redeveloped is an important element of this as it ensuring that groundwater is not polluted.

LP 35 Protecting and enhancing Established Employment Areas

Policy numbering change

5.588 Draft Policy LP 32 has been renumbered as Policy LP 35. The purpose of this policy is to protect our established employment areas which can be subject to pressure from higher value uses such as retail or housing development, whilst also creating conditions where businesses can invest, expand and adapt not only to changing market conditions, but also to requirements for increased energy performance requirements.

Changes since the Regulation 18 stage

5.589 The policy retains its original purpose with only minor policy refinements made. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	N	++	N	+	+	+	N	N	N	N	N	+	+	+	+	+	N	N	N

5.590 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through refined policy wording and cross reference to other related policies. It specifically includes 'land well related' rather than 'immediately adjoining', this provides consistently across the Local Plan. The policy already performed very positively against SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities) and SA14 (Support the successful response of town, local and village retail centres to changing shopping and social trends).

5.591 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

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Policy LP 35 Reasonable alternatives

5.592 Alternative approaches that were considered were included within the Further Issues and Options consultation these included focussing growth within and adjacent to EEAs, along strategic highways, within large scale housing sites, allocating new sites in sustainable centres and focusing in existing centres. A number of employment allocations were identified to meet the growing need for employment and employment opportunities identified within large scale housing sites. This policy as informed by the consultations and the Economic and Employment Needs Assessment addresses the options to focus growth within and adjacent to EEAs including those and focussed in existing centres.

5.593 Alternatives considered included the removal of EEA designations which was considered inappropriate due to evidence pointing towards the need to support our existing local businesses and allow opportunities for expansion, redevelopment and adaption so that local businesses continue to thrive whilst also providing opportunity for growth.

LP 36 Expansion and diversification of rural businesses

Policy numbering change

5.594 Draft Policy LP 33 has been renumbered as Policy LP 36. The purpose of this policy is to enable the sustainable development, diversification and expansion of rural businesses and farms, both through conversion of existing buildings and new buildings (where necessary) which are appropriately located and respond to their countryside location.

Changes since the Regulation 18 stage

5.595 The policy retains its original purpose with only minor policy refinements made. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	+	++	N	+	+	+	N	N	N	N	N	+	+	+	+	+	N	N	N

5.596 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through refined policy wording. The policy already performed very strongly against SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities). The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 36 Reasonable alternatives

5.597 To help inform an approach to the rural economy the Economic Employment Needs Assessment was produced. This looked at the current rural economy, what it is influenced by and strengths and weaknesses and provided insights into farm diversification over time.

5.598 A do nothing alternative, i.e. no policy on the rural economy, was considered inappropriate due to not only the requirement in the NPPF to 'support a prosperous rural economy', but also the fact that Huntingdonshire is classified as a mainly rural local authority with half of all employment and two thirds of businesses located in rural areas. Allowing greater flexibility of uses for rural development was considered, however It was considered important that countryside impact, accessibility and not drawing employment away from sustainable locations could have a detrimental impact on the countryside and detract from more sustainable locations.

LP 37 Shaping new businesses in the countryside

Policy numbering change

5.599 Draft Policy LP 34 has been renumbered as Policy LP 37. The purpose of this policy is to enable the sustainable development of business with a genuine need to be located in the countryside (with the exception of tourism and recreation with is addressed in the helping tourism and recreation policy), both through conversion of existing buildings and well-designed, new buildings, whilst ensuring that they are appropriately located and respond to their countryside location.

Changes since the Regulation 18 stage

5.600 The policy retains its original purpose with only minor policy refinements made. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	+	+	N	+	+	+	N	N	N	N	N	+	+	+	+	+	N	N	N

5.601 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through refined policy wording. Amendments include an additional criterion avoiding the loss of best and most versatile agricultural land. The policy already performed very strongly against SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities) and strongly against SA4 (Make efficient use of land by maximising development on previously developed land). The SA of the policy at Preferred Options highlighted that the policy could be enhanced by stating a preference for the use of lowest quality agricultural land over higher quality, such changes have been made to the policy. The amendments result in a more positive outcome against SA4 (++).

5.602 The amendments provide greater environmental safeguards while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 37 Reasonable alternatives

5.603 To help inform an approach to the rural economy the Economic Employment Needs Assessment was produced. This looked at the current rural economy, what it is influenced by and strengths and weaknesses and provided insights into farm diversification over time.

5.604 A 'do nothing' alternative, i.e. no policy on the rural economy, was considered inappropriate due to not only the requirement in the NPPF to 'support a prosperous rural economy', but also the fact that Huntingdonshire is classified as a mainly rural local authority with half of all employment and two thirds of businesses located in rural areas. Allowing greater flexibility of uses for new rural development was considered, however, it was considered important that countryside impact, accessibility and not drawing employment away from sustainable locations could have a detrimental impact on the countryside and detract from more sustainable locations. Alternative policies were provided for innovation led growth and logistics and distribution, which have the potential to impact on the countryside. The policies have been introduced to address the wider national and regional strategy direction and to ensure that a proposal for such uses can be effectively assessed and appropriately mitigated if approved.

LP 38 Enabling key clusters and innovation-led growth

Policy numbering change

5.605 Draft Policy LP 35 has been renumbered as Policy LP 38. The purpose of this policy is to enable the potential for new business clusters of the right type to support regional and national sectoral needs, whilst ensuring that they are sustainably and appropriately located, accessible to a local work force and contribute towards the net zero ambition. New business clusters are those as specifically named and identified within the Cambridgeshire

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and Peterborough Combined Authority's Local Growth Plan or future Spatial Development Strategy. The inclusion of a employment and skills strategy enables businesses to retain and access talent to support the emerging sectors and improve local opportunities for residents.

Changes since the Regulation 18 stage

5.606 The policy retains its original purpose with only minor policy refinements made. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	+	N	N	N	N	+	+	+	-	-	+	-	N	+	N	+	+	++	++	++	++	N	+	N

5.607 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through refined policy wording and enhanced environmental safeguards. Additions include reference to defence and identifies potential support for strategic new business clusters if they are identified in the Cambridgeshire and Peterborough Combined Authority's Local Growth Plan. The policy already performed very strongly against SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities), SA12 (Reduce the need to travel by car and promote active travel and public transport infrastructure) and SA13 (Strengthen, modernise and diversify the local economy and promote opportunities for growth of indigenous companies as well as encouraging sustainable inward investment).

5.608 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 38 Reasonable alternatives

5.609 Alternative approaches that were considered were included within the Further Issues and Options consultation these included focussing growth within and adjacent to EEAs, along strategic highways, within large scale housing sites, allocating new sites in sustainable centres and focussing in existing centres. A number of employment allocations were identified to meet the growing need for employment and employment opportunities identified within large scale housing sites. This policy as informed by the consultations and the Economic and Employment Needs Assessment addresses the options to focus growth within and adjacent to EEAs including those and focussed in existing centres.

5.610 Alternatives considered included not including a policy on the potential for new business clusters and concentrating on the expansion, redevelopment and adaption of EEAs and the rural economy. It was considered that a policy should be included taking into account the wider appetite for growth along the Ox-Cam Arc at both National and Combined Authority Level whilst ensuring that any additional growth as a result of the policy was sustainably located, achievable and of a quality that facilitates cluster development.

LP 39 Enabling logistics and distribution

Policy numbering change

5.611 Draft Policy LP 36 has been renumbered as Policy LP 39. The purpose of this policy is to address the need for strategic logistics and distribution ensuring a sequential approach to its location and to set expectations for development based around location, design and sustainability.

Changes since the Regulation 18 stage

5.612 The policy retains its original purpose with only minor policy refinements made. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	+	N	N	N	N	+	+	N	-	-	+	-	N	N	N	N	+	+	+	+	+	N	+	N

5.613 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through refined policy wording and cross reference to other related policies. The policy requires no adverse impact on highway safety regarding last mile logistics and promotes sustainable modes of transport to be integrated into proposals. It specifically includes 'land well related' rather than 'immediately adjoining', this provides consistently across the Local Plan. The policy already performed positively against SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities), SA12 (Reduce the need to travel by car and promote active travel and public transport infrastructure) and SA13 (Strengthen, modernise and diversify the local economy and promote opportunities for growth of indigenous companies as well as encouraging sustainable inward investment). It is anticipated to now perform very positively regarding SA12 and maintain positive scoring for SA11 and SA13.

5.614 The policy had performed negatively against SA8 (Contribute to the minimisation and reduction of all forms of pollution) but the amendments provide greater sustainability benefit.

5.615 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 38 Reasonable alternatives

5.616 The Further Issues and Options consultation document considered alternative approaches concerning economic strategy ambitions. The options looked at planning for limited (low) employment growth to support Huntingdonshire's existing businesses, planning for sustainable (medium) growth by supplying a sufficient amount of employment land/ allocations to allow for some business expansion and investment and to provide a flexible approach to changing market conditions and planning for ambitious (high) growth capitalising on key priority sectors of the wider economy and creating business clusters.

5.617 The Economic and Employment Needs Assessment tested a number of employment scenarios including a labour demand, labour supply, aspirational and past take up scenarios resulting in low, medium and high growth scenarios. A hybrid scenario was recommended creating a moderate-high growth scenario which reflects a reasonable target in the context of what has previously been achieved. The Assessment recommended a strategic approach to logistics and distribution which takes into account past under delivery, identifying allocations for strategic scale logistics and focussing last-mile logistics in smaller towns and villages, whilst recognising the importance of existing industrial estates, carbon reduction, and high design standards to mitigate visual impact and maximise community benefits. Planning positively for logistics by setting expectations for warehouse development recognising commitments to skills was also recommended.

LP 40 Helping tourism and recreation in the countryside

Policy numbering change

5.618 Draft Policy LP 37 has been renumbered as Policy LP 40. The purpose of this policy is to support opportunities to improve and enhance the visitor economy by promoting supporting sustainably located smaller scale tourism opportunities in rural areas to sustain the rural economy.

Changes since the Regulation 18 stage

5.619 The policy retains its original purpose with only minor policy refinements made. The SA from the Regulation 18 has been copied below:

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SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	+	+	N	+	+	+	N	N	+	N	+	+	+	+	+	+	++	+	+

5.620 The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through refined policy wording. The policy already performed positively against SA11 (Enhance the quality, range and accessibility of economic opportunities for all communities) and SA5 (Improve the quantity and quality of publicly accessible natural green space and enhance the strategic green and blue infrastructure network and links to it). The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 37 Reasonable alternatives

5.621 Alternatives included expanding the scope of the current Tourism policy in Huntingdonshire's Local Plan to 2036 to more large scale tourism opportunities. This was rejected as national policy requires planning policies to recognise the intrinsic character and beauty of the countryside and other benefits of the best and most versatile agricultural land, and of trees and woodland. The approach chosen enables appropriately scaled tourism and recreation proposals whilst balancing this against need and impact on the countryside, ecology, designated sites and the opportunity to increase accessibility.

LP 41 - Defining our Retail Hierarchy

Policy numbering change

5.622 LP 38 LP 41: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 38 Defining our Retail Hierarchy. The policy has subsequently been renumbered as Policy LP 41 Defining our Retail Hierarchy within the Pre-Submission Local Plan. The policy has been updated to reflect the evolving role of retail and service centres and to provide a clearer spatial framework for directing town centre uses to the most appropriate locations across Huntingdonshire.

Changes since the Regulation 18 stage

5.623 At Regulation 18 stage, Policy LP 38 defined Huntingdonshire's retail hierarchy and identified the role and function of the District's town centres, local centres and other service locations. The policy established the framework for applying the town centre first approach and directing retail, leisure, commercial, cultural and community uses towards the most sustainable and accessible locations. It recognised Huntingdon, St Neots, St Ives and Ramsey as the principal centres within the hierarchy and sought to maintain their vitality and viability through an appropriate distribution of development.

5.624 The Regulation 19 version, Policy LP 41, retains the fundamental hierarchy but provides a more comprehensive and up-to-date framework reflecting changes in retail patterns, consumer behaviour and the evolving role of centres. The policy is now more closely integrated with the wider economic growth strategy and the supporting town centre policies relating to vitality, viability and service provision. It also recognises the importance of local centres within new communities and growth locations, ensuring that retail and service provision is planned alongside population growth.

5.625 While the Regulation 18 policy primarily established the hierarchy itself, the Regulation 19 version places greater emphasis on how the hierarchy supports sustainable growth, accessibility and community infrastructure planning. The policy therefore plays a more strategic role in guiding future investment and development decisions.

5.626 The change to Policy LP 41 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP41: Defining our Retail Hierarchy is expected to have significant positive effects in relation

to SA12 and SA14, positive effects in relation to SA10, SA11 and SA15, and negligible effects across all remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	++	++	N	+	+	++	+	N	++	++	++	+	+	++	++	N	++	+	+
SA Reg 19	N	N	N	N	N	++	++	N	+	+	++	+	N	++	++	++	+	+	++	++	N	++	++	+

5.627 Both policy versions generate significant positive effects through support for accessible and vibrant centres.

5.628 **SA14 (Town Centres and Local Centres)** receives a significant positive effect because the policy provides the framework for supporting the vitality and viability of centres.

5.629 **SA12 (Sustainable Transport)** receives a significant positive effect by directing development and services to accessible locations that can be reached by walking, cycling and public transport.

5.630 The Regulation 19 version performs more strongly against **SA15 (Quality Places and Communities)** by linking local centres and retail provision more directly with strategic growth and new communities.

5.631 Overall, the Regulation 19 version of Policy LP 41 is the preferred option.

5.632 Both versions establish a clear retail hierarchy and support the role of centres across Huntingdonshire. However, the Pre-Submission version provides a more comprehensive and strategically integrated approach. The policy not only defines the hierarchy but also links it more directly to planned growth, local centre provision and wider place-making objectives. This strengthens its contribution to sustainable development and improves consistency across the Local Plan.

5.633 The revised policy reflects current retail and economic conditions, aligns more effectively with national planning policy and provides greater certainty for developers, investors and decision-makers. The clear hierarchy supports successful implementation of the town centre first approach whilst retaining flexibility to respond to changing consumer behaviour and service needs.

5.634 Consequently, the Regulation 19 version achieves stronger sustainability outcomes whilst maintaining the benefits of the Regulation 18 approach. It provides a justified, effective and deliverable framework for managing retail and service development.

Policy LP 41 Reasonable alternatives

5.635 The option of not defining a retail hierarchy was not considered a reasonable alternative because national planning policy requires local planning authorities to identify a network and hierarchy of centres and apply the town centre first approach. Without a clearly defined hierarchy, there would be less certainty regarding the appropriate location of retail and service development, potentially leading to fragmented growth and weakening the role of established centres.

5.636 Alternative approaches, such as applying a single district-wide approach to all centres or removing distinctions between town centres and local centres, would fail to recognise their differing functions and catchments. Such approaches would be less effective in directing investment, supporting accessibility and maintaining centre vitality and viability.

LP 42 Promoting Town Centre Vitality and Viability

Policy numbering change

5.637 LP 39 LP 42: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 39 Promoting Town Centre Vitality and Viability. The policy has subsequently been renumbered as Policy LP 42 Promoting Town Centre Vitality and Viability in the

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Pre-Submission Local Plan and refined to respond to evolving retail trends, changing consumer behaviour and the increasing importance of flexibility within town centres.

Changes since the Regulation 18 stage

5.638 At Regulation 18 stage, Policy LP 39 sought to protect and strengthen Huntingdonshire's network of town centres by directing retail, leisure, commercial and community uses towards established centres. The policy recognised the role of Huntingdon, St Neots, St Ives and Ramsey as the district's principal centres and aimed to maintain their vitality and viability through an appropriate mix of uses. The policy largely reflected the traditional town centre first approach set out in national policy and focused on safeguarding retail function whilst supporting complementary commercial and community activities.

5.639 The Regulation 19 version, Policy LP 42, retains the objective of supporting vibrant and successful town centres but adopts a broader and more flexible approach. The updated policy recognises the significant structural changes affecting town centres, including the growth of online retailing, changing consumer habits and the increasing importance of leisure, food and beverage, community and service uses in maintaining vibrant centres. The policy therefore places greater emphasis on diversification, flexibility and adaptability.

5.640 While the Regulation 18 policy focused primarily on retail-led vitality, the Regulation 19 version recognises that successful town centres increasingly depend on a broader mix of economic, social, cultural and residential activities. As a result, the policy better reflects current market conditions while maintaining consistency with national planning policy.

5.641 The change to Policy LP 42 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP42: Promoting Town Centre Vitality and Viability is expected to have significant positive effects in relation to SA11, SA14 and SA15, positive effects in relation to SA5, SA10 and SA12, and negligible effects across the remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	++	++	N	+	+	++	+	N	++	++	++	++	+	++	++	N	++	+	+
SA Reg 19	N	N	N	N	N	++	++	N	+	+	++	+	N	++	++	++	++	++	++	++	N	++	++	+

5.642 Both policy versions generate significant positive effects for town centres, economic activity and community life.

5.643 **SA14 (Town Centres and Local Centres)** receives a significant positive effect because the policy directly supports the vitality and viability of centres.

5.644 **SA11 (Employment and Economic Wellbeing)** receives a significant positive effect through support for retail, leisure, service and commercial activity.

5.645 The Regulation 19 version strengthens performance against **SA15 (Quality Places and Communities)** by promoting a broader mix of uses and greater flexibility, helping centres adapt to changing circumstances.

5.646 Overall, the Regulation 19 version of Policy LP 42 is the preferred option.

5.647 Both versions support the vitality and viability of Huntingdonshire's town centres and generate strong positive sustainability outcomes. However, the Pre-Submission version better reflects the realities facing modern town centres and provides a more flexible and resilient framework for their long-term success.

5.648 The revised approach is also more closely aligned with national planning policy, which supports town centre diversification and encourages local planning authorities to respond positively to changing economic circumstances. The policy therefore provides a more realistic and deliverable framework for decision-making whilst maintaining the town centre first approach.

5.649 Importantly, the Regulation 19 policy balances economic development, community wellbeing and place-making objectives. It supports investment and regeneration whilst ensuring that centres continue to serve residents, businesses and visitors throughout the plan period. As a result, it represents the most justified, effective and deliverable approach.

Policy LP 42 Reasonable alternatives

5.650 The option of not including a policy promoting town centre vitality and viability was not considered a reasonable alternative because national planning policy requires local planning authorities to support the role of town centres and apply a town centre first approach. Without a dedicated policy there would be increased risk of fragmented retail and service provision, declining centre performance and reduced investment confidence.

5.651 Alternative approaches that focused solely on retail protection were considered less appropriate because they would not adequately reflect changing patterns of consumer behaviour, increasing levels of online shopping or the growing importance of leisure, community and service uses within town centres. Equally, a highly flexible approach without policy safeguards could undermine the retail and service functions that continue to play an important role in centre performance.

5.652 With regard to hot food takeaways alternatives to either not address this at all or to have a policy strictly in accord with the NPPF were considered. The former was rejected as not maximising the opportunity of the Local Plan to contribute to the health and well-being of local residents and the later rejected for not reflecting the scale of some villages and avoiding disadvantaging some communities.

LP 43 Supporting Local Centres

Policy numbering change

5.653 LP 40 LP 43: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 40 Supporting Local Services. The policy has subsequently been renumbered as Policy LP 43 Supporting Local Services in the Pre-Submission Local Plan. The policy has been refined to strengthen the protection, retention and delivery of local services and community facilities across Huntingdonshire's settlements and to better support sustainable communities throughout the plan period.

Changes since the Regulation 18 stage

5.654 At Regulation 18 stage, Policy LP 40 sought to support the retention and provision of local services and community facilities that contribute to the sustainability and vitality of settlements. The policy recognised the important role played by local shops, healthcare facilities, community halls, education facilities, recreation facilities and other services in supporting community wellbeing and reducing the need to travel. The policy generally supported the retention of existing services and resisted their loss unless there was sufficient evidence that the facility was no longer needed or viable.

5.655 The Regulation 19 version, Policy LP 43, retains these fundamental objectives but introduces a more comprehensive approach to maintaining and enhancing community infrastructure. The revised policy is more closely aligned with the Local Plan's growth strategy, settlement hierarchy and healthy place-making objectives. It places greater emphasis on ensuring that local services remain accessible and continue to meet community needs as Huntingdonshire grows.

5.656 While the Regulation 18 policy focused primarily on protecting existing facilities, the Regulation 19 version places greater emphasis on the wider role local services play in supporting healthy communities, reducing

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inequalities and improving accessibility. Consequently, the policy contributes more comprehensively to the Local Plan's sustainable development objectives.

5.657 The change to Policy LP 43 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP43: Supporting Local Services is expected to have significant positive effects in relation to SA5, SA10 and SA15, positive effects in relation to SA11, SA12 and SA14, and negligible effects in all remaining areas. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	++	++	N	+	+	+	+	N	++	++	++	++	+	+	++	N	++	+	+
SA Reg 19	N	N	N	N	N	++	++	N	+	+	+	+	N	++	++	++	++	+	+	++	N	++	++	+

5.658 The policy generates significant positive effects through the retention and enhancement of local services and facilities.

5.659 **SA10 (Equality and Reducing Inequalities)** receives a significant positive effect by maintaining access to essential services, particularly for vulnerable groups and households without private transport.

5.660 **SA15 (Quality Places and Communities)** receives a significant positive effect because local services are fundamental to resilient, sustainable and cohesive communities.

5.661 Overall, the Regulation 19 version of Policy LP 43 is the preferred option.

5.662 Both versions support the retention and provision of local services and both contribute positively to the sustainability of communities across Huntingdonshire. However, the Pre-Submission policy provides a more comprehensive and effective framework by linking service provision more closely with planned growth, infrastructure delivery and community wellbeing objectives.

5.663 The revised policy also provides greater consistency with national planning policy, which seeks to support thriving communities, retain valued facilities and promote sustainable access to services. The stronger evidence-based approach improves clarity for decision-makers and increases confidence that community infrastructure will keep pace with population growth.

5.664 Consequently, the Regulation 19 version achieves stronger social sustainability outcomes whilst maintaining the benefits of the Regulation 18 approach. It is therefore considered the most justified, effective and deliverable option.

Policy LP 43 Reasonable alternatives

5.665 The option of not including a policy supporting local services was not considered a reasonable alternative because local services and community facilities are fundamental to sustainable communities. Without a policy framework, there would be a greater risk of facility loss, reduced accessibility and declining community resilience, particularly in rural settlements.

5.666 Alternative approaches that relied solely on market forces or generic development management policies would be unlikely to provide the same level of protection and support for valued local services. Such approaches would be less effective in delivering health, wellbeing, equality and community cohesion benefits and would therefore perform less favourably against the Sustainability Appraisal Framework.

5.667 With regard to hot food takeaways alternatives to either not address this at all or to have a policy strictly in accord with the NPPF were considered. The former was rejected as not maximising the opportunity of the Local Plan to contribute to the health and well-being of local residents and the later rejected for not reflecting the scale of some villages and avoiding disadvantaging some communities.

LP 44 Services and facilities outside designated centres

Policy numbering change

5.668 This is a new policy within the Pre-Submission Local Plan. The policy supports the provision, retention and enhancement of shops, services, community facilities and other local facilities outside designated Town Centres and Local Centres. It applies a sequential approach to new proposals whilst protecting existing facilities that contribute to the sustainability of settlements and local communities.

5.669 The following table shows the performance of this new policy against the SA framework using the policy decision aiding questions:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	+	++	N	+	+	+	+	N	++	++	++	+	+	+	++	N	++	+	+

5.670 The Sustainability Appraisal finds that Policy LP 44 delivers positive social and economic outcomes by supporting the provision, protection and enhancement of services and facilities outside designated centres whilst maintaining the vitality and viability of existing centres through the application of a sequential approach. The policy supports sustainable communities by improving access to local shops, services, community facilities and educational uses, particularly in smaller settlements where such facilities can be limited.

5.671 The policy generates significant positive effects through protection of community facilities and support for accessible local services.

5.672 **SA10 (Social Inclusion and Access to Services)** receives a significant positive effect because the policy supports and safeguards important local services and facilities.

5.673 **SA14 (Town Centres and Local Centres)** receives a significant positive effect through the application of a sequential approach that protects the vitality and viability of designated centres while allowing appropriate local provision.

5.674 Overall, Policy LP 44 is assessed as making a positive contribution to sustainable communities across Huntingdonshire. Significant positive effects are identified for SA10 (Social Inclusion and Access to Services) and SA14 (Town Centres and Local Centres) due to the policy's strong emphasis on retaining and supporting local facilities while reinforcing the role of designated centres. The policy contributes positively to accessibility, community cohesion, local economic resilience and the long-term sustainability of settlements throughout the district.

Policy LP 44 Reasonable alternatives

5.675 No other reasonable alternatives were identified. A policy approach that failed to protect existing services and facilities or apply a sequential approach to new provision could undermine the viability of local communities, reduce accessibility to services, increase travel demand and weaken the settlement hierarchy established by the Local Plan. The submitted policy therefore represents the most sustainable approach consistent with the overall strategy.

LP 45 Promoting a mix of housing

Policy numbering change

5.676 Draft Policy LP 42 has been retained as Policy LP 45. The purpose of the policy is to ensure that proposals for housing provide a mix of housing sizes, types and tenures to help support mixed and inclusive communities and encourage diversity in the supply of new homes.

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Changes since the Regulation 18 stage

5.677 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	N	N	N	N	N	N	N	++	++	++	+	N	N	+	++	N	+	N	N

5.678 The policy has not fundamentally changed, instead wording has been added to policy to clarify that some of the documents listed in the policy may only apply based on the location of a development site and any local assessment of housing need demand within a relevant town or parish council to the proposed scheme. The policy already performed very strongly against SA9 (All people have access to high quality affordable homes that meet their needs across their lifetime). It is expected that the refined wording will reinforce these very positive outcomes. The remaining wording of the policy has been largely unchanged between Regulation 18 Preferred Options Plan and SA and the Regulation 19 Pre-Submission.

5.679 The amendments provide clarity while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 45 Reasonable alternatives

5.680 The NPPF requires that housing mix is supported by a local housing needs assessment. Alternative approaches considered include specifying a particular range of housing sizes and tenures within the policy. This was rejected as providing insufficient flexibility for a scheme to respond to its local context and to changing market conditions over time. The NPPF also requires inclusion of a policy to support efficient use of land in town centres and areas well served by public transport. A minimum density figure has not been put forward within the policy to allow for a design informed response.

LP 46 Ensuring accessible and adaptable homes

Policy numbering change

5.681 LP 43 LP 46: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 43 Ensuring Accessible and Adaptable Homes. The policy has subsequently been renumbered as Policy LP 46 Ensuring Accessible and Adaptable Homes within the Pre-Submission Local Plan. The policy has been reviewed in light of updated demographic evidence, the Local Housing Needs Assessment and the increasing need to provide homes capable of meeting changing lifetime needs across Huntingdonshire.

Changes since the Regulation 18 stage

5.682 At Regulation 18 stage, Policy LP 43 sought to improve the accessibility and adaptability of new housing across Huntingdonshire. The policy recognised that population ageing, increasing life expectancy, changing household circumstances and the needs of people with disabilities would require a greater proportion of homes capable of accommodating changing mobility and health requirements over time. The policy promoted the delivery of homes that could support independent living and reduce the need for expensive future adaptations.

5.683 The Regulation 19 version, Policy LP 46, retains these objectives but provides a stronger and more clearly evidenced framework for delivering accessible and adaptable homes throughout the district. The updated policy reflects evidence from the Local Housing Needs Assessment demonstrating growing demand for homes suitable for older people and those with mobility limitations. It places greater emphasis on ensuring that new housing contributes to inclusive communities and reduces barriers to independent living.

5.684 Whereas the Regulation 18 policy principally recognised the importance of accessible housing, the Regulation 19 version embeds accessibility more firmly within the overall housing delivery strategy and strengthens the link

between housing provision, health outcomes and social inclusion. The policy therefore contributes more directly to the wider sustainability objectives of the Local Plan.

5.685 The change to Policy LP 46 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP46: Ensuring Accessible and Adaptable Homes is expected to have significant positive effects in relation to SA5, SA9 and SA10. Positive effects are expected in relation to SA11 and SA15. In all other areas the policy is anticipated to have negligible effects. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	N	N	N	N	N	N	N	++	++	++	+	N	N	N	N	N	+	N	N
SA Reg 19	N	N	N	N	N	N	N	N	N	N	N	N	++	++	++	+	N	N	N	N	N	+	N	N

5.686 The policy generates significant positive effects by improving housing accessibility and supporting independent living.

5.687 **SA9 (Housing)** receives a significant positive effect because accessible and adaptable homes increase housing choice and long-term suitability of housing stock.

5.688 **SA10 (Reducing Inequalities)** receives a significant positive effect by improving accessibility for older people and people with disabilities.

5.689 Overall, the Regulation 19 version of Policy LP 46 is the preferred option.

5.690 Both versions support the provision of accessible and adaptable homes and make an important contribution towards creating housing that meets the needs of Huntingdonshire's changing population. However, the Pre-Submission version provides a more robust, evidence-led and future-focused approach. It responds more directly to identified demographic trends and strengthens the relationship between housing delivery, independent living, accessibility and community wellbeing.

5.691 The policy also aligns closely with national planning policy requirements to address the housing needs of older people and disabled people and supports wider Local Plan objectives relating to inclusive growth, sustainable communities and housing choice. It provides a clear framework for decision-making whilst retaining sufficient flexibility to respond to changing evidence over the plan period.

5.692 Consequently, the Regulation 19 version of Policy LP 46 is considered the most justified, effective and deliverable option. It secures stronger social sustainability outcomes, better responds to identified housing needs.

Policy LP 46 Reasonable alternatives

5.693 The option of not including a policy on accessible and adaptable homes was not considered a reasonable alternative because evidence indicates increasing demand for housing that can accommodate ageing populations, changing mobility needs and disability requirements. Reliance solely on building regulations or general housing policies would provide less certainty that sufficient accessible housing would be delivered across the district.

5.694 Alternative approaches, such as relying exclusively on specialist housing provision or requiring accessibility standards only in limited circumstances, would not provide the same district-wide benefits. Such approaches would be less effective in promoting inclusive communities, supporting independent living and reducing inequalities and would therefore perform less favourably against SA5, SA9 and SA10.

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LP 47 Facilitating self and custom build homes

Policy numbering change

5.695 LP 44 LP 47: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 44 Facilitating Self and Custom Build Homes. The policy has subsequently been renumbered as Policy LP 47 Facilitating Self and Custom Build Homes in the Pre-Submission Local Plan. Importantly, a specific delivery requirement included in the Regulation 18 version was removed from the Regulation 19 policy, representing the most significant policy change between the two stages.

Changes since the Regulation 18 stage

5.696 At Regulation 18 stage, Policy LP 44 sought to facilitate self-build and custom-build housing as a means of diversifying housing delivery, increasing consumer choice and supporting smaller builders. The policy recognised evidence from the Self-Build and Custom Housebuilding Register and actively sought to increase the supply of self-build opportunities across the district.

5.697 A particularly important requirement within the Regulation 18 policy stated that: *"A proposal including 100 or more new homes must include at least 5% of the total number of plots as serviced plots for self and custom build homes."*

5.698 This criterion established a direct delivery mechanism and ensured that larger residential developments would make a quantifiable contribution towards meeting demand for self-build and custom-build housing. The requirement moved beyond supporting self-build housing in principle and imposed a specific expectation on major developments to provide serviced plots.

5.699 In the Pre-Submission Local Plan, Policy LP 47 continues to support self-build and custom-build housing but the mandatory 5% serviced plot requirement has been removed. Instead, the policy adopts a more flexible approach which supports self-build and custom-build housing opportunities without prescribing a specific percentage requirement for larger schemes. The revised policy focuses on facilitating delivery through the planning framework and wider housing strategy rather than imposing a fixed allocation requirement on major development sites.

5.700 The change to Policy LP 47 is material and has therefore been reassessed against the Sustainability Appraisal Framework. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	N	N	N	N	N	+	N	++	++	-	+	N	N	N	N	N	+	+	N
SA Reg 19	N	N	N	N	N	N	N	N	N	N	+	N	++	++	-	+	+	+	N	N	N	+	N	N

5.701 The Sustainability Appraisal finds that both the Regulation 18 and Regulation 19 versions of the policy generate positive sustainability effects through supporting housing choice, housing market diversification and opportunities for individual households to secure homes tailored to their own needs. However, the removal of the mandatory 5% serviced plot requirement results in a measurable reduction in certainty regarding delivery outcomes.

5.702 Both policy versions support a wider range of housing delivery routes and therefore generate positive effects against SA9 (Housing). However, the Regulation 18 version is assessed as having a significant positive effect because the requirement for major developments to provide at least 5% serviced plots established a direct mechanism for increasing self-build housing supply. The policy provided certainty that self-build opportunities would be delivered on larger sites throughout the district.

5.703 The removal of this requirement in the Regulation 19 version reduces certainty that serviced plots will actually come forward. Although the policy continues to support self-build housing, delivery is dependent on market choices and individual development proposals rather than a mandatory provision requirement. Consequently, the Regulation 19 version is assessed as positive rather than significant positive against SA9.

5.704 For SA15 (Quality Places and Communities) the Regulation 18 version is also considered to perform more strongly. Self-build plots can contribute to more diverse housing types, greater architectural variety and stronger community identity within large developments. The mandatory 5% requirement ensured that self-build housing was embedded within strategic developments and contributed directly to creating mixed and varied neighbourhoods.

5.705 The Regulation 19 version continues to support these outcomes but without guaranteeing provision. As a consequence, the likely contribution to housing diversity and local distinctiveness is reduced, resulting in a positive rather than significant positive effect.

5.706 For SA10 (Equality and Reducing Inequalities) both policy versions generate positive effects because they provide alternative pathways into home ownership and allow households to develop homes tailored to accessibility needs, family circumstances and long-term requirements. However, neither policy directly targets disadvantaged groups and therefore the effects remain positive rather than significant.

5.707 Both versions also generate positive effects against SA11 (Employment and Economy) because self-build housing supports smaller builders, local contractors and specialist construction trades. The effect remains unchanged because both versions continue to support self-build activity, albeit through different delivery mechanisms.

Sustainability consequences of removing the 5% serviced plot requirement

5.708 The removal of the mandatory requirement has both positive and negative sustainability implications.

5.709 Positive consequences:

- Greater flexibility for developers and site promoters
- Reduced viability risks on complex or constrained sites
- Greater responsiveness to changing market demand for serviced plots over the plan period
- Reduced risk that serviced plots remain undeveloped if local demand does not materialise in particular locations

5.710 Negative consequences:

- Reduced certainty that serviced plots will be delivered
- Potential reduction in the total number of self-build opportunities available
- Weaker direct response to evidence from the Self-Build and Custom Housebuilding Register
- Reduced opportunity for diversification of large residential developments
- Less certainty that housing market diversity objectives will be achieved

5.711 Although the Regulation 18 version arguably performs more strongly against SA9 and SA15 because of the mandatory 5% serviced plot requirement, the Pre-Submission version remains the preferred option from a plan-making perspective.

5.712 The principal reason is deliverability. The 5% requirement introduced a prescriptive obligation on major developments regardless of local market conditions. Evidence gathered through consultation, viability testing and plan preparation indicated that a more flexible approach was likely to be more effective and deliverable across a diverse range of development sites.

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5.713 The Regulation 19 policy continues to support self-build and custom-build housing but allows opportunities to come forward in response to demonstrated demand, local circumstances and site-specific considerations. This reduces the risk that development is delayed or constrained by requirements that may not be suitable for every strategic site.

5.714 The Pre-Submission version is also better integrated with the wider housing strategy and works alongside policies relating to affordable housing, accessible homes, specialist housing and rural exception housing. This creates a more coherent and flexible policy framework overall.

5.715 Consequently, although the Regulation 18 policy delivers stronger theoretical sustainability benefits in relation to housing choice and place-making, the Regulation 19 version is considered more realistic, justified and effective when assessed against the National Planning Policy Framework tests of soundness. It achieves positive sustainability outcomes while improving flexibility, viability and deliverability.

Policy LP 47 Reasonable alternatives

5.716 Two realistic alternatives were considered:

1. Retain the mandatory 5% serviced plot requirement on developments of 100 or more homes (Regulation 18 approach)
2. Support self-build and custom-build housing without a mandatory serviced plot requirement (Regulation 19 approach)

5.717 The Regulation 18 option performs more strongly against housing choice and place-making objectives because it guarantees a supply of serviced plots. However, it may be more difficult to implement consistently and could create viability and delivery challenges on some sites.

LP 48 Supporting specialist housing

Policy numbering change

5.718 LP 45 LP 48: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 45 Supporting Specialist Housing. The policy has subsequently been renumbered as Policy LP 48 Supporting Specialist Housing in the Pre-Submission Local Plan. The policy has also been amended to strengthen delivery of specialist accommodation whilst responding to updated evidence on ageing populations, supported living needs, extra-care housing and housing affordability.

Changes since the Regulation 18 stage

5.719 At Regulation 18 stage, Policy LP 45 sought to support the delivery of specialist housing to meet the needs of older people, people with disabilities, people requiring support and care, and other groups whose needs are unlikely to be fully met through general market housing. The policy recognised demographic changes within Huntingdonshire and sought to facilitate specialist accommodation in sustainable locations with access to services and facilities.

5.720 The Regulation 19 version, Policy LP 48, retains these objectives but introduces several important refinements intended to improve deliverability and better align the policy with viability evidence and the wider housing strategy. The most significant policy change is the revision to the affordable housing requirement applicable to specialist housing schemes.

Key policy change

5.721 Under the Preferred Options version, specialist housing developments were generally expected to provide affordable housing where proposals met the relevant affordable housing thresholds. The policy framework applied affordable housing requirements to specialist housing developments above 10 dwellings.

5.722 In the Pre-Submission version, the Council increased the threshold at which affordable housing requirements apply to specialist housing developments from: 10 homes 50 homes

5.723 This represents a significant policy change intended to respond to viability evidence and the operational characteristics of specialist accommodation schemes such as extra-care housing, supported living accommodation and care-related developments. The amendment acknowledges that specialist housing schemes often have higher development and operational costs than conventional housing and may face greater viability challenges if standard affordable housing requirements are applied at lower thresholds.

5.724 Whilst the Regulation 18 policy focused on supporting specialist housing provision and securing affordable housing contributions on a wider range of schemes, the Regulation 19 policy places greater emphasis on deliverability and viability to maximise overall specialist housing delivery.

5.725 The change to Policy LP 48 is material and the policy has therefore been re-assessed. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10				SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	+	+	N	+	+	+	+	++	++	++	++	N	N	N	N	N	+	N	N
SA Reg 19	N	N	N	N	N	+	+	N	+	+	+	+	++	++	++	++	N	N	N	N	N	+	++	+

5.726 The Sustainability Appraisal finds that both the Regulation 18 and Regulation 19 versions of the policy deliver substantial positive sustainability outcomes, particularly in relation to housing provision, health and wellbeing and supporting an ageing population. Both policies help ensure that specialist accommodation is available for groups whose needs may not be adequately met through mainstream housing delivery.

5.727 Both policy versions are assessed as having major positive effects against SA9 (Housing) because they support delivery of specialist accommodation needed to address identified housing requirements. The policies increase housing choice and help ensure that older people, disabled people and those requiring support or care can access appropriate accommodation. The Regulation 19 policy maintains these significant housing benefits whilst improving the likelihood that specialist schemes will be delivered.

5.728 The most significant difference between the two versions arises in relation to SA10 (Reducing Inequalities and Social Inclusion). Specialist housing can support independent living, improve quality of life, reduce social isolation and provide accommodation better suited to people's care and support needs. The policy therefore makes a direct contribution to healthier communities and improved wellbeing outcomes.

5.729 The Regulation 18 version is assessed as having a significant positive effect because affordable housing requirements applied to a broader range of specialist housing developments through the lower 10-home threshold. This increased the potential for affordable specialist accommodation to be delivered and therefore improved opportunities for lower-income households requiring specialist housing.

5.730 Following the increase in threshold from 10 homes to 50 homes, fewer specialist housing schemes will be required to provide affordable housing contributions. This may reduce the direct delivery of affordable specialist accommodation on some sites. Consequently, the Regulation 19 version is assessed as having a positive rather than significant positive effect against SA10.

5.731 However, the Regulation 19 policy performs more strongly against SA15 (Quality Places and Communities). By reducing viability pressures on specialist housing schemes and making delivery more achievable, the revised policy is likely to increase the overall supply of specialist accommodation across the district. This supports the creation of more

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inclusive communities where residents can remain within their local areas as their housing needs change. As a result, the Regulation 19 version is assessed as having a significant positive effect against SA15.

5.732 The policy also generates positive effects against SA11 (Employment and Economy) because specialist housing supports employment within health, care and support sectors and contributes towards the wider care economy.

5.733 Sustainability consequences of increasing the affordable housing threshold from 10 homes to 50 homes

5.734 Positive sustainability consequences:

- Greater viability for specialist housing developments
- Increased likelihood that specialist housing schemes will be delivered
- Improved ability to attract investment into extra-care and supported living development
- Greater overall provision of specialist accommodation to meet demographic needs
- Stronger support for ageing in place and independent living outcomes

5.735 Negative sustainability consequences:

- Reduced affordable housing contributions from specialist housing developments between 10 and 49 dwellings
- Potential reduction in affordable specialist accommodation opportunities
- Slightly weaker performance against equality and social inclusion objectives

5.736 Overall, the Regulation 19 version of Policy LP 48 is the preferred option.

5.737 The Regulation 18 version performs more strongly in relation to affordable specialist housing provision because the lower threshold secured affordable housing contributions from a greater number of schemes. This generates stronger outcomes against SA10 and social inclusion objectives.

5.738 However, evidence gathered through plan preparation indicated that applying affordable housing requirements to specialist housing schemes at relatively low thresholds could affect viability and therefore reduce implementation of specialist housing proposals. Specialist accommodation often carries higher build costs, management costs and operational requirements than conventional housing.

5.739 The Regulation 19 version addresses this issue by increasing the threshold to 50 homes. Although this reduces the likelihood of affordable housing contributions on some specialist schemes, it significantly improves deliverability and increases confidence that much-needed specialist accommodation will come forward during the plan period.

5.740 The revised policy therefore achieves a better balance between housing need, viability and delivery. It supports the Local Housing Needs Assessment evidence, aligns with demographic projections and responds more effectively to the challenges associated with delivering specialist housing. The policy remains strongly positive against SA5 and SA9 whilst generating improved outcomes in relation to long-term community sustainability and deliverability.

5.741 Consequently, although the Regulation 18 version performs slightly better against SA10, the Regulation 19 version is considered the most justified, effective and deliverable option when assessed against the tests of soundness.

Policy LP 48 Reasonable alternatives

5.742 Two realistic alternatives were identified:

1. Retain the lower affordable housing threshold of 10 homes for specialist housing developments (Regulation 18 approach)
2. Increase the threshold to 50 homes in recognition of specialist housing viability considerations (Regulation 19 approach)

5.743 The Regulation 18 option performs more strongly against equality and affordable housing objectives because it secures affordable housing contributions from a larger number of schemes. However, it creates greater viability pressures and may reduce delivery of specialist housing.

5.744 The Regulation 19 option performs more strongly against deliverability, housing provision and long-term community sustainability because it supports the viability of specialist accommodation schemes and is more likely to secure overall delivery of specialist housing needed to support Huntingdonshire's ageing population.

LP 49 Supporting houses in multiple occupation

Policy numbering change

5.745 Draft Policy LP 46 has been retained as Policy LP 49. The policy continues to set out how applications for houses in multiple occupation should be considered.

Changes since the Regulation 18 stage

5.746 The policy retains its original purpose and has not been changed between the Preferred Options and Pre-Submission Local Plan. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	N	N	+	+	N	+	+	+	+	++	++	++	+	N	N	N	N	N	+	+	+

5.747 The policy is expected to achieve the same sustainability outcomes as the Regulation 18 version as no changes have been made to it.

Policy LP 49 Reasonable alternatives

5.748 The alternative was considered of continuing to not have a policy specifically on houses in multiple occupation like in Huntingdonshire's Local Plan to 2036. This was rejected as it provides no support for this sector of the housing market that can provide lower cost accommodation, particularly for single people, who may have lower priority for other affordable housing options.

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LP 50 Promoting rural exceptions housing

Policy numbering change

5.749 LP 47 LP 50: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 47 Promoting Rural Exceptions Housing. The policy has subsequently been renumbered as Policy LP 50 Promoting Rural Exceptions Housing in the Pre-Submission Local Plan and has been refined to provide a clearer delivery framework for affordable housing in rural communities.

Changes since the Regulation 18 stage

5.750 At Regulation 18 stage, Policy LP 47 sought to support the delivery of affordable housing for local people on sites that would not normally be released for residential development. The policy promoted rural exception schemes to help address identified local housing needs, support village sustainability and maintain rural communities. Affordable housing was required to remain affordable in perpetuity, with limited market housing permitted only where necessary to enable delivery. The policy was generally aligned with national policy and provided a mechanism for delivering affordable homes in villages where opportunities through allocated housing sites may be limited.

5.751 The Regulation 19 version also strengthens links to wider housing objectives by incorporating opportunities for self-build and custom-build housing where these contribute to meeting local needs and ensuring scheme viability. Greater emphasis is placed on community engagement, local evidence and long-term affordability, creating a more robust and deliverable policy framework.

5.752 While the Regulation 18 policy focused principally on enabling affordable housing, the Regulation 19 version broadens the policy's contribution to sustainable rural communities by ensuring that housing delivery remains closely aligned with local needs, settlement character and the long-term resilience of villages.

5.753 The change to Policy LP 50 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP 50 Promoting Rural Exceptions Housing is expected to have significant positive effects in relation to SA9 and SA10, positive effects in relation to SA2, SA11 and SA15, and negligible effects across the remaining sustainability objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10				SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	+	+	N	+	+	+	+	++	++	++	++	++	N	N	N	N	N	+	N	N
SA Reg 19	N	N	N	N	N	+	+	N	+	+	+	+	++	++	++	++	++	N	N	N	N	N	+	N	N

5.754 Both policy versions generate significant positive effects by delivering affordable housing to meet local rural needs.

5.755 **SA9 (Housing)** receives a significant positive effect because the policy directly supports affordable housing provision in rural communities.

5.756 The Regulation 19 version strengthens performance against **SA10 (Reducing Inequalities and Promoting Social Inclusion)** through local connection requirements and evidence-based delivery targeted at households with local needs.

5.757 Overall, the Regulation 19 version of Policy LP 50 is the preferred option.

5.758 Both versions support affordable housing delivery in rural areas and contribute positively to housing affordability and community sustainability. However, the Pre-Submission version provides a more comprehensive, justified and deliverable framework for implementation. By establishing a minimum affordable housing proportion, a local connection requirement, a clear viability mechanism and a local needs evidence requirement, the Regulation 19 policy provides greater certainty for decision-makers, communities and developers.

5.759 The revised policy also improves consistency with national planning policy on rural exception sites by ensuring that market housing remains subordinate to affordable housing delivery and is only permitted where necessary to secure viability. The requirement for affordable homes to remain affordable in perpetuity further strengthens the policy's effectiveness in addressing long-term rural housing needs.

5.760 Importantly, the Regulation 19 policy balances affordability objectives with protection of settlement character through scale controls and community-focused criteria. This creates a framework that is more likely to secure community support and provide certainty at planning application stage. The policy therefore delivers stronger outcomes against the Sustainability Appraisal objectives relating to housing and social inclusion whilst remaining practical and deliverable.

5.761 Consequently, the Regulation 19 version of Policy LP 50 is considered the most effective, justified and deliverable approach.

Policy LP 50 Reasonable alternatives

5.762 The option of not including a rural exceptions housing policy was not considered a reasonable alternative because affordable housing needs continue to exist across Huntingdonshire's rural communities. Without a specific policy mechanism, opportunities to deliver affordable homes for households with local connections would be significantly reduced and many villages would struggle to address local housing affordability issues.

5.763 Alternatives considered through the plan-making process included restricting rural exception schemes to higher-order settlements, allowing only affordable housing with no market housing component, or relying solely on national policy guidance. These approaches were not preferred because they would either reduce flexibility, undermine viability or limit the ability of communities to respond to local circumstances.

LP 51 Gypsies, Travellers and Travelling Showpeople

Policy numbering change

5.764 Draft Policy LP 48 has been retained as Policy LP 51. The purpose of the policy is to enable the appropriate provision of sites to meet the specific needs of Gypsies, Travellers and Travelling Showpeople.

Changes since the Regulation 18 stage

5.765 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	N	+	+	-	-	N	N	+	+	++	++	++	++	+	N	N	N	N	N	+	+	N

5.766 The policy has not fundamentally changed, instead wording has refined for clarity when referencing the built-up area, a criterion has been added requiring an site for pitches will not adversely impact the safe and effective operation of existing infrastructure. The amendments provide clarity while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 51 Reasonable alternatives

5.767 We considered directly allocating land for additional Gypsy and Traveller pitches. However, only a small number of sites were put forward as possible locations all of which were within flood zone 3 and so cold not be preferred in flood risk terms. It is also recognised that the allocation process may be slower than the planning application process so we have continued to work with Gypsies and Travellers and their representatives to progress planning applications on land for which members of the community have already expressed a preference.

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5.768 Not having a policy is not a reasonable alternative due to requirements established in the NPPF.

LP 52 Protecting our nature conservation sites

Policy numbering change

5.769 Draft Policy LP 50 has been retained as Policy LP 52. The purpose of this policy is to set out the council's approach to protecting sites that are protected under international, national and local conservation designations.

Changes since the Regulation 18 stage

5.770 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10				SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	++	+	+	N	N	N	+	++	++	+	+	N	N	N	N	N	N	N	N	N	N	+	N

5.771 The policy has not fundamentally changed, instead there has been refinement by adding reference to the Local Nature Recovery Strategy and inclusion of Local Nature Reserves. Refinement has also been made for clarity and to more closely align the wording with the Conservation of Habitat and Species Regulation 2017 (as amended). The Regulation 18 policy performed very positively against SA 6 (Promote conservation, enhancement, recovery and connectivity of sites of biodiversity or geodiversity significance), the amendment in the Regulation 19 policy is expected to enhance this to a strong positive impact.

5.772 The policy also performed very strongly against SA1 (Contribute to achieving the district's ambition to reach net zero carbon emissions by 2040) and positively against SA7 (Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements) and SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). It is expected that the refined wording will reinforce these positive outcomes.

5.773 The amendments supports the consideration of further impacts while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 53 Reasonable alternatives

5.774 Not setting out an approach to protecting nature conservation sites is not a reasonable alternative as it would be contrary to national planning policy and legislation. This approach aligns with the wider framework for nature site conservation and provides localised detail by also including locally important nature sites and reference to the Local Nature Recovery Strategy.

LP 53 Enhancing biodiversity and geodiversity

Policy numbering change

5.775 LP 50 LP 53: Proposed wording was included within the Reg 18 consultation draft and subject to an SA under policy LP 50 Enhancing Biodiversity and Geodiversity.

Changes since the Regulation 18 stage

5.776 An alteration to Policy LP 53: The policy no longer encourages a "minimum of 20%" BNG but now encourages "in excess of 10%". At Regulation 18 stage, LP 50 primarily focused on enhancing biodiversity and geodiversity, delivering biodiversity net gain, supporting nature recovery, promoting green infrastructure and securing climate-related benefits through sustainable design, carbon reduction and nature-based solutions. The policy established ambitious environmental outcomes, most notably a requirement for 20% Biodiversity Net Gain (BNG), exceeding the statutory national requirement of 10%. It also promoted habitat creation, ecological connectivity, carbon

sequestration, sustainable drainage, protection of green and blue infrastructure, and wider climate resilience objectives. While LP 50 provided a strong environmental ambition, it was largely focused on ecological enhancement and biodiversity outcomes. The policy's environmental benefits were substantial but were primarily centred on delivering measurable ecological gains and addressing climate change mitigation through carbon reduction measures. In contrast, Policy LP 53 in the Regulation 19 Plan broadens the sustainability agenda and embeds environmental benefits within a much wider framework of sustainable development.

5.777 The change to Policy LP53 is material, and the policy has therefore been re-assessed. The updated appraisal concludes that LP53: Enhancing Biodiversity and Geodiversity is expected to have a significant positive effect in relation to SA1, SA5, and SA6. In all other areas, the policy is anticipated to have a negligible effect. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10				SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	++	+	+	N	N	N	+	++	++	+	+	N	N	N	N	N	N	N	N	N	N	N	+	+
SA Reg 19	N	++	+	+	N	N	N	++	++	++	+	+	N	N	N	N	N	N	N	N	N	N	N	+	+

5.778 The Sustainability Appraisal finds that both the Regulation 18 and Regulation 19 versions of the policy deliver positive sustainability outcomes, particularly for biodiversity, environmental quality, and health and wellbeing. Both policy versions seek to protect, restore and enhance biodiversity through Biodiversity Net Gain (BNG). The principal distinction is that the Regulation 18 policy sought a minimum 20% BNG, whereas the Regulation 19 policy supports biodiversity gains above the statutory 10% requirement where feasible, thereby aligning with national legislation and avoiding duplication.

5.779 Both policy versions generate significant positive effects for biodiversity and environmental quality.

5.780 **SA6 (Biodiversity and Geodiversity)** receives a significant positive effect through biodiversity net gain, habitat creation and ecological connectivity.

5.781 The Regulation 19 version strengthens performance against **SA5 (Health and Wellbeing)** through closer integration with green and blue infrastructure priorities and nature recovery networks.

5.782 **SA1 (Climate Change Mitigation)** also receives a significant positive effect through nature-based solutions and habitat enhancement.

5.783 For equality and inequalities (SA10), both options are assessed as neutral because they do not directly influence social inclusion or access to services. Nevertheless, improvements to green infrastructure may deliver indirect benefits across communities and contribute to reducing environmental and health inequalities.

5.784 The Regulation 18 policy is assessed as having positive effects in relation to climate adaptation and resilience because the higher BNG requirement could potentially deliver additional ecosystem services and resilience benefits. The Regulation 19 policy is assessed as neutral in this regard because it aligns with the statutory national requirement. However, this difference does not materially affect the overall sustainability performance of the policy.

5.785 Overall, the Regulation 19 version of Policy LP 53 is the preferred option. It delivers significant positive effects against the relevant sustainability objectives, including major positive biodiversity outcomes and enhanced health and wellbeing benefits. It achieves comparable sustainability outcomes to the Regulation 18 version while aligning with national policy and legislation, avoiding duplication, and providing greater flexibility and deliverability.

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Policy LP 53 Reasonable alternatives

5.786 No other reasonable alternatives were identified. The option of not including the Biodiversity Net Gain policy was not considered a reasonable alternative for Sustainability Appraisal purposes because the delivery of a minimum 10% Biodiversity Net Gain is already secured through the statutory framework established by the Environment Act 2021 and Schedule 7A of the Town and Country Planning Act 1990. The Local Plan cannot disapply this national requirement. Consequently, the relevant policy choices relate to how the Plan supports, guides or enhances the implementation of mandatory BNG rather than whether BNG is required.

LP 54 Protecting our trees, orchards, woodlands, hedges and hedgerows

Policy numbering change

5.787 LP 51 LP 54: Proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 51 Protecting our Trees, Woodlands, Hedges and Hedgerows. In the Pre-Submission (Regulation 19) Local Plan the policy has been renumbered as Policy LP 54 Protecting our Trees, Orchards, Woodlands, Hedges and Hedgerows and its scope expanded to explicitly include orchards alongside other important arboricultural and landscape features.

Changes since the Regulation 18 stage

5.788 At Regulation 18 stage, Policy LP 51 focused on the protection and enhancement of trees, woodlands, hedges and hedgerows and sought to halt the loss of important landscape features across Huntingdonshire. The policy required development proposals to investigate potential impacts on such features and demonstrate that conservation and enhancement had been prioritised. It required a detailed site survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan prepared in accordance with BS5837:2012. Loss or damage was only supported where the public benefits of development clearly outweighed the harm, and mitigation, replacement planting and compensation measures were secured. Major developments were also expected to provide additional tree planting.

5.789 The Pre-Submission version, Policy LP 54, retains all of these core requirements but extends the policy to explicitly recognise and protect orchards, together with trees, ancient and veteran trees, woodlands, hedges and hedgerows. The revised policy also sits within a broader environmental strategy that is more strongly integrated with the Green and Blue Infrastructure Priority Areas, Local Nature Recovery Strategy, biodiversity enhancement policies and climate resilience objectives. The Regulation 19 policy therefore places greater emphasis on ecological connectivity, landscape character, biodiversity recovery and multifunctional green infrastructure. It also provides stronger consistency with the Local Plan's wider environmental innovation objectives and site allocation requirements, many of which specifically require the retention and enhancement of existing tree belts, hedgerows and orchards.

5.790 The principal change is therefore not a fundamental shift in direction but a broadening and strengthening of the policy's environmental role. Whereas the Regulation 18 version focused primarily on arboricultural protection and mitigation, the Regulation 19 version embeds these assets more clearly within climate adaptation, biodiversity recovery, green infrastructure delivery and landscape-scale environmental enhancement.

5.791 The change to Policy LP 54 is material and the policy has therefore been re-assessed. The updated appraisal concludes that LP54: Protecting our Trees, Orchards, Woodlands, Hedges and Hedgerows is expected to have significant positive effects in relation to SA1, SA5, SA6 and SA7. In all other areas the policy is anticipated to have negligible or minor positive effects. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10				SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	+	+	N	+	N	N	+	+	+	+	+	N	N	N	N	N	N	N	N	N	N	+	+
SA Reg 19	N	+	+	N	+	N	N	+	++	++	++	+	N	N	N	N	N	N	N	N	N	N	+	+

5.792 Both policy versions generate significant positive effects through protection of key environmental assets.

5.793 **SA6 (Biodiversity and Geodiversity)** receives a significant positive effect because trees, orchards, woodlands and hedgerows support habitats and ecological networks.

5.794 **SA7 (Landscape and Townscape Character)** receives a significant positive effect because these features are important components of local character and distinctiveness. The addition of orchards to the policy provides greater policy protection for these landscape features which are becoming increasingly scarce across Huntingdonshire. This incorporates suggested amendments made in the SA of the policy at Preferred Options stage.

5.795 The Regulation 19 version strengthens performance against **SA1 (Climate Change Mitigation)** and **SA5 (Health and Wellbeing)** through stronger links to carbon sequestration, green infrastructure and nature recovery objectives.

5.796 Overall, the Regulation 19 version of Policy LP 54 is the preferred option.

5.797 Both versions provide strong protection for trees, woodlands, hedges and hedgerows and both perform well against the sustainability objectives. However, the Pre-Submission version provides a broader and more comprehensive approach by explicitly including orchards alongside other valuable landscape and ecological features. This change better reflects the diversity of Huntingdonshire's natural environment and strengthens consistency with biodiversity, green infrastructure and climate resilience policies elsewhere in the Plan.

5.798 The Regulation 19 version also aligns more effectively with the Local Nature Recovery Strategy, Green and Blue Infrastructure Priority Areas, carbon sequestration objectives and wider environmental enhancement policies. It therefore delivers stronger outcomes against SA1 and SA5 while maintaining the significant positive effects already identified for biodiversity and landscape objectives.

5.799 Importantly, the policy remains aligned with national policy requirements, provides clear and enforceable development management criteria, is supported by the Huntingdonshire Tree Strategy 2020-2030, and requires recognised arboricultural standards including BS5837:2012. These factors improve certainty, effectiveness and deliverability.

5.800 Consequently, the Regulation 19 version is considered the most justified, effective and deliverable option.

Policy LP 54 Reasonable alternatives

5.801 The option of not including a policy protecting trees, orchards, woodlands, hedges and hedgerows was not considered a reasonable alternative because these features make a substantial contribution to biodiversity, landscape character, climate change mitigation, green infrastructure networks and community wellbeing. National planning policy places significant weight on the protection of ancient woodland, veteran trees and irreplaceable habitats, while local evidence highlights the importance of increasing tree canopy cover and strengthening ecological networks across Huntingdonshire.

5.802 The realistic policy choices therefore relate to the scope and strength of protection rather than whether these features should be protected. The Regulation 19 approach is preferred because it expands the policy's coverage to include orchards and more clearly links tree and hedgerow

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protection with biodiversity recovery, carbon sequestration, climate resilience and green infrastructure delivery. As a result, it provides the strongest overall contribution towards the Sustainability Appraisal objectives while remaining justified, effective and deliverable.

LP 55 Protecting our open spaces, outdoor sport and recreational facilities

Policy numbering change

5.803 LP 52 LP 55: The proposed wording was included within the Regulation 18 Preferred Options Draft Local Plan under Policy LP 52 Protecting our Open Spaces. The policy has subsequently been revised and expanded in the Pre-Submission Local Plan as Policy LP 55 Protecting our Open Spaces, Outdoor Sport and Recreational Facilities. The policy has therefore been reassessed to determine whether the amendments alter its sustainability performance against the Sustainability Appraisal (SA) Framework. Based on the SA Framework objectives, particularly SA5 (green and blue infrastructure, healthy lifestyles and access to recreation), SA7 (landscape and townscape quality), SA8 (pollution and environmental quality), SA10 (community cohesion and accessibility of services) and SA15 (quality places and communities), the changes are considered material because they broaden the scope of protection from open spaces alone to include outdoor sports and recreational facilities and strengthen the evidence base for decision-making.

Changes since the Regulation 18 stage

5.804 At Regulation 18 stage, Policy LP 52 focused primarily on the protection of existing public open spaces and sought to resist their loss unless replacement provision or clear evidence demonstrated that the space was no longer required. The policy contributed positively to maintaining access to green spaces and supporting the recreational needs of existing and future communities. Its emphasis was largely on retaining land uses that contribute to community wellbeing and local environmental quality.

5.805 The Regulation 19 version, Policy LP 55, broadens and strengthens this approach. The revised policy extends protection not only to public open spaces but also to outdoor sport and recreational facilities, reflecting the findings of the Council's Playing Pitch and Outdoor Sports Strategy (2022) and Indoor and Built Sports Facilities Strategy (2022). The policy provides a more comprehensive framework for managing proposals that could result in the loss of recreational assets and requires a more robust demonstration that facilities are surplus to requirements, have been replaced by equivalent or better provision, or that redevelopment would deliver wider community benefits. The revised wording improves consistency with the NPPF by explicitly recognising the importance of sport, recreation, physical activity, healthy lifestyles and social wellbeing.

5.806 The Regulation 19 policy therefore moves beyond a simple land protection policy and becomes a broader health, wellbeing and community infrastructure policy. It better integrates open space, recreation and sport provision within the wider growth strategy and infrastructure planning framework of the Local Plan.

5.807 The change to Policy LP 55 is material and the policy has therefore been reassessed. The updated appraisal concludes that LP55: Protecting our Open Spaces, Outdoor Sport and Recreational Facilities is expected to have significant positive effects in relation to SA5 and SA10, positive effects in relation to SA7, SA8 and SA15, and negligible effects across the remaining SA objectives. The table below shows the SA at Regulation 18 and again at Regulation 19:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA Reg 18	N	N	N	N	N	N	N	+	+	+	+	+	N	++	+	++	N	N	N	N	N	N	++	+
SA Reg 19	N	N	N	N	N	N	N	++	+	+	++	+	N	++	+	++	N	N	N	N	N	N	++	+

5.808 Both policy versions generate significant positive effects by protecting assets that support healthy lifestyles and community wellbeing.

5.809 **SA5 (Health and Wellbeing)** receives a significant positive effect because the policy safeguards access to open space, recreation and opportunities for physical activity.

5.810 The Regulation 19 version strengthens performance against **SA10 (Social Inclusion and Community Facilities)** through explicit protection of outdoor sport and recreational facilities as important community assets.

5.811 The revised policy also produces stronger positive effects for **SA7 (Landscape and Townscape)** and **SA8 (Environmental Quality)** through protection of multifunctional green spaces.

5.812 Overall, the Regulation 19 version of Policy LP 55 is the preferred option.

5.813 While both versions protect important community assets and deliver strong sustainability benefits, the Pre-Submission policy strengthens the relationship between open space protection, recreation, sport provision and healthy communities. It is supported by an updated and more comprehensive evidence base, including the Council's Playing Pitch and Outdoor Sports Strategy and Indoor and Built Sports Facilities Strategy, ensuring that decisions are informed by up-to-date assessments of community need.

5.814 The Regulation 19 policy secures broadly equivalent environmental benefits to the Regulation 18 version while delivering enhanced social and health outcomes. It provides clearer policy guidance, greater consistency with national planning policy, stronger protection of recreation infrastructure and improved justification for decision making. It also better supports the Local Plan's wider objectives relating to healthy lifestyles, community wellbeing, green infrastructure and sustainable placemaking.

5.815 Consequently, the Regulation 19 version achieves the strongest overall performance against the Sustainability Appraisal Framework, particularly SA5, SA7, SA8 and SA10. The policy therefore represents the most effective, justified and deliverable approach and is considered the version most appropriate.

Policy LP 55 Reasonable alternatives

5.816 The option of not including a policy to protect open spaces, outdoor sport and recreational facilities was not considered reasonable for Sustainability Appraisal purposes. National planning policy already places significant weight on protecting recreational land and sports facilities, recognising their contribution to health, wellbeing and community sustainability. Removing the policy would create uncertainty regarding the protection of locally important assets and would weaken the Local Plan's ability to support healthy lifestyles, social inclusion and high-quality places.

5.817 The realistic policy choice therefore relates to the level of protection and the scope of facilities covered. The Regulation 19 approach is preferred because it extends protection beyond open spaces alone to include outdoor sport and recreational facilities, providing a more comprehensive and evidence-based framework that better supports the sustainability objectives of the Local Plan and the SA Framework.

LP 56 Heritage Assets and their Settings

Policy numbering change

5.818 Draft Policy LP 53 has been retained as Policy LP 56. The purpose of this policy is to ensure that development proposals protect and conserve the district’s heritage assets and where possible enhance them and their settings.

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Changes since the Regulation 18 stage

5.819 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	++	N	++	N	N	N	N	N	N	N	++	N	N	N	N	N	N	N	N	N	N	+	+	++

5.820 The policy has not fundamentally changed, instead there has been refinement by adding reference to Heritage at Risk and amendments to the section addressing Archaeology. The updated policy is expected to achieve the same or stronger sustainability outcomes as the Regulation 18 version through improved implementation and heritage safeguards.

5.821 The Regulation 18 policy performed very positively against SA16 (Conserve, sustain and enhance designated and non-designated heritage assets and their setting(s)) and SA7 (Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements) and positively against SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). It is expected that the refined wording will reinforce these positive outcomes.

5.822 The amendments improve clarity, certainty and deliverability while maintaining the same sustainability objectives and positive effects. The SA reassessment is therefore not considered necessary.

Policy LP 56 Reasonable alternatives

5.823 The Further Issues and Options document set out options for the Vision and Objectives based on the Huntingdonshire Futures Strategy which recognises the importance of conserving and enhancing the historic environment which underpin the Vision and Objectives in this Preferred Options Local Plan.

5.824 There is an existing statutory protection for designated heritage assets. Not setting out our approach to heritage and the historic environment is not a reasonable alternative as Local Plans are required in the NPPF to conserve and enhance them and comply with the legislative framework around the historic environment.

LP 57 Water related Development

Policy numbering change

5.825 Draft Policy LP 54 has been retained as Policy LP 57. The purpose of this policy is to set out the Council's approach to development proposals that relate to rivers, lakes and other water bodies within the district.

Changes since the Regulation 18 stage

5.826 The policy retains its original purpose and has not significantly changed. The SA from the Regulation 18 has been copied below:

SA Obj.	SA 1		SA 2	SA 3		SA 4		SA 5	SA 6		SA 7	SA 8	SA 9	SA 10			SA 11		SA 12		SA 13	SA 14	SA 15	SA 16
SA	N	N	+	++	++	N	N	++	+	+	+	+	++	+	+	++	N	N	N	N	N	N	+	++

5.827 The policy has not fundamentally changed, instead wording has refined for clarity when referencing the built-up area, a criterion has been added requiring berths outside of a built-up area to demonstrate sustainable access to services. Regarding Grafham Water text added to reference resilient water infrastructure to support growth across the region as well as locally. The policy already performed very positively regarding SA9 (All people have access to high quality affordable homes that meet their needs across their lifetime) and SA3 (Manage Huntingdonshire's water resources in a sustainable manner and reduce the risk from all potential sources of flooding to people, properties and the environment). The amendments provide clarity while maintaining the same sustainability objectives and positive effects.

5.828 The policy also performed positively against SA15 (Promote high quality design and placemaking that enables attractive, safe and resilient communities). It is expected that the refined wording will reinforce a more positive outcome.

5.829 The amendments provide clarity while maintaining the same sustainability objectives and positive effects. Considering this and that the text has already been appraised at the previous stage, SA reassessment is therefore not considered necessary.

Policy LP 57 Reasonable alternatives

5.830 The Further Issues and options document set out the following three options and the opportunity to suggest another regarding boat dweller accommodation:

A. Look for sites to allocate for new permanent residential moorings with access to basic facilities including water provision, waste disposal and electric hook-ups as well as being close to a safe walking or cycling route to local shops and services

B. Allow a proportion of moorings within existing leisure marinas to be used as permanent residential moorings Work with partners to ensure access to basic facilities for boat dwellers who prefer to continuously cruise

5.831 Not setting out our approach to water related development including boat dweller accommodation is not a reasonable alternative as Section 124 of the Housing and Planning Act 2016 creates a duty under Section 8 of the Housing Act 1985 to consider the needs of people residing in or resorting to a local authority area with respect to the mooring of houseboats as part of the periodical review of housing needs. The NPPF also requires local plans to assess and establish the size, type and tenure of housing needed for different groups in the community.

Assessment of Site Allocations

5.832 The information below provides a consolidated list of all Regulation 19 site allocation policies that require new or updated Sustainability Appraisal. These requirements arise where sites have been introduced or significantly amended resulting in material changes to their sustainability performance. The overall position between Regulation 18 and Regulation 19 is:

Table 6

Measure	Regulation 18	Regulation 19
Number of Allocated sites	67	68
Sites removed	-	4
New sites added	-	5
Site replacement	-	1
Strategic growth locations	5	5
Overall development strategy	Established	Maintained

5.833 In summary key changes are:

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Table 7

Change Type	Description
Reclassification of commitments	Existing strategic commitments in North Huntingdon and St Neots, including Alconbury Weald, Ermine Street and St Neots East, are identified separately from new allocations in the Regulation 19 Plan. Improved separation between committed development and proposed allocations for monitoring and implementation purposes. These changes improve clarity and do not alter planned development outcomes.
Sites removed	Five allocations identified in the Regulation 18 Plan were not carried forward and removed: • Ramsey 3: East of Wood Lane - this reduces allocations in Ramsey to two • Somersham 2: South of College Farm - this reduces allocations in Somersham to two • Bluntisham 1: South of Rectory Road - this reduces allocations in Bluntisham to two • Alwalton 1: North of 23-33 Oundle Road - this removes all allocations in Alwalton • Bythorn 1:West of Warren Lane - this site is replaced with Home Farm, Bythorn
New allocations	Three new village-scale allocations were introduced together with one replacement site in Bythorn: • Bythorn 1: Home Farm, Bythorn - this site replaces West of Warren Lane result in net net change in number of allocations in Bythorn • Catworth 1: Fruit Field, Catworth - introduces an allocation in Catworth • Ellington 2: Land west of Grafham Road, Ellington - increases number of allocations to two in Ellington • Grafham 2: South of Village Farm, Grafham - increases number of allocations to two in Grafham • Spaldwick 1: Land east of Stow Road, Spaldwick - introduces an allocation in Spaldwick • Ramsey Forty Foot 2: Woodlane Farm - - increases number of allocations to two in Ramsey Forty Foot
Renumbering and reclassifications	Some allocations were renumbered following the deletion of sites: • Somersham 3 in Regulation 18 became Somersham 2 and Somersham 4 in Regulation 18 became Somersham 3 after the deletion of former Somersham 2 South of College Farm • Bluntisham 2 in Regulation 18 became Bluntisham 1 and Bluntisham 3 in Regulation 18 became Bluntisham 2 after the deletion of former Bluntisham 1 South of Rectory Road Great Gransden was moved from the Local Service Village category to Village category meaning the employment allocation at South of Caxton Road (Great Gransden 1), was moved and no reclassified within the settlement hierarchy.
Strategic sites	The principal strategic growth locations remain unchanged: • Lodge Farm New Community for approximately 4,900 dwellings • Wyton Airfield New Community for approximately 4,000 dwellings

Change Type	Description
	• The Lattenburys New Community for approximately 3,800 dwellings • Giffords Park for approximately 1,750 dwellings • Tithe Farm, St Neots for approximately 1,100 dwellings These sites continue to provide the majority of planned growth and remain central to the spatial strategy.
Overall strategy	The spatial strategy and overall housing trajectory remain broadly consistent between plan stages.

5.834 The Submission Plan largely retains the spatial strategy established at Regulation 18, with the overwhelming majority of allocations carried forward. Amendments are targeted and proportionate, removing a small number of sites where further evidence, environmental constraints, deliverability considerations or consultation responses indicated that alternative sites would perform better against the sustainability objectives of the Local Plan. The additions and substitutions help maintain the overall housing land supply while improving the Plan's environmental performance and deliverability. Consequently, the changes between Regulation 18 and Regulation 19 do not alter the overall strategy but refine its implementation to ensure the Plan is justified, effective and consistent with national policy.

5.835 The full list of changes to sites allocation between Preferred Options stage and Pre-Submission Local Plan can be found in Appendix 'Appendix 7 - Table of site changes between Preferred Options and Pre-Submission'. It sets out all the proposed allocation sites in the Regulation 18 Preferred Options Local Plan and whether these have progressed into the Regulation 19 Local Plan. It identifies where sites have been removed and the new sites that have been added. A brief reason for the exclusion and inclusion of sites is also given in the table below. The table also identifies where policy references have been updated for ease of comparing sites between versions of the Local Plan.

5.836 The following sections group the Pre-Submission allocations into the LAA areas they were originally assessed in. Exceptions to these are the sites located within the North Huntingdon Growth Cluster, these were assessed in the north central and eastern LAA areas previously but have been identified separately here to reflect their location within the Growth Cluster. Commentary is provided on how each site performs regarding its performance against the sustainability framework looking at key themes such as climate resilience, biodiversity, landscaping and heirtage, housing, community facilities, accessibility and economic performance. A short conclusion for each site is provided.

5.837 Following the overview of SA performance for each allocation, the impacts regarding health and inequalities and cumulative impacts on each settlement is provided.

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North Huntingdon Growth Cluster Site Allocations

5.838 Allocated sites within the North Huntingdon Growth Cluster area are:

- North Huntingdon 1: Huntingdon Racecourse
- North Huntingdon 2: Land North of A141 between the Racecourse and A1307
- North Huntingdon 3: Lodge Farm, North of A141
- North Huntingdon 4: Wyton Airfield

5.839 There have been some material changes to three of the site policies since the Preferred Options stage, these are shown below. Therefore, further SA re-assessment is required for these sites. No additional sites have been allocated since the Preferred Options stage.

5.840 No additional sites have been allocated since the Preferred Options stage in the North Huntingdon Growth Cluster. The existing site allocation of Alconbury Weald and Ermine Street from the Local Plan to 2036 have been identified as a retained allocation. The sites benefit from existing planning permissions and are building out and is expected to do so into the the new Local Plan period. The rational of including a retained policy in the Local Plan to 2036 is to provide guidance for the determination of any future planning applications which are primarily expected to be reserved matters providing detailed information to enhance that provided through the outline planning permissions.

5.841 The table below demonstrates how site policies changed from the Preferred Options stage and the subsequent change in significant effect.

Site	Preferred Options Allocation	Submission Allocation	Housing / Development Change	Policy Change Relevant to Sustainability	SA Objective(s) with Significant Effect Change	Change in Significant Effect
North Huntingdon 2 – Land North of A141	B2/B8 employment allocation (up to 70% B8), protection of heritage assets, ecological assessment, employment and skills strategy.	Same site area and employment function. Adds bus depot/sustainable transport use, SSSI Impact Risk Zone assessment, stronger drainage/foul water requirements and archaeological provisions.	No housing change. Employment quantum broadly unchanged (240,000 sqm retained). Includes 1,000sqm for a bus depot	Greater emphasis on sustainable transport, biodiversity mitigation and skills provision.	SA6 Biodiversity SA12 Sustainable Transport SA13 Economy	SA6 improves from potential (–) (+) due to specific SSSI safeguards. SA12 likely improves from (+) (++) through bus depot/mobility function. SA 13 Significant positive economic effects remain unchanged (++).
North Huntingdon 3 – Lodge Farm	4,900 homes including c.450 supported living, c.260 extra-care, 280 C2 bedspaces; 3 primary schools and land for	4,900 homes retained; specialist housing expressed through tenure/needs-based approach. Adds innovation quarter, mobility hub, minimum 10% BNG, employment and skills plan,	Overall housing number unchanged. Delivery assumption unchanged.	Stronger biodiversity, transport integration, employment and climate resilience requirements.	SA6 Biodiversity SA11 Employment SA12 Transport	SA6 likely increases from (+) (++) due to explicit 10% BNG requirement. SA11 improves from (+) (++)

	secondary school explicitly specified. No BNG target.	natural flood management. Educational provision made more flexible.				SA12 improves from (+) (++) through mobility hub and active travel emphasis.
North Huntingdon 4 – Wyton Airfield	4,000 homes; 400 supported living, 240 extra-care; 250 C2 bedspaces; employment land excluding B8 except ancillary uses; reserved land for schools specified.	4,000 homes retained; care provision becomes needs-based; allows ancillary/"last mile" B8; integrated water strategy strengthened to include natural flood management; stronger settlement separation wording.	No housing change. Employment land unchanged.	Enhanced flood-management and settlement-separation provisions.	SA2 Climate Adaptation SA3 Flood Risk	Likely improvement from (+) (++) for SA2/SA3 because natural flood management is explicitly required.

North Huntingdon 1 – Huntingdon Racecourse

5.842 Based on comparison of the Preferred Options allocation and the Pre-Submission Local Plan, North Huntingdon 1 has not undergone a significant material change that would alter the overall Sustainability Appraisal conclusions. The allocation remains a mixed-use proposal centred on the retention and enhancement of the racecourse and associated leisure, recreation, equestrian and event-related activities, together with supporting development and infrastructure. The Pre-Submission Plan places greater emphasis on:

- coordinated delivery across North Huntingdon allocations;
- cumulative infrastructure planning;
- active travel connections;
- A141 infrastructure improvements;
- strategic green infrastructure integration;
- stronger sustainable transport expectations.

5.843 These changes largely strengthen mitigation and implementation mechanisms rather than altering the development proposition itself. The principal changes relate to greater specificity regarding flood risk management, ecological protection, landscape mitigation, wastewater capacity, transport assessments and sustainable travel requirements. Additional policy wording strengthens the approach to protecting nearby biodiversity assets, minimising visual impacts and securing infrastructure delivery. These modifications provide increased certainty over environmental mitigation and implementation but do not fundamentally alter the site's role, location, scale or overall development concept. Consequently, the sustainability performance of the allocation remains broadly unchanged and the previous SA conclusions remain robust.

North Huntingdon 2 – Land North of A141 between the Racecourse and A1307

5.844 Based on comparison of the Preferred Options allocation and the Pre-Submission Local Plan, North Huntingdon 2 has undergone some material refinement, but these changes do not significantly affect the overall SA conclusions. The allocation continues to perform the strategic employment and logistics role envisaged in the Preferred Options plan and remains a key component of the North Huntingdon Growth Cluster. The principal modifications include updated employment floorspace figures, stronger requirements for phased delivery, a more detailed emphasis on Employment and Skills Plans, and enhanced mitigation relating to landscape character, heritage assets, biodiversity, air quality, noise and water management. The Pre-Submission version also provides greater certainty

regarding infrastructure provision, wastewater treatment requirements, net zero measures and sustainable transport connections. These revisions improve clarity and strengthen mitigation measures, particularly for environmental objectives, but do not alter the allocation's strategic purpose as a major employment-led development. The overall SA findings therefore remain valid, with the site continuing to deliver strong economic benefits alongside manageable environmental effects subject to mitigation.

North Huntingdon 3 – Lodge Farm, North of A141

5.845 Based on comparison of the Preferred Options allocation and the Pre-Submission Local Plan, North Huntingdon 3 has not undergone a significant material change that would alter the overall Sustainability Appraisal conclusions. The allocation remains a large-scale mixed-use new community focused on delivering substantial housing growth, employment opportunities, education provision, community facilities, green infrastructure and sustainable transport connections. The principal changes comprise refinements to housing assumptions and phasing, enhanced requirements for health infrastructure, education provision, green infrastructure delivery, biodiversity net gain, water management and active travel connectivity. Additional detail has also been provided regarding place-making, skills and employment hub, the mobility hub, integrated water management and long-term stewardship arrangements. These modifications strengthen the certainty of delivery and mitigation while maintaining the same broad scale, land uses and strategic function. The allocation continues to generate significant positive effects for housing delivery, health, accessibility and economic growth, while environmental effects remain capable of mitigation. As such, the overall SA conclusions remain robust.

North Huntingdon 4 – Wyton Airfield

5.846 Based on comparison of the Preferred Options allocation and the Pre-Submission Local Plan, North Huntingdon 4 has not undergone a significant material change that would alter the overall Sustainability Appraisal conclusions. The allocation continues to comprise a major mixed-use new community delivering substantial housing growth, employment land, local centres, schools, community facilities, strategic green infrastructure and transport improvements within the North Huntingdon Growth Cluster. The key changes are refinements that provide greater certainty regarding the defence and innovation employment focus associated with RAF Wyton, park and ride facilities, public transport connectivity, infrastructure phasing, contamination assessment, wastewater management and biodiversity enhancement. The Pre-Submission plan also strengthens requirements relating to landscape protection, settlement separation, flood risk management, heritage considerations and sustainable design. These changes reinforce mitigation measures and improve confidence in implementation but do not represent a fundamental alteration to the allocation's role, scale, location or development strategy. The site's sustainability performance therefore remains broadly consistent with the Preferred Options assessment, and the previous SA conclusions remain appropriate and robust.

5.847 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

SA Objectives	SA1		SA2		SA3		SA4		SA5		SA6		SA7	SA8	SA9	SA10			SA11		SA12		SA13	SA14	SA15	SA16
North Huntingdon 1	N	+	-	--	_	--	_	-	+		--	+	_	-	N	+	+	++	+	++	++	++	++	-	+	+
North Huntingdon 2	+	+	+	++	--	+	--	--	-	++	+	++	_	-	N	+	N		--	++	++		++	N	_	-
North Huntingdon 3	++	++	+	++	--	+	--	--	++	++	++	++	_	-	++	+	++		--	++	++		+	+	-	+
North Huntingdon 4	++	++	++	++	--	+	++	++	++	++	++	+	++	-	N	+	++		++	+	+		+	+	+	+

North Huntingdon 1: Huntingdon Racecourse

5.848 The site is significantly constrained by flood risk, with the majority of the racecourse lying within areas susceptible to fluvial flooding and only a limited area within flood zone 1 suitable for more intensive built development. Nevertheless, the allocation directs development towards previously developed land and lower-risk areas, supported by site-specific flood risk assessment, sustainable drainage systems (SuDS), climate change allowances and integrated water management measures. These requirements help ensure that any development remains resilient to future climate impacts while avoiding increases in flood risk elsewhere.

5.849 The site lies within the Great Ouse Valley Green Infrastructure Priority Area and contains the Brampton Racecourse SSSI, with other ecological assets nearby including Brampton Meadow SSSI and Hinchingbrooke Country Park. Development therefore has the potential to affect biodiversity and ecological connectivity. However, the allocation requires retention and enhancement of green infrastructure, biodiversity net gain measures and sensitive management of visitor pressure. As a result, residual effects are considered neutral to positive provided the racecourse's environmental assets are safeguarded and enhanced.

5.850 The racecourse forms part of an important open landscape setting on the northern approach to Huntingdon. Extensive development could adversely affect landscape character and rural openness. However, careful siting, landscape buffers, structural planting and design requirements will limit visual impacts. While there are no major designated heritage assets within the site itself, nearby listed buildings require consideration through heritage assessment and sensitive design. Residual effects are therefore considered neutral.

5.851 The allocation supports the ongoing viability of Huntingdon Racecourse as a district-wide visitor attraction and enables growth in leisure, tourism and event-related activity. Additional employment opportunities and investment

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generated through complementary leisure and commercial uses contribute positively to local economic objectives. Community benefits also arise through the retention of recreational facilities and enhanced accessibility.

5.852 The site faces substantial flood risk and ecological constraints, but the Sustainability Appraisal indicates these can be managed through strong mitigation and a focus on limited development within the least constrained areas. The allocation supports tourism, leisure and economic objectives while maintaining strategic green infrastructure functions, giving rise to a broadly positive residual sustainability outcome.

North Huntingdon 2: Land North of A141 between the Racecourse and A1307

5.853 The site performs relatively well against climate resilience objectives, with approximately 91% of the allocation located within Flood Zone 1 and built development being accommodated in this area. Development requirements include SuDS, attenuation measures, strategic drainage infrastructure and climate-adapted design. Significant green infrastructure provision and landscape-led masterplanning provide additional resilience benefits and support carbon reduction ambitions.

5.854 Although no nationally designated ecological assets lie within the site itself, it adjoins important habitats including Brampton Racecourse SSSI and the Great Ouse Valley Priority Area. The allocation incorporates extensive green and blue infrastructure, biodiversity net gain requirements and ecological corridors. These measures provide opportunities to strengthen habitat connectivity while mitigating development impacts. Biodiversity effects are therefore assessed as neutral to positive.

5.855 Development of a strategic employment location will alter the existing agricultural landscape and could affect views from surrounding areas. Heritage considerations include nearby listed buildings and non-designated farmsteads whose settings require protection. The policy framework requires substantial structural landscaping, sensitive design and heritage assessment to minimise adverse effects. Following mitigation, landscape and heritage effects are considered broadly neutral.

5.856 The site represents one of the most significant employment allocations in the Local Plan and is expected to deliver substantial logistics, industrial and commercial floorspace with the capacity to support over 2,000 jobs. Its proximity to strategic transport routes and the wider North Huntingdon Growth Cluster strongly supports economic growth, inward investment and labour

5.857 North Huntingdon 2 generates significant positive economic and employment benefits and performs positively against climate adaptation and infrastructure objectives. Environmental effects relating to biodiversity, landscape and heritage can be effectively managed through embedded mitigation measures. The overall sustainability outcome is therefore strongly positive.

North Huntingdon 3: Lodge Farm, North of A141

5.858 The site performs favourably against flood risk objectives, with over 98% of the 317ha site located within flood zone 1. Strategic green infrastructure, drainage corridors and open space provision are embedded within the masterplan concept to manage surface water, address climate change risks and support long-term resilience. The allocation therefore performs positively against flood risk and adaptation objectives.

5.859 The allocation creates substantial opportunities for habitat creation, green infrastructure enhancement and ecological connectivity. Existing tree belts, hedgerows and woodland features provide a strong framework for biodiversity enhancement. While development will result in the loss of agricultural land, biodiversity net gain requirements and habitat-led masterplanning are expected to deliver a net improvement in ecological value over time.

5.860 Lodge Farm occupies a visually prominent location north of the A141 and development will extend Huntingdon's urban edge into the surrounding rural landscape. Significant landscape mitigation, green buffers and high-quality placemaking will be necessary to maintain separation from nearby settlements and minimise visual impacts. Archaeological potential

and heritage considerations will require assessment, but no overriding constraints have been identified. Residual effects are assessed as neutral following mitigation.

5.861 As a major strategic residential allocation, Lodge Farm makes a significant contribution to district housing needs and supports delivery of a broad range of housing types and tenures. The site benefits from proximity to Huntingdon's services, employment areas, education facilities and strategic transport improvements associated with the North Huntingdon Growth Cluster. Community infrastructure and active travel links further strengthen sustainability performance.

5.862 Lodge Farm performs strongly against housing delivery, accessibility and climate resilience objectives. Although landscape change will be significant, comprehensive masterplanning and environmental mitigation can successfully address identified constraints. The allocation is therefore considered capable of achieving a positive overall sustainability outcome.

North Huntingdon 4: Wyton Airfield

5.863 Wyton Airfield benefits from being predominantly located within flood zone 1 and comprises largely previously developed land, supporting efficient land use objectives. The scale of the site allows integrated drainage solutions, climate-resilient design and extensive open space provision. Consequently, the site performs positively against climate adaptation and flood risk objectives.

5.864 The allocation contains significant opportunities for strategic habitat creation, biodiversity net gain and enhancement of ecological networks associated with the wider Great Ouse Valley. Although nearby ecological assets require careful protection, the extensive green infrastructure framework proposed provides opportunities for substantial environmental enhancement and improved habitat connectivity. Biodiversity effects are therefore considered positive overall.

5.865 Redevelopment of the former RAF airfield will transform the existing landscape character. However, extensive masterplanning, woodland retention, green buffers and landscape enhancements will help establish a distinctive new community while avoiding coalescence with neighbouring settlements. The site's military heritage offers opportunities for place-making and local distinctiveness. Heritage effects are assessed as neutral to positive.

5.866 Wyton Airfield is a strategic new community allocation capable of delivering substantial housing, employment opportunities, social infrastructure and sustainable transport improvements. The site supports regeneration through reuse of previously developed land and aligns strongly with the North Huntingdon Growth Cluster vision and sustainability objectives. Long-term benefits include improved connectivity, investment, employment opportunities and support for district-wide housing delivery. Development can also support the enhanced sustainability of nearby settlements such as Wyton on the Hill who currently has very limited services.

5.867 The Sustainability Appraisal identifies Wyton Airfield as one of the strongest performing strategic allocations due to its scale, previously developed nature, infrastructure opportunities and capacity for comprehensive environmental mitigation. While careful management of landscape, heritage and ecological issues will be necessary, the site is expected to deliver a significantly positive overall sustainability outcome.

5.868 **Summary of Impacts on Human Health and Inequalities**

5.869 In relation to SA Objective 10 (Healthy Communities and Reduced Inequalities), all four North Huntingdon allocations and the retained allocations of Alconbury Weald and Ermine Street are expected to deliver positive residual effects. Huntingdon Racecourse supports recreation, tourism and employment opportunities; North Huntingdon 2 delivers substantial job creation and economic inclusion benefits; Lodge Farm provides new homes, active travel connections and access to services; and Wyton Airfield offers the most comprehensive package of housing, employment, green infrastructure and community facilities. Collectively,

these allocations contribute positively towards healthier lifestyles, improved access to employment and services, stronger community cohesion and reduced social and economic inequalities across northern Huntingdonshire.

Cumulative effects

5.870 The North Huntingdon Growth Cluster represents the largest concentration of planned growth in Huntingdonshire, comprising the existing Alconbury Weald and Ermine Street developments alongside the proposed allocations at Huntingdon Racecourse, Land North of the A141, Lodge Farm and Wyton Airfield. Collectively, these allocations would deliver substantial housing and employment growth, creating a new urban extension to Huntingdon and significantly expanding the settlement's strategic role within the district. The Local Plan identifies approximately 8,900 homes and around 198.5ha of employment land across the wider cluster, including major logistics, innovation, defence and business uses.

5.871 In cumulative terms, the principal effects are expected to relate to transport, healthcare, education, utilities and environmental infrastructure. Growth across all North Huntingdon allocations will increase demand on the A141 corridor, A1307, A14 junctions and connections into Huntingdon town centre. Significant strategic transport investment is already anticipated, including A141 improvements, new junction infrastructure, active travel routes, mobility hubs and enhanced public transport provision, which these sites can help to facilitate. Nevertheless, cumulative traffic generation from residential, employment and logistics development will require coordinated delivery of these interventions to avoid congestion and maintain network performance.

5.872 The combined allocations will also generate substantial demand for healthcare services. Whilst the cluster includes provision for new neighbourhood health facilities and the redevelopment of Hinchingbrooke Hospital, cumulative population growth will increase pressure on existing primary healthcare services and hospital facilities. Similarly, demand for education provision will rise significantly, requiring delivery of new primary schools, secondary school capacity, early years provision and specialist educational facilities across Lodge Farm and Wyton Airfield.

5.873 The cumulative effect on water supply, wastewater treatment and drainage infrastructure will also be notable. Evidence indicates that Water Recycling Centres that serve these sites will likely to require future upgrades to accommodate planned growth, whilst integrated water management strategies and sustainable drainage systems will be essential to address flood risk and surface water management across the cluster.

5.874 Notwithstanding these infrastructure requirements, the concentration of housing, employment, healthcare, education and community facilities within a highly sustainable location is expected to generate positive cumulative effects by creating new communities supported by a broad range of services, jobs and sustainable transport opportunities, reducing the need for longer-distance travel and strengthening Huntingdon's role as one of the district's principal growth locations.

North Huntingdon 1: Huntingdon Racecourse

5.875 Huntingdon Racecourse is a mixed-use allocation focused on retaining and enhancing the existing racecourse, equestrian and leisure functions while supporting complementary development. When considered alongside the wider North Huntingdon Growth Cluster, the site contributes relatively modest population growth but forms an important component of the area's leisure, recreation and visitor economy.

5.876 In cumulative terms, the site is likely to increase traffic associated with residential growth, leisure activities, conferences, events and race day operations. Combined with development at Lodge Farm, Wyton Airfield and the adjacent employment allocation, this will contribute to additional pressures on the A141 corridor and surrounding junctions. Sustainable transport improvements and enhanced walking, cycling and public transport connections will therefore be important to managing cumulative effects.

5.877 The site will also contribute to cumulative demands on healthcare and education services generated across the wider cluster, although these effects are expected to be proportionately smaller than those arising from the larger residential-led allocations. Environmental considerations are

particularly important at this location given the proximity of Brampton Racecourse SSSI, the Great Ouse Valley and areas of flood risk. In combination with neighbouring allocations, careful ecological management, flood mitigation and green infrastructure provision will be required to avoid adverse cumulative effects.

5.878 Overall, the allocation is expected to complement the wider growth strategy by reinforcing leisure, recreation and tourism functions whilst contributing to a balanced mix of uses within North Huntingdon.

North Huntingdon 2: Land North of A141 between the Racecourse and A1307

5.879 North Huntingdon 2 is a major employment-led allocation focused primarily on logistics, industrial and distribution uses. Together with employment growth at Alconbury Weald, the defence and innovation activities associated with Wyton Airfield and employment provision at Lodge Farm, the site will significantly strengthen North Huntingdon's economic role within the Oxford-Cambridge growth corridor.

5.880 The principal cumulative effect is likely to relate to transport. Logistics and distribution operations have the potential to generate substantial HGV movements which, combined with residential growth across the cluster, will increase pressure on the A141, A14 and wider strategic road network. Proposed highway improvements, active travel connections and public transport infrastructure will therefore be critical to mitigating cumulative effects.

5.881 The employment allocation is expected to generate a large number of new jobs and help improve the balance between homes and employment within the wider growth area. This may reduce out-commuting and support more sustainable travel patterns when considered alongside the nearby residential allocations.

5.882 Cumulative environmental effects will require careful management, particularly in relation to landscape character, heritage assets, air quality, noise and biodiversity. However, with appropriate mitigation and delivery of strategic green infrastructure, the site is expected to provide significant positive cumulative economic benefits whilst supporting the wider sustainability of the North Huntingdon Growth Cluster.

North Huntingdon 3: Lodge Farm, North of A141

5.883 Lodge Farm is the largest residential-led allocation within the North Huntingdon Growth Cluster and will form a major new community. Together with Wyton Airfield and existing commitments, the site will contribute significantly towards planned housing growth in the district.

5.884 In cumulative terms, Lodge Farm will increase demand across all key infrastructure sectors. Additional residents will place pressure on healthcare services, schools, community facilities, utilities and transport infrastructure. However, the allocation incorporates substantial supporting infrastructure, including a local centre, neighbourhood health facilities, primary schools, secondary school provision, sports facilities, green infrastructure and an innovation quarter providing employment opportunities.

5.885 Transport impacts will be particularly significant when combined with neighbouring allocations. Additional movements will increase demand on the A141, local roads and active travel network. Delivery of A141 improvements, mobility hubs, bus services and high-quality pedestrian and cycling routes will be essential to supporting sustainable travel across the wider growth area.

5.886 The allocation also offers positive cumulative effects through provision of local jobs, services and community facilities, reducing dependency on Huntingdon town centre and helping create a more self-sustaining settlement pattern. Combined with Wyton Airfield, Lodge Farm will underpin the creation of a substantial new urban community capable of supporting strategic investment in infrastructure and services.

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North Huntingdon 4: Wyton Airfield

5.887 Wyton Airfield is a strategic mixed-use new community which, alongside Lodge Farm, will drive much of Huntingdonshire's long-term growth beyond the current plan period. The allocation incorporates substantial housing, employment, education, healthcare and community infrastructure and is closely linked to the future role of RAF Wyton and associated defence-related activities.

5.888 In cumulative terms, the site will contribute significantly to population growth, increasing demand on healthcare, education, leisure and utility infrastructure. However, unlike many smaller allocations, Wyton Airfield includes provision for a wide range of services and facilities intended to meet much of this demand on-site, including schools, a local centre, health facilities, sports provision and employment land.

5.889 The cumulative transport effect is likely to be substantial when combined with Lodge Farm, the employment allocation north of the A141 and other North Huntingdon development. Pressure on the A141 corridor, strategic road network and public transport systems will increase considerably. Consequently, the timely delivery of highway improvements, active travel infrastructure and public transport enhancements will be critical.

5.890 The allocation is also expected to produce significant positive cumulative economic effects through new employment opportunities, support for defence and technology sectors and links to RAF Wyton and the emerging innovation economy. Whilst environmental impacts relating to landscape, heritage and biodiversity will require careful management, the scale of strategic green infrastructure proposed across the site should help mitigate these effects and contribute to wider environmental enhancement.

5.891 Overall, Wyton Airfield is expected to act as one of the primary drivers of Huntingdon's future growth and long-term sustainability.

Northern Huntingdonshire Site Allocations

5.892 In total five sites are allocated within settlements in Northern Huntingdonshire.

- Holme 1: North of Station Road
- Peterborough Services 1: West of the A1 and south of Peterborough Motorway Services
- Stilton 1: Land to the rear of The Stilton Cheese Inn
- Stilton 2: Rear of 16–58 North Street
- Yaxley 1 – Eagle Business Park Phase 3

5.893 There have been no material changes to most site policies since the Preferred Options stage, Holme 1 saw a material change as set out below. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites. The site allocation at the Preferred Options stage for Alwalton 1: North of 23–33 Oundle Road has been removed from the Plan following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal.

5.894 No additional sites have been allocated since the Preferred Options stage in the Northern Huntingdonshire area.

Site	Preferred Options Allocation	Submission Allocation	Housing / Development Change	Policy Change Relevant to Sustainability	SA Objective(s) with Significant Effect Change	Change in Significant Effect
Holme 1 - North of Station Road	50 homes, local retail/health uses or commercial uses.	Site area reduced to omit the two residential properties, landowner confirmed through the housing trajectory for the site that these will be retained and that 40 homes will be sought on site. Reduces site by 0.7ha.	40 homes - reduction of 10 homes.t	Greater emphasis on sustainable transport, biodiversity mitigation and skills provision.	SA7 Landscape and Townscape SA15 Integration	SA7 ad SA15 both improve from from (+) (++) through a slightly smaller development retaining existing properties providing a scale of development that can be integrated with the wider community.

SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10			SA11		SA12		SA13	SA14	SA15	SA16
Holme 1	N	+	+	++	+	++	+	-	+	+	-	++	-	+	-	+	N	--	++	--	++	N	++	++	++
Peterborough Services 1	+	N		+	--	++	--	-	+	+	+	+	-	N	++	+		--	++	+		++	N	+	+
Stilton 1	N	+	+	++	+	++	--	++	--	++	-	++	-	++	+	++	+	--	++	+	++	N	N	+	-
Stilton 2	N	+	-	++	+	+	--	++	--	++	-	++	-	+	+	++	+	--	++	+	++	N	N	+	-
Yaxley 1	+	+	-	+	+	+	--	--	+	++	+	+	-	N	+	N	-	++	++	+	++	+	N	+	++

Holme 1: North of Station Road

5.895 Since the Preferred Options, the site promoter has sought to amend the site boundary to exclude the two existing properties on site and reduce the capacity to 40 dwellings, providing growth that that enables greater integration opportunities.

5.896 The site is located within flood zone 1 and therefore performs positively against flood risk and climate resilience objectives. Allocation requirements for a site-specific drainage strategy, sustainable drainage systems (SuDS), greenfield runoff rates and integration of natural flood management measures will ensure that development does not increase flood risk elsewhere.

5.897 The allocation provides opportunities for green infrastructure, biodiversity net gain and ecological enhancement. Habitat creation, landscape buffers and integration of natural flood management measures can result in positive residual biodiversity effects.

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5.898 Development has the potential to affect the rural setting of Holme and to a lesser extent the wider Great Fen landscape. The allocation requirements for landscape-sensitive design, retention of boundary vegetation, archaeological assessment. Heritage constraints are limited and can be overcome through design.

5.899 The site contributes positively to housing delivery in a village settlement and supports the maintenance of local services through population retention and growth. The provision of additional homes and a local retail and health facility supports community cohesion and contributes towards identified housing needs. While access to higher-order employment opportunities remains more limited than in larger settlements, these effects are not considered significant in the context of the scale of growth proposed.

5.900 Taking account of all embedded mitigation measures, Holme 1 is considered capable of delivering a net positive sustainability outcome. Any adverse effects relating to biodiversity, landscape character and heritage are effectively managed through the allocation requirements and wider policy framework, resulting in predominantly positive residual effects**.**

Peterborough Services 1: West of the A1 and south of Peterborough Motorway Services

5.901 The site is located within the parish of Haddon but is located in the countryside nearer to Peterborough Motorway Services and the A1(M) rather than the settlement itself. The allocation makes a significant contribution towards the Local Plan's employment objectives through provision of approximately 116,000sqm of commercial, industrial and distribution floorspace. The site directly supports economic growth, business expansion, inward investment and employment creation. These benefits are considered substantial and represent one of the strongest positive features of the allocation.

5.902 The site is predominately within flood zone 1, the allocation requires a site-specific Flood Risk Assessment, drainage strategy, maintenance strips and ongoing management of watercourses. Consequently, the residual flood risk effect is positive and demonstrates a clear application of the sequential approach.

5.903 The allocation provides opportunities for habitat creation, natural flood management, ecological enhancement and strengthening of green infrastructure. Landscape buffers, drainage corridors and retained open space provide opportunities for biodiversity net gain and ecological connectivity. The policy expectation for biodiversity enhancement means that residual ecological effects are considered neutral to positive.

5.904 There is potential for archaeology within the site, the allocation requires additional investigation to assess this. Also, requirements for buffer planting, landscape management and sensitive design ensure that the development integrates successfully with the surrounding environment and minimises visual effects on the wider landscape setting.

5.905 The site performs strongly in relation to infrastructure provision, digital connectivity and sustainable transport being located along the A1(M) south of Peterborough motorway services. The allocation has the potential to be a free standing employment location with linkages to nearby employment locations in Yaxley and Peterborough. It can connect directly to existing road infrastructure, active travel routes and utility networks. Policy requirements relating to wastewater capacity, transport assessments and sustainable movement further improve performance against sustainability objectives.

5.906 When assessed on a mitigation-on basis, Peterborough Services 1 delivers substantial positive economic and employment benefits with environmental effects effectively managed through embedded policy requirements. The allocation is therefore considered to result in a significantly positive overall sustainability outcome.

Stilton 1: Land to the rear of The Stilton Cheese Inn

5.907 The site is previously developed being land associated used for parking for the Stilton Cheese Inn so its redevelopment provides sustainability benefits by reusing land and provide a visual benefit to the streetscene as well as biodiversity enhancements.

5.908 The site is within flood zone 1 with minimal surface water flood risk. Through application of SuDS, water efficiency measures and climate-resilient design principles, the allocation performs positively against climate adaptation objectives.

5.909 Potential impacts on village character and nearby heritage assets are effectively managed through requirements for landscape integration, sensitive design and heritage assessment and mitigation where necessary. The redevelopment of the site can provide a heritage benefit through bringing it back into use.

5.910 The site contributes positively towards district housing requirements and supports the sustainability of Stilton by helping to maintain the local population, support services and provide additional housing choice. The social benefits of the allocation are therefore considered significant and long term.

5.911 The allocation generates positive social and housing outcomes and any environmental effects are appropriately mitigated through policy requirements. Consequently, the residual sustainability effect is positive overall.

Stilton 2: Rear of 16–58 North Street

5.912 The site is within flood zone 1 with minimal surface water flood risk which can be addressed through a drainage strategy, climate change modelling and implementation of SuDS. Consequently, residual effects against flood risk objectives are considered positive.

5.913 The site lies close to the Stilton Conservation Area and several listed buildings on North Street. Without mitigation there is potential for adverse effects on setting and local character. However, the allocation requires a proportionate heritage assessment, heritage-led design approach and consideration of impacts on designated assets. The retention of landscape buffers and careful integration with existing development significantly reduces potential effects. The residual heritage effect is therefore considered neutral rather than adverse.

5.914 The allocation requires retention of existing trees and landscape features, biodiversity enhancement measures and incorporation of green infrastructure. Opportunities for biodiversity net gain, ecological enhancement and habitat connectivity are available across the site. As a result, biodiversity effects are considered neutral to positive following mitigation.

5.915 Potential adverse effects arise from proximity to the A1, particularly in relation to noise, air quality and visual intrusion. The allocation requires appropriate mitigation measures including retention of landscaping, design responses and detailed technical assessments. With mitigation in place, residential amenity standards can be achieved and residual effects are reduced to minor adverse or neutral levels.

5.916 The allocation performs strongly against housing objectives by contributing approximately 55 dwellings in a Local Service Village. The site supports local services, education provision and village vitality, while making a proportionate contribution towards district-wide housing needs. These benefits are expected to be permanent and long term.

5.917 The Sustainability Appraisal concludes that the identified constraints can be satisfactorily addressed through embedded mitigation. The site therefore delivers a positive overall sustainability outcome with no significant residual adverse effects.

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Yaxley 1 – Eagle Business Park Phase 3

5.918 The allocation makes a significant contribution towards the Local Plan's employment objectives through provision of approximately 33,000sqm of commercial, industrial and distribution floorspace. The site directly supports economic growth, business expansion, inward investment and employment creation. It would provide a third phase to the Eagle Business Park established Employment Area. These benefits are considered substantial and represent one of the strongest positive features of the allocation.

5.919 A key strength of the allocation is the sequential approach to site layout. Built development is restricted to Flood Zone 1, whilst areas affected by higher flood risk are retained as open space, flood mitigation areas and environmental enhancement land. The allocation requires a site-specific Flood Risk Assessment, drainage strategy, maintenance strips and ongoing management of watercourses. Consequently, the residual flood risk effect is positive and demonstrates a clear application of the sequential approach.

5.920 The allocation provides opportunities for habitat creation, natural flood management, ecological enhancement and strengthening of green infrastructure. Landscape buffers, drainage corridors and retained open space provide opportunities for biodiversity net gain and ecological connectivity. The policy expectation for biodiversity enhancement means that residual ecological effects are considered neutral to positive.

5.921 No significant heritage constraints have been identified within the allocation itself. Nevertheless, requirements for buffer planting, landscape management and sensitive design ensure that the development integrates successfully with the surrounding environment and minimises visual effects on the wider fenland landscape setting. Residual heritage and landscape effects are therefore assessed as neutral.

5.922 The site performs strongly in relation to infrastructure provision, digital connectivity and sustainable transport. The allocation extends an established employment location and can connect directly to existing road infrastructure, active travel routes and utility networks. Policy requirements relating to wastewater capacity, transport assessments and sustainable movement further improve performance against sustainability objectives.

5.923 When assessed on a mitigation-on basis, Yaxley 1 delivers substantial positive economic and employment benefits with environmental effects effectively managed through embedded policy requirements. The allocation is therefore considered to result in a significantly positive overall sustainability outcome.

Summary of Impacts on Human Health and Inequalities

5.924 In respect of SA Objective 10 (Healthy Communities and Reduced Inequalities), all five allocations are considered to result in positive residual effects once embedded mitigation measures are taken into account. Holme 1, Stilton 1 and Stilton 2 support community cohesion, local service retention, access to green infrastructure and housing choice, whilst Yaxley 1 and Peterborough Services 1 deliver substantial employment, skills and economic inclusion benefits. No significant adverse effects on health have been identified that cannot be mitigated through allocation requirements, development management policies and statutory environmental assessment. Consequently, the allocations collectively contribute positively towards improving health outcomes and reducing social and economic inequalities across Huntingdonshire.

Cumulative effects in relation to wider settlement

Holme

5.925 Holme is a small rural village with limited local services and facilities and a high degree of reliance on neighbouring settlements, particularly Yaxley, Sawtry and Peterborough, for retail, employment, healthcare and secondary education needs. Additional development at Holme 1 would increase vehicle movements on the local road network and is likely to generate additional journeys to these higher-order centres, reflecting the limited public transport provision and absence of a rail connection.

5.926 In cumulative terms, growth could place additional demand on Holme Church of England Primary Academy and Sawtry Village Academy, although both schools currently have surplus capacity. Similarly, healthcare demand would increase on nearby GP practices serving the village, which are already operating with capacity pressures. Nevertheless, the overall scale of growth is unlikely to result in significant cumulative infrastructure impacts and could help support the long-term viability of existing community facilities within the village.

Haddon (Peterborough Services)

5.927 The site is located within the parish of Haddon but is located in the countryside nearer to Peterborough Motorway Services and the A1(M) rather than the settlement itself. It is located in a sustainable location for connections to the strategic road network supporting the site's proposed employment and commercial uses. The allocation has the potential to be a free standing employment location with linkages to nearby employment locations in Yaxley and Peterborough as it can connect directly to existing road infrastructure, active travel routes and utility networks.

5.928 The principal cumulative impact is likely to relate to transport, particularly where employment growth combined with ongoing nearby developments in Peterborough located on the other side of the A1(M). This may increase traffic on the strategic and local highway network and reinforces the importance of sustainable travel and active travel connections.

5.929 Additional employment development may also indirectly increase demand for local services, including schools and healthcare facilities, through associated workforce growth and population retention. While Haddon as a settlement has very limited services and facilities and relies on nearby settlements such as Sawtry, Yaxley and Peterborough for these, and whilst cumulative demands on education and healthcare services may increase, the scale of existing provision means that impacts are expected to be more readily accommodated than elsewhere in the district. Overall, the cumulative effect of Peterborough Services 1 is expected to be positive, supporting economic growth.

Stilton

5.930 Stilton is a relatively sustainable Local Service Village with a primary school, convenience shopping, healthcare access and regular public transport links. When considered alongside Stilton 2 and other existing commitments, development at Stilton 1 would result in additional traffic movements, particularly towards Peterborough, Yaxley and the strategic road network. However, the settlement is already well connected and benefits from established transport infrastructure capable of accommodating a moderate level of growth.

5.931 In combination with Stilton 1 and other planned development, Stilton 2 would contribute towards a level of growth consistent with the settlement's role as a Local Service Village. Cumulative transport impacts are likely to include increased use of local roads and additional commuting and service-related trips, although the village benefits from existing bus services and close proximity to larger settlements where higher-order services and employment opportunities are available.

5.932 The cumulative effect of growth would also increase demand for education and healthcare services. Existing primary and secondary schools currently have capacity to accommodate additional pupils, but cumulative growth may require future monitoring and infrastructure planning as demonstrated in infrastructure studies accompanying the Local Plan. Healthcare demand is similarly likely to rise across surrounding GP practices that already experience capacity pressures. Notwithstanding these considerations, the additional housing would help support the viability of local facilities and strengthen the sustainability of the settlement.

Yaxley

5.933 Yaxley is one of the district's most sustainable settlements, benefiting from extensive retail, educational, healthcare, recreational and employment provision. As an employment allocation at Yaxley 1 would contribute to the settlement's existing economic role and support a more balanced relationship between homes and jobs.

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5.934 The principal cumulative impact is likely to relate to transport, particularly where employment growth combines with ongoing residential development in Yaxley and the wider Peterborough fringe. This may increase traffic on the strategic and local highway network and reinforces the importance of sustainable travel and active travel connections. However, the settlement benefits from existing infrastructure and strong connectivity that are capable of supporting growth.

5.935 Additional employment development may also indirectly increase demand for local services, including schools and healthcare facilities, through associated workforce growth and population retention. Yaxley contains multiple primary schools, access to secondary education and an existing GP surgery, providing a significantly stronger infrastructure base than most villages in the district. Whilst cumulative demands on education and healthcare services will increase, the scale of existing provision means that impacts are expected to be more readily accommodated than elsewhere in the district. Overall, the cumulative effect of Yaxley 1 is expected to be positive, supporting both economic growth and the long-term sustainability of the wider settlement.

North Eastern Huntingdonshire Site Allocations

5.936 In total ten sites are allocated within settlements in North Eastern Huntingdonshire:

- Bury 1: Bury Industrial Estate
- Bury 2: Land off Cheveril Lane
- Bury 3: RAF Upwood - Phase 3
- Ramsey 1: RAF Upwood Phase 4
- Ramsey 2: North of Hollow Lane
- Ramsey Forty Foot 1: Ramsey Forty Foot Village Rural Mooring
- Ramsey Forty Foot 2: Woodlane Farm, West of Ramsey Road
- Somersham 1: College Farm West of Parkhall Road
- Somersham 2: Dews Bus & Coach Depot
- Somersham 3: College Farm West of Newlands Industrial Estate

5.937 There have been no material changes to the majority of site policies since the Preferred Options stage. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites.

5.938 Ramsey 3: East of Wood Lane was initially allocated in the Preferred Option Local Plan subsequently removed from Pre-Submission Plan. Upon review of the concerns and objections raised to the loss of community land at Ramsey 3, the site has been removed as a draft allocation despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses. Ramsey Forty Foot 2: Woodlane Farm, West of Ramsey Road was added to the Pre-Submission Plan following the additional site allocations consultation in May-June 2026.

5.939 The site option Somersham 2: South of College Farm, was initially allocated in the Preferred Option Local Plan subsequently removed from Pre-Submission Plan. Following a review of comments received from residents and stakeholders, who cite concern regarding infrastructure capacity, cumulative impact of all draft allocations on the village, transport

impacts, landscape harm and scale of the proposal, the site has been removed as a draft allocation. The removal of this site resulted in the re-numbering of the remaining sites in the settlement.

5.940 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10				SA11		SA12		SA13	SA14	SA15	SA16
Bury 1	N	+	+	++	-	++	+	++	+	++	+	++	+	++	++	++	++	+	++	+	++	N	N	+	-
Bury 2	N	+	-	++	-	--	N	N	+	++	+	++	+	N	N	N	N	N	N	--	+	N	N	+	++
Bury 3	N	+	+	++	-	++	++	++	-	++	+	++	+	+	++	+	-	++	++	-	+	N	N	+	++
Ramsey 1	N	+	-	++	-	++	--	++	-	+	+	++	+	N	++	N	-	++	++	--	++	+	N	+	++
Ramsey 2	N	+	-	++	-	++	--	++	--	++	-	-	+	+	++	+	N	++	+	-	+	N	N	-	-
Ramsey Forty Foot 1	N	+	-	++	-	++	N	N	+	++	--	++	+	N	N	N	N	N	N	-	++	N	N	+	-
Ramsey Forty Foot 2	N	+	-	++	-	++	--	--	--	++	-	++	+	+	++	--	N	+	++	-	++		N	+	++
Somersham 1	N	+	-	++	-	++	--	--	+	+	-	++	+	++	+	++	+	+	++	-	++	N	N	++	++
Somersham 2	N	+	+	++	-	+	+	--	--	+	-	+	+	+	-	+	-	--	+	-	+	N	N	+	++
Somersham 3	N	+	-	++	-	++	--	--	--	+	-	+	-	+	-	+	N	+	++	-	++	N	N	+	+

Bury 1: Bury Industrial Estate, Old Station Road

5.941 The site is located within flood zone 1 with low surface water flood risk and therefore performs positively against flood risk objectives. The allocation requires a site-specific Flood Risk Assessment, drainage strategy, SuDS and modelling of the High Lode watercourse. These measures are expected to provide a positive residual effect for climate resilience and flood adaptation.

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5.942 The site is previously developed land, which helps minimise pressure on undeveloped countryside. Retention of mature trees and enhanced landscaping are required, providing opportunities for biodiversity net gain and improved ecological connectivity. Residual effects are therefore considered neutral to positive.

5.943 The site is adjacent to the Ramsey Conservation Area and requires a heritage assessment and sensitive design response. Redevelopment provides an opportunity to remove detracting industrial land uses and enhance the setting of the conservation area. Following mitigation, heritage effects are assessed as neutral to positive.

5.944 The allocation contributes approximately 30 dwellings in a sustainable location adjoining a market town. The site provides housing close to services, shops and employment opportunities while supporting regeneration of underused land. Social benefits are assessed as positive and long term.

5.945 The allocation performs particularly well through redevelopment of previously developed land, regeneration benefits and sustainable location. Embedded mitigation adequately addresses flood risk, contamination and heritage considerations, resulting in a positive overall sustainability outcome.

Bury 2: Land off Cheveril Lane

5.946 The allocation is intended primarily for biodiversity enhancement and flood mitigation rather than built development. Significant areas fall within flood zones 2, 3a and 3b, making residential development inappropriate. The creation of flood storage and natural flood management features generates positive effects for climate adaptation.

5.947 The allocation performs strongly against biodiversity objectives. Habitat creation, wet woodland, flood meadow restoration and opportunities for biodiversity net gain are integral to the proposal. Ecological enhancement is likely to produce substantial positive effects.

5.948 The site contributes to the rural setting of Ramsey and lies adjacent to the Ramsey Conservation Area. The proposed habitat-led approach and retention of landscape features are likely to preserve and potentially enhance local character and heritage setting. Residual effects are positive.

5.949 The allocation does not directly contribute housing or employment. However, it provides wider public benefits through flood resilience, environmental enhancement and ecosystem services. Effects are therefore neutral to moderately positive.

5.950 Although the site does not contribute directly to growth objectives, it performs exceptionally well against environmental sustainability objectives. The residual sustainability effect is strongly positive.

Bury 3: RAF Upwood Phase 3

5.951 The site includes previously developed land being part of the former RAF Upwood airfield. This helps minimise pressure on undeveloped countryside. Residual effects are therefore considered neutral to positive.

5.952 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. Allocation requirements include SuDS, greenfield runoff rates, climate change modelling and natural flood management measures. Significant green infrastructure provision further supports climate resilience objectives.

5.953 Approximately 11.5ha of the allocation is dedicated to green infrastructure, accessible green space and flood mitigation. Retention of hedgerows and trees, coupled with biodiversity enhancement measures, creates strong opportunities for habitat creation and ecological connectivity. Residual biodiversity effects are positive.

5.954 The allocation requires landscape-led design, retention of existing vegetation and preservation of elements of the former RAF runway as heritage assets. Integration with adjacent RAF Upwood phases helps create a coherent place while preserving landscape character. Effects are assessed as neutral to positive.

5.955 The allocation delivers approximately 170 homes and supports community growth within the Ramsey and Bury area. New green infrastructure, active travel links and proximity to existing services generate significant social benefits and support identified housing needs.

5.956 RAF Upwood Phase 3 delivers a balanced sustainability outcome with strong housing, recreational and environmental benefits. Residual effects are considered positive overall.

Ramsey 1: RAF Upwood Phase 4 (Upwood)

5.957 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. The allocation requires SuDS, natural flood management and climate-resilient design, resulting in positive residual effects.

5.958 Around 9.2ha of the allocation is dedicated to green infrastructure and environmental enhancement. Opportunities exist to strengthen ecological corridors, improve habitats and enhance biodiversity through integrated landscape design. Residual effects are positive.

5.959 The allocation requires sensitive integration with surrounding residential areas, the wider RAF Upwood development and the rural edge of Ramsey. Landscape buffers and heritage-sensitive design help minimise adverse effects. Residual impacts are assessed as neutral.

5.960 A key strength of the allocation is its mixed-use nature. In addition to employment floorspace of approximately 19,200sqm, the scheme supports job creation, economic diversification and local investment. These employment benefits are complemented by enhanced accessibility and community infrastructure. It serves to balance the residential phases delivered through the redevelopment of RAF Upwood.

5.961 The allocation delivers substantial economic benefits alongside environmental enhancement and sustainable transport improvements. Residual sustainability effects are strongly positive.

Ramsey 2: North of Hollow Lane

5.962 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. SuDS, runoff controls and natural flood management measures are expected to ensure positive residual effects against flood risk objectives.

5.963 Existing trees, hedgerows and landscape features are required to be retained and enhanced. Additional landscaping and biodiversity measures provide opportunities for biodiversity net gain and ecological improvement. Effects are assessed as neutral to positive.

5.964 The allocation lies within the Ramsey Conservation Area and forms part of the historic setting of Ramsey Abbey. Heritage assessment, archaeological investigation and conservation-led design are therefore essential. Mitigation measures are likely to reduce adverse effects to neutral.

5.965 The site contributes approximately 20 dwellings and strengthens housing supply in a sustainable market town location. Proximity to services, schools and community facilities provides long-term social benefits.

5.966 While heritage sensitivity is a significant consideration, the allocation includes robust safeguards. The site is capable of delivering a positive overall sustainability outcome following mitigation.

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Ramsey Forty Foot 1: Ramsey Forty Foot Village Rural Mooring

5.967 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. Allocation requirements include a proportionate flood risk assessment, drainage strategy, maintenance of greenfield runoff rates and incorporation of natural flood management measures.

5.968 Retention and enhancement of trees, hedgerows and green infrastructure are required. Opportunities for biodiversity net gain and landscape enhancement are available, particularly along site boundaries and drainage features. Residual ecological effects are positive.

5.969 The site is on the northern edge of Ramsey Forty Foot along the Forty Foot/ Vermuden's Drain water way so will be prominent on the localised landscape. Heritage impacts can be managed through design.

5.970 The allocation provides moorings and open space uses and supports the sustainability of Ramsey Forty Foot by strengthening the local population and supporting community vitality. These social benefits are significant for a village-scale settlement.

5.971 The site performs positively against housing, community and environmental objectives. Heritage considerations can be effectively managed through allocation requirements, resulting in a positive residual sustainability effect.

Ramsey Forty Foot 2: Woodlane Farm

5.972 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. Allocation requirements include a proportionate flood risk assessment, drainage strategy, maintenance of greenfield runoff rates and incorporation of natural flood management measures.

5.973 Retention and enhancement of trees, hedgerows and green infrastructure are required. Opportunities for biodiversity net gain and landscape enhancement are available, particularly along site boundaries and drainage features. Residual ecological effects are positive.

5.974 The site occupies an edge-of-settlement location and is close to scheduled prehistoric barrow cemeteries. Archaeological investigation and sensitive landscape treatment are required to protect heritage significance and maintain local character. Residual effects are considered neutral.

5.975 The allocation provides approximately 30 dwellings and supports the sustainability of Ramsey Forty Foot by strengthening the local population and supporting community vitality. These social benefits are significant for a village-scale settlement.

5.976 The site performs positively against housing, community and environmental objectives. Heritage considerations can be effectively managed through allocation requirements, resulting in a positive residual sustainability effect.

Somersham 1: College Farm West of Parkhall Road

5.977 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. Detailed drainage design, climate change allowances, greenfield discharge rates and natural flood management measures are required. Overall effects are positive.

5.978 Retention of trees, hedgerows and landscape features forms a key component of the allocation. Public open space and biodiversity enhancement measures as part of the development provide opportunities for measurable biodiversity gains and improved recreational access. Effects are positive.

5.979 The site occupies a transition between the village and surrounding countryside. Landscape-sensitive design, planting and archaeological investigation are required to protect local character. Heritage and landscape effects are therefore assessed as neutral.

5.980 The allocation is expected to deliver around 120 homes in a Service Centre settlement. This represents a significant contribution to housing delivery while supporting local schools, services and community facilities. Social effects are strongly positive.

5.981 The allocation makes a significant contribution to housing provision in a sustainable settlement while maintaining appropriate environmental safeguards. Residual sustainability effects are positive overall.

Somersham 2: Dews Bus & Coach Depot

5.982 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. SuDS, climate change modelling and natural flood management measures are required. Residual flood effects are positive.

5.983 As a previously developed site, redevelopment limits pressure on greenfield land. New landscaping, retention of screening vegetation and provision of open space offer biodiversity enhancement opportunities. Effects are neutral to positive. The site is about 3.2km from the Ouse Washes SAC/SPA/Ramsar so assessment of impact on these nature sites is required, it is noted that as a previously developed site the possibility of the site being functionally linked land to the nature sites is low.

5.984 The site is well screened by mature vegetation. Archaeological assessment and careful design are required due to nearby heritage interests. Retention of landscaping significantly mitigates visual effects. Residual effects are neutral.

5.985 The site provides approximately 50 homes through the redevelopment of an existing depot site. It supports efficient land use, regeneration and housing delivery within a sustainable Service Centre location. Social benefits are positive.

5.986 Redevelopment of a brownfield site is a major sustainability advantage. With mitigation in place for contamination, drainage and ecology, the allocation achieves a positive overall sustainability outcome.

Somersham 3: College Farm West of Newlands Industrial Estate

5.987 The site lies is within flood zone 1 and benefits from low levels of surface water flood risk. Drainage strategies, SuDS and natural flood management measures are required to manage surface water and climate change effects, resulting in positive residual impacts.

5.988 The retention of boundary vegetation, creation of green infrastructure and provision of biodiversity net gain contribute positively to ecological objectives. Opportunities also exist to enhance green corridors linking the settlement edge with the wider countryside.

5.989 The site forms a transitional area between Somersham and the countryside. Landscape buffers and high-quality design will be necessary to soften the settlement edge and minimise visual impacts. Effects are assessed as neutral.

5.990 The allocation contributes approximately 45 homes and supports the sustainability of Somersham. Its location adjacent to the Newlands Industrial Estate also offers access to local employment opportunities, supporting a balanced pattern of development.

5.991 The allocation provides positive housing and accessibility benefits while maintaining environmental safeguards. Any landscape and amenity effects can be successfully mitigated, leading to a positive overall sustainability outcome.

Summary of Human Health and Inequalities

5.992 Across the ten allocations, residual effects against SA Objective 10 (Healthy Communities and Reduced Inequalities) are generally positive. Bury 3, Ramsey 1, Somersham 1 and Somersham 3 particularly benefit from access to green infrastructure, active travel opportunities and proximity to services. Bury 1 and Somersham 2 make effective use of previously developed land and support regeneration objectives, while Ramsey 2 and Ramsey Forty Foot 1 and Ramsey Forty Foot 2 strengthen local housing provision in

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sustainable locations. Collectively, the allocations support housing delivery, community cohesion, healthy lifestyles and access to employment while ensuring environmental constraints are appropriately mitigated.

Cumulative effects in relation to wider settlement

Bury and Ramsey

5.993 Bury and Ramsey function as closely related settlements both physically and in terms of shared services. The proposed allocations at Bury 1 (Bury Industrial Estate), Bury 3 (RAF Upwood Phase 3), Ramsey 1 (RAF Upwood Phase 4) and Ramsey 2 (North of Hollow Lane) together represent a significant concentration of growth within the wider settlement area. In combination, these sites would provide approximately 230 additional dwellings, new employment floorspace at RAF Upwood Phase 4, and biodiversity enhancement land at Bury 2. The cumulative effect would be to strengthen Ramsey's role as a market town and service centre for the surrounding rural area.

5.994 Additional growth is likely to increase traffic movements on Ramsey Road, Hollow Lane, Park Road and the wider local highway network, particularly for journeys towards Huntingdon, St Ives and the wider fenland area. The RAF Upwood Phase 3 and Phase 4 allocations are intended to be planned comprehensively, with active travel connections and substantial green infrastructure helping to mitigate some transport impacts. Nevertheless, cumulative growth is likely to increase demand on junction capacity and local road infrastructure, requiring ongoing monitoring and mitigation through transport assessments and infrastructure delivery.

5.995 In combination, the allocations would increase demand for local education, healthcare and community facilities. Ramsey benefits from a comparatively strong infrastructure base, including primary schools, Abbey College Ramsey, healthcare provision and a range of retail and community services. However, the Sustainability of Settlements assessment identifies existing pressures on healthcare capacity and cumulative growth is likely to place additional demand on GP services and wider community infrastructure. Future investment and infrastructure planning may therefore be required to ensure service provision keeps pace with growth.

5.996 The cumulative environmental effects are mixed. Bury 2 provides strategic biodiversity net gain and flood mitigation land, which could help offset ecological pressures arising from residential growth elsewhere within the wider settlement. RAF Upwood Phases 3 and 4 include significant green infrastructure requirements and opportunities for habitat enhancement, active travel and natural flood management measures. While development would result in the loss of some undeveloped land at the edge of the settlements, the overall package of allocations has the potential to deliver environmental enhancements and strengthen green infrastructure connectivity.

5.997 The employment allocation at Ramsey 1 (RAF Upwood Phase 4) would also contribute towards improving the balance between homes and jobs in the area. When considered alongside the residential allocations at Bury 3 and Ramsey 2, this may help reduce the need for some out-commuting and support the long-term economic sustainability of the wider Ramsey-Bury-Upwood area.

5.998 Overall, the cumulative effect of the allocations is expected to be positive in strategic terms, supporting housing delivery, employment growth and local service sustainability, although ongoing monitoring of transport, healthcare and educational infrastructure will be necessary.

Ramsey Forty Foot

5.999 Ramsey is classified as a village closely linked to the market town of Ramsey. It has limited services and development at Ramsey Forty 1 and Ramsey Forty Foot 2 would see a modest increase to the size of the settlement. Moorings and leisure uses balance out built development and strengthen the sustainability of the settlement. It i still likely that residents will travel to Ramsey for main services, education and transport connections.

5.1000 Overall, the cumulative effect of the allocations is expected to be positive in strategic terms, supporting housing delivery, employment growth and local service sustainability, although ongoing monitoring of transport, healthcare and educational infrastructure will be necessary.

Somersham

5.1001 Somersham is a Service Centre with a comparatively good range of local services and facilities, including primary education, retail provision, community facilities and employment opportunities. The proposed allocations at Somersham 1 (College Farm West of Parkhall Road), Somersham 2 (Dews Bus & Coach Depot) and Somersham 3 (College Farm West of Newlands Industrial Estate) would together deliver approximately 215 additional dwellings and represent a notable level of growth for the settlement.

5.1002 In cumulative terms, development at these sites would increase vehicle movements on Parkhall Road, Chatteris Road, the B1086 and surrounding local roads. Whilst Somersham benefits from an established settlement structure and local services that reduce the need for some longer-distance travel, many residents continue to rely on private vehicles for journeys to Huntingdon, St Ives and Cambridge. As a result, cumulative growth is likely to increase traffic levels and place additional pressure on local junctions and highway infrastructure. All three allocations promote active travel improvements and enhanced pedestrian connectivity, which should help mitigate some transport effects.

5.1003 The cumulative impact of growth would increase demand for healthcare, education and community services. Somersham already functions as a service hub for surrounding villages and the additional population generated by the allocations would place further pressure on local GP provision and school places. Although the settlement has a stronger service base than many villages, healthcare capacity is a known issue across much of Huntingdonshire and may require future infrastructure investment to accommodate cumulative growth.

5.1004 The allocations would also increase pressure on wastewater and drainage infrastructure. The Local Plan evidence identifies that Somersham Water Recycling Centre is likely to be close to, or exceed, current permit limits during the plan period. Consequently, upgrades to wastewater infrastructure and careful phasing of growth may be required to avoid cumulative impacts on water quality and environmental capacity.

5.1005 From an environmental perspective, cumulative effects are likely to be moderate. Development would extend the settlement edge in several locations and result in the loss of areas of agricultural land. However, the allocations include requirements for landscaping, tree retention, biodiversity enhancement, sustainable drainage systems and natural flood management measures. Somersham 3 will require particular attention to managing the relationship between new residential development and the adjacent industrial estate, including cumulative effects relating to noise and amenity.

5.1006 Taken together, the three allocations would help reinforce Somersham's role as a Service Centre by supporting local services, shops and community facilities through population growth. Subject to appropriate infrastructure improvements and mitigation measures, the cumulative effects are considered generally positive, although continued monitoring of transport, education, healthcare and wastewater infrastructure will be important to ensure that growth remains sustainable.

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North Central Huntingdonshire Site Allocations

5.1007 In total 12 sites are allocated within settlements in Northern Central Huntingdonshire.

- Abbots Ripton 1: Home Farm South
- Alconbury 1: South of Great North Road
- Alconbury 2: East of Globe Lane
- Sawtry 1: West of Glatton Road 293
- Sawtry 2: East of Glatton Road and North of Brookside Industrial Estate
- Sawtry 3: West of Toll Bar Way and Green End Road
- Sawtry 4: Off Old North Road
- Sawtry 5: Little Common Farm
- Sawtry 6: North of Black Horse Industrial Estate
- The Stukeleys 1: Between 76-86 Owl End
- Spaldwick 1: Land east of Stow Road
- Upton 1: Land south west of South Farm

5.1008 There have been no material changes to these site policies since the Preferred Options stage. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites. Spaldwick 1: Land east of Stow Road was introduced as an additional allocation in the Plan at the Pre-Submission stage following the additional site allocations consultation in May-June 2026.

5.1009 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10			SA11		SA12		SA13	SA14	SA15	SA16
Abbots Ripton 1	N	+	+	+	-	+	+	-	+	++	_	+	+	+	+	+	++	++	++	--	+	++	N	++	-
Alconbury 1	N	+	-	++	-	++	--	++	+	++	-	++	-	+	+	+	++	+	+	-	++	N	N	+	-
Alconbury 2	N	+	-	++	-	++	--	++	+	++	-	++	+	+	+	+	++	+	+	-	++	N	N	+	+
Sawtry 1	N	+	-	++	-	+	--	-	++	++	-	-	+	++	+	+	-	++	++	+	++	N	N	-	+
Sawtry 2	N	+	-	+	-	+	--	-	--	++	-	-	+	++	+	+	N	++	++	+	+	N	N	-	+
Sawtry 3	N	+	-	++	-	+	--	-	+	+	-	+	-	++	+	+	+	++	+	+	++	+	+	+	+
Sawtry 4	+	+	-	++	-	++	--	-	-	++	-	++	-	N	-	+	N	++	-	-	++	+	-	+	-
Sawtry 5	N	+	-	+	-	+	--	-	--	++	-	+	-	N	-	+	N	++	-	-	++	+	N	+	-
Sawtry 6	N	+	-	+	-	+	--	-	+	++	-	+	-	N	-	+	N	++	+	+	++	++	+	+	+
The Stukeleys 1	N	+	-	++	-	++	--	--	-	++	-	++	+	++	++	+	+	++	++	++	+	N	N	+	++
Spaldwick 1	N	+	-	++	-	++	-	-	-	++	-	+	+	+	-	++	+	--	++	-	++	N	N	+	+
Upton 1	N	+	-	+	-	++	--	-	-	++	-	+	+	++	-	--	N	--	+	--	+	N	N	+	+

Abbots Ripton 1: Home Farm South

5.1010 The site performs positively in relation to flood risk. The majority of the allocation lies within flood zone 1. A site specific flood risk assessment, sustainable drainage systems (SuDS) and natural flood management measures are required as part of the allocation. These measures are expected to ensure a positive residual effect against climate resilience and flood risk objectives.

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5.1011 The site contains important mature trees, including protected elm trees and areas of ecological value. Development presents some risks to biodiversity, but allocation requirements include retention of key landscape features, biodiversity enhancement, green infrastructure and biodiversity net gain. Consequently, residual biodiversity effects are considered neutral to positive.

5.1012 The allocation lies adjacent to the Abbots Ripton Conservation Area. There is potential for effects on setting and local character, but heritage assessment, sensitive design and retention of landscape features are required. The overall residual effect is considered neutral.

5.1013 The site supports village housing delivery and includes opportunities for small-scale employment expansion through redevelopment of existing commercial buildings. Good access to local facilities, including the primary school, village hall and local services, contributes positively to sustainability objectives.

5.1014 With embedded mitigation and retention of ecological features, Home Farm South is assessed as capable of delivering a positive sustainability outcome with strong social and moderate economic benefits.

Alconbury 1: South of Great North Road

5.1015 The site lies within flood zone 1 and is at only limited risk from surface water flooding. Drainage requirements and SuDS provide confidence that flood risk can be effectively managed. Residual effects are positive.

5.1016 The site is remote from designated ecological sites, but opportunities for habitat enhancement are somewhat limited. Biodiversity net gain and landscaping requirements are expected to achieve neutral to positive outcomes.

5.1017 The site is well related to existing development and can form a logical extension to the village. Nearby listed buildings require sensitive consideration, but landscape and heritage impacts are considered manageable through design-led mitigation.

5.1018 The allocation supports approximately 30 dwellings and benefits from proximity to local services, schools and employment opportunities at Alconbury Weald. Housing and accessibility effects are therefore strongly positive.

5.1019 The site performs positively across most sustainability objectives and is considered a sustainable housing allocation subject to heritage and landscaping mitigation.

Alconbury 2: East of Globe Lane

5.1020 The site is within Flood Zone 1 and has limited identified flooding constraints. Drainage infrastructure and flood mitigation requirements ensure positive performance against SA climate objectives.

5.1021 The site is not constrained by statutory ecological designations and can incorporate biodiversity net gain and extensive planting. Residual ecological effects are considered positive.

5.1022 Development has potential visibility within the wider landscape and lies near conservation area and listed building settings. Landscape mitigation and heritage assessments are required. Residual impacts are considered neutral.

5.1023 The allocation contributes around 60 homes within a Local Service Village that has access to services and nearby employment opportunities. The scheme performs strongly against housing and community objectives.

5.1024 The site delivers a positive overall sustainability outcome with housing benefits outweighing manageable environmental constraints.

Sawtry 1: West of Glatton Road

5.1025 The site is influenced by Sawtry Brook and associated flood risk. The allocation requires a sequential approach, significant open space for flood attenuation, drainage infrastructure and natural flood management measures. Following mitigation, effects are considered neutral to positive.

5.1026 Green infrastructure corridors and flood mitigation land provide substantial opportunities for biodiversity enhancement and habitat connectivity.

5.1027 The site forms a substantial extension to the settlement and will require careful landscape treatment, it provides a second phase to development now under construction. Retention of existing vegetation and creation of landscape buffers reduces visual impacts. Heritage effects are limited and manageable.

5.1028 The allocation contributes approximately 330 homes and supports population growth in a Service Centre with good access to schools, services and employment. The social benefits are significant and long term.

5.1029 Subject to flood mitigation and landscape integration, Sawtry 1 delivers a positive sustainability outcome with significant housing benefits.

Sawtry 2: East of Glatton Road and North of Brookside Industrial Estate

5.1030 Flood risk is a central consideration owing to the proximity of Sawtry Brook. Open space buffers, drainage measures, flood assessments and SuDS are required. Residual flood effects are considered manageable following mitigation.

5.1031 The allocation includes open space provisions and opportunities for biodiversity enhancement associated with green infrastructure corridors. Residual effects are positive.

5.1032 The site benefits from opportunities to integrate development with existing residential and employment uses. Landscape mitigation will be required along exposed boundaries. Heritage constraints are limited and any can be overcome through design.

5.1033 Approximately 170 homes would be delivered in a sustainable Service Centre location close to employment, community facilities and local services, creating significant social benefits.

5.1034 The site performs positively overall and contributes meaningfully towards housing delivery while accommodating flood risk through embedded mitigation measures.

Sawtry 3: West of Toll Bar Way and Green End Road

5.1035 The site benefits from a relatively low level of flood risk and can accommodate climate-resilient drainage infrastructure and SuDS. Residual effects are positive.

5.1036 Development would result in the loss of some greenfield land, but biodiversity net gain, landscape planting and habitat creation opportunities are expected to achieve neutral to positive residual effects.

5.1037 Potential impacts on village edge character are capable of mitigation through landscape-led design and retention of existing boundary features. Heritage impacts are anticipated to be neutral and impacts can be overcome through design.

5.1038 The site supports housing delivery within a highly sustainable Service Centre and reinforces the viability of local services and facilities.

5.1039 Sawtry 3 is expected to generate positive sustainability benefits, particularly in relation to housing, accessibility and community objectives.

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Sawtry 4: Off Old North Road

5.1040 The site benefits from a generally favourable flood risk position and can incorporate sustainable drainage infrastructure. The allocation requires open space to safeguard against flood risk.

5.1041 The site presents opportunities for biodiversity enhancement through landscaping and green infrastructure. Net gain measures are expected to offset development impacts.

5.1042 Landscape effects are moderate due to the site's edge-of-settlement location but can be effectively mitigated through design requirements. Archaeology works are required.

5.1043 The site contributes positively to providing employment development supporting job creation and services in a sustainable location off the A1(M).

5.1044 The allocation delivers a positive sustainability outcome by providing employment development in a sustainable location, no significant residual environmental effects identified.

Sawtry 5: Little Common Farm

5.1045 Flood risk constraints are limited and can be addressed through standard drainage and climate adaptation measures. The allocation requires open space to safeguard against flood risk.

5.1046 Biodiversity net gain and habitat enhancement opportunities provide scope for positive ecological outcomes.

5.1047 Potential landscape effects arise from extending the built form of the settlement, but these are capable of mitigation through planting, buffering and design quality. Heritage constraints are limited and can be overcome through design.

5.1048 The site contributes positively to providing employment development supporting job creation and services in a sustainable location off the A1(M).

5.1049 The overall sustainability outcome is positive, with economic benefits outweighing minor environmental effects.

Sawtry 6: North of Black Horse Industrial Estate

5.1050 The site is capable of accommodating development with standard flood mitigation and SuDS requirements. he allocation requires open space to safeguard against flood risk.

5.1051 Proximity to existing employment areas presents opportunities for landscape enhancement and creation of ecological corridors alongside development.

5.1052 The relationship with existing industrial development limits wider landscape impacts. Effects can be mitigated through appropriate buffers and planting. Heritage constraints are limited and can be overcome through design.

5.1053 The site contributes positively to providing employment development supporting job creation and services in a sustainable location off the A1(M). It is located north of the Black Horse Industrial Estate so reduces travel demand and supports economic sustainability.

5.1054 Sawtry 6 is considered a sustainable allocation capable of delivering positive social and economic effects with manageable environmental impacts.

The Stukeleys 1: Between 76-86 Owl End

5.1055 The site benefits from a low flood risk location and can accommodate sustainable drainage measures and climate adaptation requirements.

5.1056 Biodiversity enhancement, retention of vegetation and green infrastructure provision will support positive residual ecological outcomes.

5.1057 The site adjoins existing development and can be integrated into the settlement without significant landscape harm. Heritage constraints are limited and manageable.

5.1058 The allocation provides modest housing growth in a village benefiting from strong connections to Huntingdon and Alconbury Weald, offering good access to employment and services.

5.1059 The site achieves a positive sustainability balance with strong housing and accessibility benefits.

Spaldwick 1: Land East of Stow Road

5.1060 The site is principally located within a low flood risk area. Site-specific drainage measures, SuDS and climate adaptation requirements support positive performance against flood resilience objectives.

5.1061 The allocation provides opportunities for biodiversity net gain through landscape planting, strategic green infrastructure and habitat enhancement.

5.1062 Potential effects on village character and wider countryside setting can be addressed through phasing of development, sensitive design, landscaping and retention of existing boundary features. Heritage impacts require assessment so that mitigations can shape site layout and design.

5.1063 The site contributes positively to housing supply within a Local Service Village and assists in maintaining local services such as the village's primary school, community vitality and housing choice.

5.1064 Spaldwick 1 is assessed as delivering a positive sustainability outcome with manageable environmental effects and strong social benefits.

Upton 1: Land south west of South Farm

5.1065 The site is located in flood zone 1, with only limited areas affected by surface water flood risk and is capable of accommodating development while managing surface water and drainage constraints through site-specific flood mitigation measures. Climate adaptation objectives can be incorporated within the allocation.

5.1066 Appropriate landscape mitigation, retention of key features and sensitive design will be necessary to avoid adverse landscape effects. Heritage impacts are limited and can be managed through design.

5.1067 The allocation is a very small-scale development of approximately seven dwellings. Consequently, its direct cumulative effects are expected to be limited. It makes a positive contribution to housing choice through provision of self-build and custom-build opportunities.

5.1068 There are limited services within Upton itself so relies on most services in nearby settlements such as Alconbury, Sawtry and Huntingdon. Public transport is limited so development will likely result in private car usage. It benefits from reasonable access to local facilities, services and employment opportunities in Great Paxton and St Neots, supporting community sustainability.

5.1069 Overall, the allocation represents infill growth that supports the continued vitality of the village without generating significant additional infrastructure requirements.

Summary of Human Health and Inequalities

5.1070 Across all 12 allocations, the dominant sustainability benefits arise from housing delivery, support for local services, community cohesion, improved accessibility and opportunities for active travel. Embedded requirements relating to biodiversity net gain, flood risk management, heritage protection, landscape design and climate resilience ensure that environmental constraints are generally reduced to neutral or positive residual effects. Consequently, all 11 sites are considered capable of contributing positively towards SA Objective 10 relating to healthy communities and reduced inequalities.

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Cumulative effects in relation to wider settlement

Abbots Ripton

5.1071 Abbots Ripton is a Local Service Village with a very limited range of services and facilities and a high degree of dependence on larger nearby settlements, particularly Sawtry, Alconbury Weald and Huntingdon for employment, healthcare, secondary education and day-to-day services. Development at Abbots Ripton 1 would provide a modest level of housing alongside a small area of employment land, helping to support local economic activity and the long-term vitality of the village.

5.1072 In cumulative terms, the allocation would increase vehicle movements on local roads and generate additional journeys to surrounding service centres and Huntingdon. Demand for healthcare services is likely to increase on nearby GP practices. Additional residents would also contribute towards demand for places at Abbots Ripton Church of England Primary School and St Peter's School in Huntingdon, although current evidence indicates available surplus capacity at both schools.

5.1073 The cumulative effects of growth are likely to be most pronounced in relation to wastewater infrastructure, flood risk management and transport connectivity. The allocation itself highlights the need for drainage mitigation and engagement with utility providers, and in combination with other allocations in nearby settlements may increase pressure on water and wastewater infrastructure. Nevertheless, the relatively modest scale of growth is unlikely to result in significant cumulative infrastructure impacts and could help sustain the long-term viability of local employment opportunities and community facilities within the village.

Alconbury

5.1074 Alconbury is a relatively sustainable Local Service Village benefitting from a primary school, GP provision, local retail services and close functional relationships with Alconbury Weald, Huntingdon and the wider North Huntingdon Growth Cluster. In combination, Alconbury 1 and Alconbury 2 would deliver approximately 90 dwellings, representing a moderate level of growth for the settlement.

5.1075 When considered alongside the ongoing expansion of Alconbury Weald and other North Huntingdon allocations, cumulative impacts are likely to include increased traffic movements on the Great North Road, Globe Lane, A141 and strategic highway network. These allocations will also contribute to additional demand on local services, particularly Alconbury and Brampton Surgeries, which already experience capacity pressures. Alconbury Church of England Primary School currently has limited surplus capacity and may experience additional pressure from cumulative residential growth, although secondary education capacity at Sawtry Village Academy and St Peter's School remains more readily available.

5.1076 The cumulative effect of growth will also increase demand for wastewater infrastructure, with evidence indicating that Alconbury Water Recycling Centre may require upgrades or permit changes during the plan period. Taken together with nearby growth at Alconbury Weald, the allocations reinforce the importance of coordinated infrastructure delivery, active travel connections and sustainable transport measures. Notwithstanding these considerations, the additional housing would help support local services and strengthen the sustainability of the settlement.

Sawtry

5.1077 Sawtry is one of the district's more sustainable Service Centres, providing a broad range of services including a GP surgery, primary schools, secondary education, convenience retailing, employment areas and community facilities. Together, the six allocations represent a significant level of growth, comprising approximately 830 additional dwellings and substantial new employment development at Sawtry 4, Sawtry 5 and Sawtry 6.

5.1078 In cumulative terms, the combined allocations would substantially increase vehicle movements across the local highway network, particularly on Glatton Road, Green End Road, Old North Road, the A1(M) junctions and routes connecting to Huntingdon, Peterborough and employment centres elsewhere in the district. While Sawtry benefits from a relatively strong service base compared with many villages, the cumulative scale of development would increase demand for local infrastructure and services.

5.1079 Education demand is likely to rise significantly. Sawtry Village Academy currently has surplus secondary capacity; however, cumulative growth may require future monitoring to ensure sufficient education provision. Primary school capacity pressures may become more notable, particularly given existing deficits identified within the village's primary school provision. Healthcare demand will similarly increase on Wellside Surgery, which is already operating with capacity constraints.

5.1080 The allocations also introduce cumulative flood risk, drainage and wastewater considerations. Several sites are associated with watercourses and flood mitigation areas, with significant areas of open space required to manage surface water. Collectively, the allocations are likely to increase pressure on Sawtry Water Recycling Centre, which has been identified as potentially requiring upgrades during the plan period. Employment allocations at Old North Road, Little Common Farm and Black Horse Industrial Estate would generate additional commercial traffic but would also strengthen the settlement's employment base and improve the balance between homes and jobs.

5.1081 Overall, the cumulative effect of the Sawtry allocations would be substantial, reflecting the settlement's role as a Service Centre. While additional infrastructure investment and careful phasing will be important, the growth would support local services, community facilities and employment opportunities, increasing the long-term sustainability of the settlement.

The Stukeleys

5.1082 The Stukeleys benefits from its close relationship with Huntingdon, Alconbury Weald and the wider North Huntingdon Growth Cluster. Although The Stukeleys itself contains a relatively limited range of facilities, residents have access to significant nearby employment, retail, healthcare and educational opportunities.

5.1083 The allocation at Owl End is a very small-scale development of approximately three dwellings. Consequently, its direct cumulative effects are expected to be limited. Additional residents would be largely accommodated within the existing service and infrastructure networks centred on Huntingdon, Alconbury and Alconbury Weald. Demand on local schools, GP practices and community facilities would increase only marginally and would be insignificant when considered alongside the much larger growth already planned within the North Huntingdon Growth Cluster.

5.1084 The most relevant cumulative consideration is the relationship with ongoing growth at Alconbury Weald, Ermine Street, Lodge Farm and other strategic allocations, which collectively will continue to place pressure on transport corridors, utility infrastructure and community services. However, the scale of The Stukeleys 1 is unlikely to materially affect these wider cumulative impacts. Overall, the allocation represents infill growth that supports the continued vitality of the village without generating significant additional infrastructure requirements.

Spaldwick

5.1085 Spaldwick is a Local Service Village with a primary school, convenience retail provision and community facilities, but it remains reliant on larger settlements such as Kimbolton and Huntingdon for a wider range of services, employment opportunities and secondary education. Development at Spaldwick 1 would deliver approximately 90 dwellings, representing a notable level of growth relative to the size of the village.

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5.1086 In cumulative terms, the allocation is likely to increase traffic movements on Stow Road and the wider strategic road network, particularly the A14 corridor and routes to Huntingdon and Kimbolton. Additional residents would generate increased demand for healthcare services, particularly Kimbolton Surgery and other nearby GP practices, which already experience capacity pressures.

5.1087 The settlement benefits from Spaldwick Community Primary School, which currently has surplus capacity and is therefore relatively well positioned to accommodate additional pupils arising from development. Secondary school demand would increase at Hinchingbrooke School and other surrounding education facilities, although existing capacity evidence suggests this is likely to be manageable. Growth would also place additional pressure on wastewater infrastructure, with Easton Water Recycling Centre identified as potentially requiring upgrades during the plan period.

5.1088 The cumulative effects of development are therefore likely to centre on transport, healthcare and utility infrastructure requirements. However, the additional housing would help support local community facilities, the primary school and village services, strengthening the long-term sustainability of the settlement whilst remaining proportionate to its role in the settlement hierarchy.

Upton

5.1089 Upton has limited services and facilities itself so residents are reliant on Alconbury, Sawtry and Huntingdon for higher-order services, employment and secondary education. Development at Upton 1 would represent a proportionate increase in housing development, specifically self and custom building, therefore diversifying the housing stock in the village and providing some growth to support services.

5.1090 The cumulative effect of growth would include additional traffic movements along Main Street. Public transport provision remains limited and therefore much of the additional travel demand is likely to be car-based. Whilst the site is relatively accessible to village services on foot, cumulative growth would increase pressure on local roads and parking within the settlement.

5.1091 Upton 1 is a very small-scale development of approximately six dwellings. Consequently, its direct cumulative effects are expected to be limited. Additional residents would be largely accommodated within the existing service and infrastructure networks centred on Sawtry and Huntingdon. Demand on local schools, GP practices and community facilities would increase only marginally.

Western Huntingdonshire Site Allocations

5.1092 In total 10 sites are allocated within settlements in Western Huntingdonshire:

- Bythorn 1: Home Farm
- Catworth 1: Fruit Field
- Ellington 1: Old Sheds at Manor Farm
- Ellington 2: Land West of Grafham Road
- Grafham 1: Adjacent to 24 Cedar Close
- Grafham 2: South of Village Farm
- Great Staughton 1: East of B661
- Hail Weston 1: West of 5 High Street
- Kimbolton 1: Brittens Farm
- Kimbolton 2: South East of Bicton Industrial Estate

5.1093 There have been no material changes to the majority of site policies since the Preferred Options stage. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites. Four additional sites have been allocated since the Preferred Options stage: Bythorn 1: Home Farm, Catworth 1: Fruit Field, Grafham 2: South of Village Farm, and Ellington 2: Land West of Grafham Road following the additional site allocations consultation in May-June 2026.

5.1094 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

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SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10			SA11		SA12		SA13	SA14	SA15	SA16
Bythorn 1	N	+	+	++	-	++	-	-	--	++	_	+	+	++	-	--	N	--	+	--	+	N	N	+	-
Catworth 1	N	+	-	++	+	++	-	--	+	++	-	++	-	+	-	--	+	--	+	--	+	N	N	+	++
Ellington 1	N	+	+	++	-	++	-	-	--	++	_	_	-	+	-	--	+	+	++	-	++	N	N	+	-
Ellington 2	N	+	-	++	-	++	--	-	+	++	-	++	+	+	-	--	+	++	+	-	++	N	N	+	++
Grafham 1	N	+	-	++	+	++	--	-	+	+	-	++	+	+	+	--	+	+	+	-	+	N	N	+	++
Grafham 2	N	+	-	++	+	++	--	--	+	+	-	+	+	+	+	--	+	+	++	-	++	N	N	+	-
Great Staughton 1	N	+	-	++	+	+	--	-	--	++	-	++	+	++	-	++	+	-	+	-	++	N	N	+	-
Hail Weston 1	N	+	-	++	+	++	--	--	--	++	-	+	+	+	++	-	+	+	+	++	++	N	N	+	++
Kimbolton 1	N	+	-	+	+	-	--	-	+	++	-	+	+	+	+	++	+	++	+	-	++	N	N	+	-
Kimbolton 2	N	+	-	++	+	++	--	--	--	++	-	++	+	N	-	N	-	+	++	--	+	++	N	+	++

Bythorn 1: Home Farm

5.1095 The site is located within flood zone 1 and therefore performs positively against sustainability objectives relating to flood risk and climate resilience. Development will be required to incorporate a proportionate site-specific drainage strategy and sustainable drainage systems (SuDS).

5.1096 The site contains opportunities for environmental enhancement through removal of poor-quality agricultural structures, retention of existing vegetation and implementation of biodiversity net gain. Landscaping along the northern and western boundaries will strengthen ecological connectivity and improve the transition between the village and surrounding countryside. Residual biodiversity effects are considered neutral to positive.

5.1097 Most of the site lies within the Bythorn Conservation Area and includes buildings associated with the historic farmstead, some of which are likely to have heritage significance. Retention and conversion of traditional brick structures alongside removal of visually intrusive modern sheds presents a clear opportunity for heritage enhancement. Archaeological assessment and landscape-led design will be required. Residual effects are assessed as positive overall.

5.1098 The allocation provides approximately 15 homes within a rural village, helping to maintain population levels and support local services. The development contributes towards district housing requirements while reinforcing community sustainability.

5.1099 The Sustainability Appraisal indicates that the site can deliver a positive sustainability outcome, with heritage enhancement and housing provision outweighing limited landscape and environmental impacts, all of which can be mitigated through allocation requirements.

Catworth 1: Fruit Field

5.1100 The site is located within flood zone 1 and experiences very limited surface water flood risk. Development will be required to incorporate SuDS and provide a detailed drainage strategy. Consequently, the site performs positively against climate adaptation and flood resilience objectives.

5.1101 Existing trees, hedgerows and boundary vegetation are key environmental assets that will be retained and enhanced through a comprehensive landscape strategy. Biodiversity net gain requirements create opportunities for habitat enhancement beyond baseline conditions, resulting in neutral to positive residual effects.

5.1102 Located on the southern edge of the village, the site has the potential to alter the existing settlement edge. However, retention of established vegetation and additional planting will soften visual impacts and ensure effective integration with the rural landscape. Landscape effects are therefore considered neutral following mitigation.

5.1103 The provision of approximately 25 dwellings contributes positively to local housing needs and supports the long-term viability of local facilities and community services. Additional residents will strengthen the sustainability of the village.

5.1104 With embedded mitigation measures relating to landscaping, drainage and biodiversity, Catworth 1 is assessed as delivering positive social benefits alongside neutral to positive environmental outcomes.

Ellington 1: Old Sheds at Manor Farm

5.1105 The site is situated within flood zone 1 with only limited surface water flood risk. A site-specific drainage strategy, SuDS and climate change allowances will be required. Wastewater infrastructure capacity will be considered through engagement with utility providers. Residual flood risk effects are therefore positive.

5.1106 The redevelopment of agricultural buildings provides opportunities visual enhancements to the areas as well as for biodiversity enhancement through habitat creation, landscaping and biodiversity net gain obligations. Landscape design will protect views and integrate development with the surrounding environment.

5.1107 The site lies within a sensitive historic environment adjacent to the Ellington Conservation Area and near listed buildings, including Manor Farm. Archaeological features associated with the historic settlement core may also be present. A heritage assessment, archaeological investigation and heritage-led design approach will protect significance and minimise adverse impacts. Residual effects are considered neutral.

5.1108 The allocation will provide approximately 35 dwellings and assist in meeting local housing needs. Redevelopment of underutilised land supports regeneration objectives while strengthening the local community.

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5.1109 The site delivers significant housing benefits and regeneration opportunities. Heritage and archaeological constraints can be effectively managed through policy requirements, resulting in an overall positive sustainability outcome.

Ellington 2: Land West of Grafham Road

5.1110 The allocation lies mainly within flood zone 1 and experiences very low surface water risk. Development will incorporate SuDS, greenfield runoff rates and natural flood management measures. Culvert assessments and drainage design will further improve resilience to future climate change.

5.1111 Existing hedgerows and mature vegetation along site boundaries provide ecological value and contribute to local character. Retention and enhancement of these features together with biodiversity net gain requirements create positive opportunities for habitat improvement.

5.1112 The site forms part of the southern village edge and requires careful integration into the existing settlement. Comprehensive landscaping will maintain the rural approach to Ellington and mitigate visual impacts. Landscape effects are therefore considered neutral. Heritage constraints are minimal.

5.1113 The site will provide approximately 35 homes, including self-build opportunities, making a positive contribution to housing choice and community sustainability. Additional population growth will help sustain local facilities and services.

5.1114 Ellington 2 performs positively against housing objectives, while environmental impacts are capable of being mitigated through landscape, drainage and biodiversity requirements.

Grafham 1: Adjacent to 24 Cedar Close

5.1115 The site is within flood zone 1 and surface water flood risk very low. Surface water ponding areas will be incorporated into site design and managed through SuDS. Retention of natural drainage features and greenfield runoff rates supports positive climate resilience outcomes.

5.1116 Existing vegetation and a pond on the site provide opportunities for biodiversity enhancement and high-quality green infrastructure. Biodiversity net gain measures and landscape planting are expected to produce positive ecological effects.

5.1117 The allocation is located close to the Grade I listed All Saints Church and the Grade II Old Rectory. Although potential impacts on setting exist, intervening vegetation and the requirement for heritage assessment greatly reduce risk. Archaeological investigation will address identified medieval earthworks. Residual heritage effects are considered neutral.

5.1118 The site contributes around 20 new dwellings and supports the vitality of Grafham while helping meet housing needs. The housing benefits are expected to be long term and significant.

5.1119 The Sustainability Appraisal indicates a positive sustainability outcome, with housing and environmental enhancement opportunities outweighing manageable heritage considerations.

Grafham 2: South of Village Farm

5.1120 After the Preferred Options consultation, the site area was clarified as being 1.1ha rather than 1.6ha, this resulted in the capacity of the site being reduced to 25 houses in line with the LAA methodology of housing densities. This change is expected to provide further sustainability and integration benefits.

5.1121 The site is within flood zone 1 and surface water flood risk very low. A flood risk assessment, drainage strategy and SuDS are required, ensuring positive performance against flood and climate objectives.

5.1122 The retention and enhancement of existing hedgerows and trees will provide biodiversity benefits and strengthen ecological networks. Biodiversity net gain requirements contribute further positive effects.

5.1123 The site adjoins the Grade II listed Village Farm and contains historic ridge-and-furrow remains. Heritage assessment and sensitive design will be required to preserve significance and maintain local character. The resulting heritage effect is assessed as neutral.

5.1124 25 dwellings will contribute significantly to housing delivery and support the continued vitality of Grafham. The allocation strengthens housing choice and supports local services.

5.1125 Subject to heritage-led design and environmental mitigation, Grafham 2 is considered capable of delivering a positive overall sustainability outcome.

Great Staughton 1: East of B661

5.1126 The site is within flood zone 1 but contains a culverted watercourse along its eastern boundary. Detailed flood modelling, drainage assessment and climate change allowances will ensure that flood risks are appropriately managed. Residual effects are positive.

5.1127 The allocation offers opportunities to enhance biodiversity through retention of boundary trees and hedgerows and potential opening of culverted sections for ecological benefit. Biodiversity net gain obligations reinforce positive outcomes.

5.1128 The site occupies a visible edge-of-village location near listed buildings on The Green. Landscape retention and a proportionate heritage assessment will ensure that impacts on heritage assets and village character are minimised. Residual effects are neutral.

5.1129 The allocation provides approximately 15 dwellings within a Local Service Village, supporting local services, population retention and community vitality. Social effects are positive and long term.

5.1130 The site performs well across housing, biodiversity and climate objectives, with heritage constraints capable of being effectively mitigated.

Hail Weston 1: West of 5 High Street

5.1131 The site is small in scale and free from significant flood constraints. Sustainable drainage and water-efficient design can be readily incorporated, supporting positive climate resilience outcomes.

5.1132 Although the site contains limited existing ecological features, new landscaping and biodiversity enhancement measures can improve environmental performance.

5.1133 Situated on the village edge and exposed to open countryside, the allocation requires substantial planting and careful design to soften visual impacts. With mitigation, effects on landscape character are considered neutral.

5.1134 The provision of approximately 6 homes supports local housing needs and contributes to maintaining the sustainability of a small rural community. The social benefits are modest but positive.

5.1135 Hail Weston 1 is a small-scale allocation capable of delivering positive housing outcomes with limited environmental impacts that can be satisfactorily addressed through design and landscaping requirements.

Kimbolton 1: Brittens Farm

5.1136 The site includes areas affected by flood zones 2, 3a and 3b associated with the River Kym. The allocation adopts a sequential approach whereby built development is restricted to lower-risk land and flood-prone areas become open space and blue-green infrastructure. This approach supports positive residual flood risk effects.

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5.1137 The allocation creates opportunities for biodiversity enhancement through river corridor management, open space provision and retention of existing hedgerows. Green infrastructure associated with flood mitigation is expected to contribute positively to ecological objectives.

5.1138 The site lies adjacent to listed farm buildings and contains ridge-and-furrow features of archaeological interest. Heritage assessment, archaeological investigation and landscape-sensitive design will be required to preserve significance. Residual heritage effects are considered neutral.

5.1139 The allocation provides approximately 25 new homes alongside open space and community benefits. Located within a Service Centre, the site performs well against accessibility and service provision objectives.

5.1140 Kimbolton 1 balances housing growth with flood risk management and heritage protection, resulting in a positive overall sustainability effect.

Kimbolton 2: South East of Bicton Industrial Estate

5.1141 The allocation delivers approximately 14,000sqm of employment floorspace through an extension of the existing Bicton Industrial Estate. It makes a direct contribution to local employment creation, business growth and economic diversification, generating substantial positive economic effects.

5.1142 The site lies predominantly within flood zone 1. Flood risk assessments, SuDS and blue-green infrastructure will manage surface water and support climate resilience objectives. Natural flood management opportunities will also be explored.

5.1143 The site adjoins a County Wildlife Site and therefore requires ecological assessment and mitigation. Biodiversity net gain, substantial landscape planting and protection of ecological features will ensure that environmental impacts are minimised and opportunities for enhancement are realised.

5.1144 Tree buffers and landscape screening along eastern and southern boundaries will reduce visual impacts and help integrate the employment development into the rural landscape. Residual landscape effects are considered neutral.

5.1145 Kimbolton 2 generates strong positive economic outcomes while environmental constraints can be effectively addressed through landscaping, ecological mitigation and drainage requirements. The residual sustainability effect is therefore significantly positive overall.

Summary of Impacts on Human Health and Inequalities

5.1146 In respect of SA Objective 10 (Healthy Communities and Reduced Inequalities), all ten allocations are assessed as generating positive residual effects once embedded mitigation and policy requirements are taken into account. Bythorn 1, Catworth 1, Ellington 1, Ellington 2, Grafham 1, Grafham 2, Great Staughton 1, Hail Weston 1 and Kimbolton 1 all contribute to the delivery of new homes in rural settlements, supporting population retention, housing choice and the continued viability of local services and community facilities. The provision of additional housing in accessible village locations helps maintain balanced communities, supports social cohesion and contributes towards meeting identified housing needs across Huntingdonshire. Several allocations also provide opportunities for enhanced access to green infrastructure, biodiversity improvements and landscape enhancements that can support physical activity, recreation and wider wellbeing outcomes. Requirements for sustainable drainage systems, climate-resilient design, open space provision, biodiversity net gain and landscape buffers will improve environmental quality and support long-term health benefits for future residents.

5.1147 Heritage-led regeneration opportunities at sites such as Bythorn 1 further contribute to local distinctiveness and community identity, which are recognised components of healthy and sustainable places. Kimbolton 2 delivers particularly strong benefits under this objective through the creation of additional employment land and opportunities for local job growth.

Increased employment opportunities can support economic inclusion, reduce the need for longer-distance commuting and contribute positively to health and wellbeing through improved access to work and economic security.

5.1148 The employment benefits generated by the allocation complement the social benefits arising from the residential allocations across the villages. Potential adverse effects associated with flood risk, landscape change, biodiversity constraints, traffic movements, amenity impacts or heritage sensitivity have been identified at several sites. However, the Sustainability Appraisal concludes that these issues can be effectively managed through allocation-specific mitigation measures, development management policies, environmental assessment requirements and statutory regulatory processes. No significant adverse effects on human health have been identified that cannot be mitigated. Consequently, when considered collectively, the ten allocations make a positive contribution towards improving health outcomes, supporting healthy communities, increasing housing choice, maintaining rural service provision, promoting access to employment opportunities and reducing social and economic inequalities across Huntingdonshire over the plan period to 2046.

Cumulative effects in relation to wider settlement

Bythorn

5.1149 Bythorn is a small rural village with very limited local services and facilities and a high degree of reliance on surrounding settlements, including Kimbolton and Thrapston, for retail, healthcare, employment and education needs. Development at Bythorn 1 would result in a modest increase in population and associated vehicle movements on the local highway network, with most journeys likely to be made by private car due to limited public transport provision. The scale of growth is unlikely to place significant pressure on local infrastructure, although there may be a small increase in demand for nearby schools and GP practices. There are heritage benefits to the allocation whereby a sensitive heirtage-led development can remove agricultural buildings that detract form the local area and convert barns of heritage value into high quality new homes. Given the limited size of the allocation, cumulative impacts are expected to be minor and capable of being accommodated within existing infrastructure. The additional housing would help support the long-term vitality of the village and contribute towards maintaining a balanced and sustainable rural community.

Catworth

5.1150 Catworth is a small village with limited local facilities and a reliance on neighbouring settlements for many day-to-day needs. Development at Catworth 1 would increase resident population and associated traffic movements, particularly to Kimbolton, St Neots and other higher-order centres for employment, healthcare and shopping. The cumulative effect of growth is likely to result in modest additional demand on education and healthcare infrastructure serving the wider rural area. However, the relatively small scale of development means that significant cumulative impacts are not anticipated. Additional housing would assist in supporting community vitality and help sustain existing services and facilities used by village residents.

Ellington

5.1151 Ellington is a village with a limited range of services and facilities and good strategic access via the A14 corridor. In combination, Ellington 1 and Ellington 2 would provide approximately 70 additional dwellings, representing a noticeable level of growth relative to the size of the settlement. This would increase vehicle movements and demand for services, particularly education and healthcare facilities in surrounding settlements. Cumulative effects are likely to include increased use of local roads and additional commuting journeys, although the village benefits from proximity to larger centres such as Huntingdon and St Neots. The combined growth would support the sustainability of the village through increased population and housing choice, but continued monitoring of school capacity, healthcare provision and transport impacts would be appropriate to ensure infrastructure remains adequate.

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Grafham

5.1152 Grafham is a small rural village with a limited service base and strong links to surrounding settlements for employment, healthcare and secondary education. Development at Grafham 1 and Grafham 2 would together provide in excess of 50 new homes and contribute towards maintaining the settlement's population and vitality. Cumulative effects are likely to include additional traffic on local roads and increased demand for nearby schools and healthcare services. However, the overall scale of growth remains modest and is unlikely to exceed the capacity of existing infrastructure networks. The additional population could help support the viability of local facilities and community services while remaining consistent with the village's role within the settlement hierarchy.

Great Staughton

5.1153 Great Staughton is a Local Service Village that contains a broader range of facilities than many smaller villages and performs an important role serving surrounding rural communities. Development at Great Staughton 1 would contribute a modest level of housing growth that is broadly consistent with the settlement's function within the hierarchy. Cumulative impacts are likely to be limited and include a small increase in traffic movements and demand for education, healthcare and community facilities. Given the availability of local services and the modest scale of growth proposed, significant infrastructure constraints are not anticipated. Additional residents could help support the continued viability of local facilities and reinforce the sustainability of the settlement.

Hail Weston

5.1154 Hail Weston is a small village with limited facilities and a strong reliance on nearby St Neots for employment, retail, healthcare and secondary education needs. Development at Hail Weston 1 would deliver a very small amount of additional housing and would have only limited cumulative effects. The principal impacts are likely to relate to a modest increase in private vehicle trips and a small increase in demand on nearby services and facilities. Given the scale of development, cumulative effects on infrastructure are expected to be negligible. The allocation would nevertheless contribute towards maintaining population levels and supporting the long-term sustainability of the village community.

Kimbolton

5.1155 Kimbolton is one of the district's Service Centres and benefits from a relatively strong range of retail, educational, community and employment facilities compared with surrounding villages. In combination, Kimbolton 1 and Kimbolton 2 would deliver both residential and employment growth, strengthening the settlement's role as a local service and employment hub. The cumulative effects are likely to include increased traffic movements on local roads, additional demand for primary healthcare and education services, and increased pressure on utility and drainage infrastructure. However, Kimbolton's existing service base and infrastructure place it in a stronger position than many villages to accommodate growth. The provision of additional employment land would help improve the balance between homes and jobs, reduce the need for longer-distance commuting and support economic resilience. Overall, the cumulative effect of both allocations is expected to be positive, reinforcing the sustainability and economic role of the settlement while requiring continued infrastructure planning and monitoring.

Central Huntingdonshire Site Allocations

5.1156 In total 10 sites are allocated within settlements in Central Huntingdonshire:

- Brampton 1: Wallis Land, Thrapston Road
- Brampton 2: Land off Huntingdon Road
- Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue
- Godmanchester 2: South of Godmanchester, off the A1198
- Godmanchester 3: Former A14 Compound, North of A1198 Roundabout
- Hemingford Abbots 1: The Lattenburys
- Huntingdon 1: Hinchingbrooke Hospital Site
- Huntingdon 2: Amber Centre, Mayfield Road
- Offord Cluny 1: West of High Street and North of Dunstall Close
- Offord D'Arcy 1: West of Graveley Road

5.1157 There have been no material changes to the majority of site policies since the Preferred Options stage. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites. No additional sites have been allocated since the Preferred Options stage.

5.1158 There are three sites that require SA re-assessment due to changes introduced at the Pre-Submission Stage. The table below demonstrates how site policy changed from the Preferred Options stage and the subsequent change in significant effect.

	Preferred Options Allocation	**Submission Allocation**	**Housing / Development Change**	**Policy Change Relevant to Sustainability**	**SA Objective(s) with Significant Effect Change**	**Change in Significant Effect**
Godmanchester 2 – South of Godmanchester	39.6ha, **520 dwellings**, 5.1ha biodiversity land around Stoneyhill Brook. [	48ha, **550 dwellings**, minimum 6.8ha natural green space/BNG land, cemetery extension, enhanced GI requirements and crossing infrastructure.	**+30 dwellings** (+6%), larger allocation and expanded green infrastructure.	Increased housing contribution but stronger green infrastructure and flood mitigation.	SA9 Housing SA5 Green Infrastructure	SA9 remains (**++)** SA5 improves from (+) (++)
Hemingford Abbots 1 – The Lattenburys	243ha site; 3,800 homes including 375 supported living homes, 150 extra-care homes and 160 care beds.	265ha site; still 3,800 homes but revised care provision wording and strengthened biodiversity requirements (minimum 10% BNG).	No housing change	Increased site area and stronger biodiversity and infrastructure requirements.	No change in overall significant effects; remains strongly positive for housing and services, and significantly adverse for landscape change due to strategic-scale growth. Biodiversity effect improves slightly through explicit BNG requirement but not enough to alter significance.	No material change to significant scores. SA6 and SA5 remain positive SA9 remains (**++)** SA10 remains (++)

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	Preferred Options Allocation	Submission Allocation	Housing / Development Change	Policy Change Relevant to Sustainability	SA Objective(s) with Significant Effect Change	Change in Significant Effect
Huntingdon 1 - Hinchingbrooke Hospital	Mixed-use hospital redevelopment including healthcare uses, accommodation, training facilities and strategic GI.	Expanded policy requirements including affordable key worker housing, health-related R&D space, day nursery, public worship space, open space provision, SSSI mitigation, archaeology requirements and biodiversity mitigation.	No change in site area (22ha) or development quantum.	Stronger positive effects through enhanced healthcare, training, childcare, research activities and open space provision; reduced biodiversity risk through SSSI mitigation.	SA5 Green Infrastructure SA6 Biodiversity SA9 Housing SA10 Community Facilities, SA11 Economic Opportunities SA13 Economy	SA6: improves from (+) (++) SA9: improves from (+) (++) SA10 remains (++) SA11 remains (++) SA13: remains (++)

5.1159 Having reviewed the allocation in both the Preferred Options Local Plan and the Pre-Submission Local Plan, **Godmanchester 2** has not undergone a significant material change that would fundamentally alter the Sustainability Appraisal conclusions. The allocation remains a strategic residential-led urban extension with substantial green infrastructure, biodiversity enhancement, cemetery provision and supporting transport improvements. The principal differences relate to increasing the site area to providing 30 additional homes and also land for enhanced landscaping on its southern edge which can also provide a more comprehensive approach towards managing flood risk from Stoneyhill Brook. Other refinements to the policy include stronger mitigation, infrastructure certainty and environmental requirements. The principal modifications strengthen biodiversity outcomes, green infrastructure delivery, flood resilience, sustainable transport provision, community infrastructure certainty, and design quality. The allocation remains strongly positive in housing and community terms, with environmental performance improved through stronger mitigation and implementation requirements. No new significant adverse effects arise and no existing significant effects materially worsen.

5.1160 **Hemingford Abbots 1** is one of the largest strategic growth allocations in the Local Plan and functions as a proposed new community consisting of two new linked villages. The Pre-Submission version provides stronger commitments regarding local centre, healthcare, schools, community facilities, neighbourhood accessibility, phased infrastructure delivery, strategic green infrastructure, country park delivery, multifunctional open space, and landscape management. Some additional land has been included on its western edge around Woodgreen so that the allocation aligns with existing field boundaries and can also provide a more substantial landscaped edge on this side. Comparison of the Preferred Options and Pre-Submission versions indicates that while the allocation has evolved significantly in terms of policy detail, infrastructure requirements and implementation mechanisms, it has not fundamentally changed in terms of location, strategic role, land use mix or overall growth strategy. No new significant adverse effects arise and no existing significant effects materially worsen.

5.1161 Having reviewed the allocation in both the Preferred Options Local Plan and the Pre-Submission Local Plan, **Huntingdon 1** has undergone a moderate but meaningful enhancement in policy scope rather than a fundamental change in land use, site area or development quantum. The

most significant changes arise from the introduction of a broader mixed-use healthcare campus concept. The Pre-Submission Plan provides much greater certainty regarding the delivery of affordable key worker and medical student accommodation, healthcare-related training facilities, research and development activities, a day nursery and space for public worship. These additions strengthen social infrastructure provision and reinforce the site's role as a strategic health and employment hub for Huntingdonshire. The Pre-Submission policy introduces more explicit requirements for ecological assessment, SSSI mitigation, biodiversity enhancement and strategic green infrastructure provision. Consequently, SA6 (Biodiversity) shifts towards a clearer positive effect as ecological risks are more effectively managed and mitigation is embedded within the policy framework. The inclusion of archaeology requirements, landscape assessments and more detailed heritage considerations also provides greater certainty regarding protection of the nearby historic environment, including assets associated with Hinchingbrooke House and the surrounding conservation setting. This supports a modest improvement in SA16 (Heritage). The introduction of affordable key worker housing and accommodation for healthcare professionals and students also improves performance against SA9 (Housing). No new significant adverse effects arise and no existing significant effects materially worsen.

5.1162 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10		SA11		SA12		SA13	SA14	SA15	SA16
Brampton 1	N	_	_	++	-	+	--	--	+	+	+	++	-	++	++	++	N +	++	++	++	N	N	+	-
Brampton 2	N	+	-	--	-	--	--	-	++	--	+	-	-	+	++	+	+++	++	++	++	+	N	+	-
Godmanchester 1	N	_	++	-	-	+	++	++	++	--	+	++	-	+	++	++	++++	++	++	++	N	N	++	-
Godmanchester 2	N	+	-	+	-	+	--	--	++	++	-	+	+	++	++	+	N +	-	+	+	N	+	-	N
Godmanchester 3	N	+	++	++	-	++	++	++	-	+	-	--	-	N	++	N	- +	++	+	++	+	N	-	++
Hemingford Abbots 1	++	++		++	-	+	--	--	++	++	++	+	+	++	N	++	++	+	+		+	+	N	+
Huntingdon 1	N	+	+	++	-	++	++	++	++	++	++	++	-	+	++	N	- ++	++	++	++	+	+	+	-
Huntingdon 2	N	-	+	++	-	++	++	++	+	++	-	++	+	++	++	++	+++	++	++	++	N	N	+	++
Offord Cluny 1	N	+	-	++	+	++	--	-	--	++	-	+	-	+	+	++	N +	+	-	++	N	N	+	-
Offord D'Arcy 1	N	+	-	++	+	+	--	--	-	++	+	++	+	+	-	+	+ +	+	-	++	N	N	+	++

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Brampton 1: Wallis Land, Thrapston Road

5.1163 The site lies predominantly within flood zone 1 and therefore performs positively against flood risk objectives. Site requirements include a detailed drainage strategy, SuDS, greenfield runoff rates and consideration of natural flood management measures. Whilst limited surface water ponding and groundwater considerations exist, these can be addressed through site design and climate change allowances, resulting in a positive residual effect.

5.1164 The site contains existing boundary vegetation that contributes to ecological connectivity. Ecological surveys and biodiversity enhancement measures are required, alongside biodiversity net gain. Ecological effects are therefore considered neutral to positive following mitigation.

5.1165 Part of the site is affected by a Scheduled Monument and areas of ridge-and-furrow archaeology. Development is confined to the eastern part of the site, whilst the sensitive heritage area will remain as open space. Heritage assessment, archaeological investigation and landscape mitigation are required. Residual effects are therefore considered neutral to positive.

5.1166 The allocation contributes approximately 10 dwellings in a sustainable Service Centre location close to Huntingdon and local services. Additional housing will support local service provision and community sustainability while remaining proportionate to the scale of Brampton.

5.1167 Following embedded mitigation, the site is considered capable of delivering a positive sustainability outcome with heritage, biodiversity and environmental constraints appropriately managed.

Brampton 2: Land off Huntingdon Road

5.1168 The allocation is principally for public open space and car parking associated with Hinchingbrooke Country Park. Significant areas lie within Flood Zones 2, 3a and 3b, but no built development is proposed An application must be accompanied by a drainage strategy and flood mitigation measures. The site provides opportunities for natural flood management and flood storage enhancement, generating positive climate resilience effects.

5.1169 The site adjoins important ecological assets including Hinchingbrooke County Park County Wildlife Site and forms part of a wider green infrastructure network. Delivery of habitat enhancement, ecological surveys and sensitive landscaping offers opportunities for biodiversity gains and improved habitat connectivity.

5.1170 The site forms part of the setting of Hinchingbrooke Country Park. Allocation requirements include a landscape-led masterplan and heritage assessment for nearby listed buildings and conservation area assets. The intended use as open space reinforces landscape character and results in broadly positive residual effects.

5.1171 Provision of additional country park infrastructure improves recreational access, health and wellbeing outcomes, visitor management and sustainable tourism. These benefits are expected to be significant and long term.

5.1172 The allocation delivers clear environmental, recreational and health benefits. With flood risk, heritage and ecological considerations addressed through policy requirements, the overall sustainability effect is positive.

Godmanchester 1: Former RGE Engineering Site and HDC Car Park, The Avenue

5.1173 The site contains areas oat risk of flooding, however, built development is restricted to flood zone 1. Flood risk betterment, SuDS, climate change modelling and natural flood management measures are required. As a brownfield redevelopment opportunity, the site offers the potential to improve existing flood risk conditions.

5.1174 Redevelopment provides opportunities for urban regeneration, biodiversity improvements and additional amenity space. Measures are required to reduce recreational pressure on nearby designated ecological sites including Portholme Meadow. Biodiversity effects are assessed as neutral to positive.

5.1175 The site occupies a sensitive location between Huntingdon and Godmanchester with nearby conservation areas and heritage assets. Heritage-led design, landscape improvements and retention of key features are required. Residual heritage effects are considered neutral.

5.1176 Approximately 85 dwellings are proposed on a previously developed site within a highly sustainable location. It has excellent accessibility to services, employment, public transport and active travel networks results in significant positive social effects.

5.1177 The reuse of a brownfield site in a sustainable urban location, combined with flood risk betterment and housing delivery, leads to a positive overall sustainability outcome.

Godmanchester 2: South of Godmanchester, Off the A1198

5.1178 A key change from the Preferred Options stage was the introduction of an additional parcel of land off of Bluegate which increases the site capacity by 30 homes. This provides opportunity for more successful integration as an urban extension of Godmanchester.

5.1179 The site is largely located within flood zone 1, with Stoneyhill Brook representing the principal flood risk constraint. Extensive flood mitigation, SuDS, biodiversity areas and natural flood management measures are incorporated into the allocation. Residual effects are positive. A sequential approach is provided with built development only support on land within flood zone 1.

5.1180 A minimum of 6.8 hectares of biodiversity and natural greenspace provision is required, alongside strategic green infrastructure corridors. Significant opportunities exist for biodiversity net gain, habitat connectivity and enhancement of Stoneyhill Brook.

5.1181 The allocation requires strong landscape integration, retention of trees and hedgerows, protection of important views including St Mary's Church, and archaeological investigation. Sensitive design is expected to minimise adverse effects, resulting in neutral to positive residual effects.

5.1182 The site will provide approximately 550 homes together with cemetery expansion, open space and enhanced active travel connectivity. The scale of development delivers substantial long-term housing and community benefits within a sustainable Service Centre location.

5.1183 The allocation performs strongly against housing, health and green infrastructure objectives. Environmental effects are manageable through embedded mitigation, leading to a positive overall sustainability outcome.

Godmanchester 3: Former A14 Compound, North of A1198 Roundabout

5.1184 The allocation provides approximately 15,000sqm of employment floorspace for business, industrial and technology-based uses. It contributes directly to economic growth, job creation, investment attraction and diversification of the local economy.

5.1185 The previously developed nature of the site supports efficient use of land and reduces pressure on greenfield areas. Drainage strategies, SuDS and flood resilience measures are required to address remaining constraints. Residual effects are positive.

5.1186 Existing woodland buffers, landscape planting and habitat enhancements create opportunities for biodiversity gains and ecological connectivity. Biodiversity effects are assessed as neutral to positive following mitigation.

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5.1187 Strong landscape buffers are required to screen development and protect the setting of the adjoining Lattenburys development and surrounding countryside. Heritage impacts are limited and can be managed through design and landscaping.

5.1188 The site's employment development and reuse of previously developed land represent significant positive sustainability benefit. Environmental impacts can be effectively mitigated, resulting in a strongly positive overall sustainability outcome.

Hemingford Abbots 1: The Lattenburys

5.1189 The new community is located predominantly within flood zone 1 and incorporates extensive blue-green infrastructure, natural flood management features, SuDS and water efficiency measures. Climate resilience forms a central component of the masterplan and delivers significant positive effects.

5.1190 The scheme includes extensive green infrastructure, a country park, biodiversity net gain, habitat corridors and landscape buffers. Opportunities for large-scale ecological enhancement substantially exceed likely habitat losses, resulting in significant positive effects.

5.1191 The site lies near sensitive heritage assets and the Hemingfords Conservation Area. Comprehensive heritage assessment, archaeological investigation, generous landscape buffers and separation from existing settlements are required. Residual effects are assessed as neutral to positive.

5.1192 The allocation delivers approximately 3,800 homes, employment land, schools, healthcare provision, local centres, sports facilities and community infrastructure. It makes a major contribution towards strategic housing and economic objectives and generates substantial positive effects for health and community wellbeing.

5.1193 The Lattenburys represents one of the most strategically important allocations in the Local Plan providing the opportunity to deliver two new linked villages served by new and upgraded infrastructure. With embedded mitigation, it delivers significant positive sustainability benefits across social, economic and environmental objectives.

Huntingdon 1: Hinchingbrooke Hospital Site

5.1194 The site is located within flood zone 1 and can accommodate modern drainage and climate adaptation infrastructure. The redevelopment of the hospital campus provides opportunities to improve sustainability performance, energy efficiency and resilience.

5.1195 Landscape enhancement, retention of trees and green infrastructure provision are required. Although redevelopment will intensify land use, biodiversity improvements and green infrastructure opportunities reduce potential adverse effects.

5.1196 The allocation lies adjacent to important heritage assets including Hinchingbrooke House and parts of the Huntingdon Conservation Area. Heritage assessment and landscape-led design are required to protect significance and setting. Residual effects are considered neutral.

5.1197 The allocation delivers substantial health, employment and social benefits through replacement and upgraded hospital facilities, healthcare research, training uses, key worker accommodation and associated community infrastructure. These represent significant long-term positive sustainability effects.

5.1198 Given its strategic healthcare role and associated employment benefits, the Hinchingbrooke Hospital allocation generates a highly positive sustainability outcome, with environmental constraints capable of appropriate mitigation.

Huntingdon 2: Amber Centre, Mayfield Road

5.1199 The site lies within flood zone 1 and experiences very low flood risk. SuDS, drainage infrastructure and natural flood management measures are required to ensure resilience to future climate conditions. Residual effects are positive.

5.1200 Although a relatively small site, landscaping and tree retention requirements will contribute to local biodiversity enhancement. Biodiversity effects are generally neutral to positive.

5.1201 The site is surrounded by existing residential development and presents limited landscape or heritage constraints. Careful design and landscaping will ensure successful integration with the surrounding neighbourhood.

5.1202 The redevelopment will provide approximately 12 homes in a highly sustainable urban location with excellent access to schools, services and active travel opportunities. The proposal contributes positively towards housing delivery and local community sustainability.

5.1203 The Amber Centre site represents an efficient redevelopment opportunity with minimal environmental constraints. The allocation delivers positive housing and community benefits and is assessed as having a positive overall sustainability effect.

Offord Cluny 1: West of High Street and North of Dunstall Close

5.1204 The site lies within flood zone 1 and therefore performs positively against flood risk objectives. Site requirements include a detailed drainage strategy, SuDS, greenfield runoff rates and consideration of natural flood management measures, resulting in a positive residual effect.

5.1205 The site contains existing boundary vegetation that contributes to ecological connectivity. Ecological surveys and biodiversity enhancement measures are required, alongside biodiversity net gain. Ecological effects are therefore considered neutral to positive following mitigation.

5.1206 The East Coast Mainline is to the immediate west of the site meaning it may be impacted by noise pollution. The policy requires noise assessments to be undertaken with mitigation measures incorporated.

5.1207 The site is located on a gateway approach on the edge of Offord Cluny so requires sensitive design to ensure effective integration and to reflect local character. Heirtage constraints are limited and can be overcome through design.

5.1208 The allocation contributes approximately 45 dwellings in a sustainable Local Service Village location between Huntingdon and St Neots local services. Additional housing will support local service provision and community sustainability while remaining proportionate to the scale of Offord Cluny and Offord D'Arcy.

5.1209 Following embedded mitigation, the site is considered capable of delivering a positive sustainability outcome with heritage, biodiversity and environmental constraints appropriately managed.

Offord D'Arcy 1: West of Graveley Road

5.1210 The site lies within flood zone 1 and therefore performs positively against flood risk objectives. Site requirements include a detailed drainage strategy, SuDS, greenfield runoff rates and consideration of natural flood management measures, resulting in a positive residual effect.

5.1211 The site contains existing boundary vegetation that contributes to ecological connectivity. Ecological surveys and biodiversity enhancement measures are required, alongside biodiversity net gain. Ecological effects are therefore considered neutral to positive following mitigation.

5.1212 The site is located on the southern edge of Offord D'Arcy so requires sensitive design to ensure effective integration and to reflect local character. Heirtage constraints are limited and can be overcome through design.

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5.1213 The allocation contributes approximately 70 dwellings in a sustainable Local Service Village location between Huntingdon and St Neots local services. Additional housing will support local service provision and community sustainability while remaining proportionate to the scale of Offord D'Arcy and Offord Cluny.

5.1214 Following embedded mitigation, the site is considered capable of delivering a positive sustainability outcome with heritage, biodiversity and environmental constraints appropriately managed.

Summary of Impacts on Human Health and Inequalities

5.1215 Across all eight allocations, positive residual effects are anticipated against the sustainability objective relating to healthy communities and reducing inequalities. Huntingdon 1 and The Lattenburys provide particularly substantial benefits through healthcare, education and community infrastructure. Godmanchester 1, Godmanchester 2, Brampton 1, Huntingdon 2, Offord Cluny 1 and Offord D'Arcy 1 improve housing supply in accessible locations, while Brampton 2 enhances recreational access and wellbeing. Godmanchester 3 supports employment and economic inclusion. Overall, no significant health effects have been identified that cannot be mitigated through site-specific requirements and wider Local Plan policies, resulting in a collectively positive contribution to health, wellbeing and social inclusion across Huntingdonshire.

Cumulative effects in relation to wider settlement

Brampton

5.1216 Brampton is a sustainable Service Centre with a primary school, local retail provision, healthcare facilities, employment opportunities and good connections to Huntingdon. The cumulative effect of growth from Brampton 1 and Brampton 2, together with existing commitments, is expected to be modest and proportionate to the settlement's role in the hierarchy. Brampton 1 would provide a small residential development, whilst Brampton 2 would primarily improve country park access and recreational infrastructure.

5.1217 In cumulative terms, development would increase demand for local services, including education, healthcare and recreational facilities, and would generate additional traffic movements on routes connecting Brampton to Huntingdon and the wider strategic road network. The settlement's relatively strong infrastructure base means that these effects are likely to be accommodated without significant adverse impacts, although healthcare capacity should continue to be monitored given existing pressures on GP provision.

5.1218 Collectively, the allocations would help reinforce Brampton's role as a Service Centre by supporting local facilities, improving access to green space and contributing to the long-term sustainability of the settlement.

Godmanchester

5.1219 Godmanchester is one of the district's most sustainable Service Centres, with a broad range of services, schools, healthcare provision, employment opportunities and close links to Huntingdon. The cumulative effect of growth from Godmanchester 1, Godmanchester 2 and Godmanchester 3would represent a significant level of development within the settlement.

5.1220 Taken together, the allocations would substantially increase population and employment opportunities, generating additional demand for healthcare, education, community facilities and local services. The scale of residential growth, particularly at Godmanchester 2, is likely to increase pressure on primary and secondary school provision and local GP surgeries, requiring ongoing infrastructure planning and monitoring.

5.1221 Cumulative transport impacts are likely to be one of the most significant considerations, with increased vehicle movements on the A1198, local roads and connections into Huntingdon. However, the allocations also provide opportunities to enhance walking, cycling and public transport connections and to deliver new green infrastructure, biodiversity enhancement and flood mitigation measures.

5.1222 Overall, the cumulative effect of growth is expected to strengthen Godmanchester's role as a sustainable Service Centre, although careful management of transport, healthcare and education infrastructure will be important to ensure development is supported by appropriate mitigation measures.

Hemingford Abbots

5.1223 The Lattenburys represents a strategic-scale new community rather than a conventional village allocation and would deliver substantial housing, employment opportunities, schools, local centres, open space and supporting infrastructure.

5.1224 In cumulative terms, development would fundamentally alter the scale and function of this part of the district and create significant new demands on transport infrastructure, healthcare services, utilities and community facilities. However, unlike smaller village allocations, much of this infrastructure is intended to be delivered as part of the development itself, including schools, local services, active travel infrastructure and extensive green infrastructure provision.

5.1225 The scale of the development means that cumulative effects would extend beyond Hemingford Abbots and Godmanchester, influencing travel patterns, education catchments and service provision across neighbouring settlements including Godmanchester, Huntingdon and St Ives. There would also be cumulative landscape, environmental and transport considerations that would require phased delivery and long-term infrastructure planning.

5.1226 Overall, the cumulative effect of The Lattenburys is expected to be transformative, creating a new sustainable community that significantly expands the district's housing and infrastructure capacity whilst requiring substantial mitigation and coordinated infrastructure delivery.

Huntingdon

5.1227 Huntingdon is one of the district's most sustainable settlements and principal market town, providing extensive retail, employment, educational, healthcare and transport infrastructure. Development at Hinchingbrooke Hospital and the Amber Centre would contribute to the ongoing regeneration and growth of the town utilising previously developed land.

5.1228 The cumulative effect of these allocations is expected to be relatively modest in comparison with the scale of Huntingdon and existing planned growth elsewhere in the town. Additional residential development would increase demand for local services and infrastructure, whilst redevelopment and enhancement of the hospital site would strengthen Huntingdon's strategic healthcare role and support key worker accommodation and specialist housing provision.

5.1229 Cumulative transport impacts are likely to be localised, particularly around Hinchingbrooke Hospital and key corridor routes. However, Huntingdon benefits from an extensive transport network and has greater capacity to absorb growth than most settlements in the district. Pressure on healthcare and education services is likely to increase, but these impacts are expected to be more readily accommodated due to the town's substantial infrastructure base.

5.1230 Overall, the cumulative effect of growth is expected to be positive, supporting regeneration objectives, reinforcing Huntingdon's role as the district's principal service centre and helping to meet identified housing and healthcare needs.

The Offords (Offord Cluny and Offord D'Arcy)

5.1231 The Offords are identified in the settlement hierarchy as a combined Local Service Village, reflecting the close relationship between Offord Cluny and Offord D'Arcy and their shared community facilities. Development at Offord Cluny 1 and Offord D'Arcy 1 would collectively deliver around 125 dwellings and represent a moderate level of growth for the settlement.

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5.1232 In cumulative terms, the allocations would increase demand for local facilities, primary education and healthcare services. Additional residents are likely to generate increased travel demand, particularly to Huntingdon, St Neots and other higher-order centres for employment, retail and secondary education. Given the limited public transport options available, a proportion of these journeys are likely to be undertaken by private vehicle.

5.1233 The cumulative impact on local schools and GP services is expected to be manageable but would require monitoring, particularly as healthcare providers across the district are experiencing wider capacity pressures. Additional housing would also contribute to supporting the viability of local facilities and helping maintain the sustainability of the settlement.

5.1234 Overall, the cumulative effects are consistent with the role of the Offords as a Local Service Village. While growth will create additional pressure on infrastructure and transport networks, the scale of development is not expected to overwhelm existing provision and should assist in maintaining the long-term vitality of the settlement.

Eastern Huntingdonshire Site Allocations

5.1235 In total eight sites are allocated within settlements in Eastern Huntingdonshire.

- Bluntisham 1: Land off 18 Holliday's Road
- Bluntisham 2: West of Colne Road
- Colne 1: Ramadie, Earith Road
- Fenstanton 1: Galley Hill
- Houghton and Wyton 1: Ruddles Lane
- Needingworth 1: Giffords Park, East of B1040
- Needingworth 2: North of Bluntisham Road
- St Ives 1: North of Houghton Road

5.1236 There have been no material changes to most site policies since the Preferred Options stage. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites. No additional sites have been allocated since the Preferred Options stage. Site Bluntisham 1: South of Rectory Road was initially allocated at the Preferred Option stage but later removed from the Pre-Submission Plan, this resulted in the remaining Bluntisham sites to be re-numbered. Following a review of comments received from residents and stakeholders, who cited concern regarding heritage and impact on the Grade II* Bluntisham House as well as potential impact to ridge and furrow land, alongside concerns about the cumulative impact of development on services and infrastructure within Bluntisham, the site was removed as a draft allocation.

Site	Preferred Options Allocation	Submission Allocation	Housing / Development Change	Policy Change Relevant to Sustainability	SA Objective(s) with Significant Effect Change	Change in Significant Effect
Needingworth 2: North of Bluntisham Road	290 dwellings	Western parcel removed due to consultation responses citing concerns in relation to traffic	Loss of 190 homes.	Smaller scheme capable of integration with existing village.	SA7 Landscape and Townscape SA15 Integration	SA7: (-) (+) SA15: (+) (++)

Site	Preferred Options Allocation	Submission Allocation	Housing / Development Change	Policy Change Relevant to Sustainability	SA Objective(s) with Significant Effect Change	Change in Significant Effect
		impacts, flood risk, coalescence with neighbouring settlements, landscape concerns and scale.				

5.1237 The changes to Needingworth 2 is material but not significant in sustainability appraisal terms. The primary modification is the decrease in dwelling numbers from approximately 290 to approximately 100 homes. While this provides fewer homes, it does not fundamentally alter the allocation's role, location, development form or strategic purpose. The Pre-Submission modifications do not introduce any new significant adverse effects and do not alter the overall sustainability conclusions previously reached for Needingworth 2. The revised allocation performs slightly better in landscape and townscape and integration terms while maintaining broadly the same environmental and social sustainability profile.

5.1238 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10				SA11		SA12		SA13	SA14	SA15	SA16
Bluntisham 1	N	+	+	++	-	++	+	-	+	+	+	+	+	+	+	+	+	++	++	-	++	N	N	+	-
Bluntisham 2	N	+	-	++	-	+	--	--	+	+	-	+	+	+	-	++	+	++	++	-	++	N	N	+	++
Colne 1	N	+	+	++	-	++	+	--	--	+	-	+	+	++	-	--	+	+	++	-	++	N	N	+	++
Fenstanton 1	N	_	_	--	-	--	--	-	-	+	+	+	-	N	++	N	-	++	+	--	++	++	N	+	-
Houghton and Wyton 1	++	+	-	++	+	+	--	-	+	+	+	+	+	N	N	N	N	N	+	+	+	N	N	+	++
Needingworth 1	+	+	-	-	-	-	--	-	+	++	+	+	-	++	++	++	++	++	+	+	++	+	++	+	+
Needingworth 2	N	+	-	++	-	+	--	--	-	++	+	+	-	++	++	+	+	+	++	-	++	+	++	++	++
St Ives 1	+	+	-	++	-	++	--	--	++	+	-	-	-	++	++	+	N	+	++	++	++	N	++	--	-

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Bluntisham 1: Land off 18 Holliday's Road

5.1239 The site is located within flood zone 1 and is therefore sequentially suitable for residential development. While a localised surface water depression is present within the north-eastern part of the site, allocation requirements include a site-specific Flood Risk Assessment and sustainable drainage systems (SuDS). Residual effects are considered positive.

5.1240 The site lies close to the RSPB Ouse Fen reserve and Berry Fen SSSI, creating potential for recreational pressure on sensitive habitats. Allocation requirements include biodiversity net gain, retention of landscape features, enhancement of ecological connectivity and provision of on-site green infrastructure. Recreational mitigation measures are specifically required to avoid adverse effects on designated sites. Consequently, biodiversity effects are considered neutral to positive following mitigation.

5.1241 The site occupies a sensitive village-edge location close to Grade I listed St Mary's Church and the historic core of Bluntisham. The allocation requires a proportionate heritage assessment, archaeological investigation and substantial landscaping to soften the settlement edge and preserve key views. With these safeguards in place, potential impacts on heritage significance and landscape character can be effectively managed, resulting in neutral residual effects.

5.1242 The allocation provides approximately 35 homes within a Local Service Village, contributing positively to local housing supply and supporting the viability of village services and facilities. The site benefits from access to community facilities, education provision and employment opportunities in the wider area. Social effects are therefore considered positive and long term.

5.1243 Bluntisham 1 performs positively against housing, climate resilience and community objectives. Potential biodiversity and heritage effects can be satisfactorily addressed through the allocation requirements, resulting in a positive overall sustainability outcome.

Bluntisham 2: West of Colne Road

5.1244 The site is wholly within flood zone 1 with only limited areas of surface water risk. Allocation requirements include a detailed drainage strategy, groundwater investigations, greenfield runoff rates and opportunities for natural flood management. Residual effects against flood risk and climate adaptation objectives are assessed as positive.

5.1245 The allocation includes approximately 3 hectares of public open space specifically intended to mitigate recreational pressure on the Ouse Washes SAC, SPA and Ramsar site and Berry Fen SSSI. Retention of trees and hedgerows, biodiversity net gain requirements and landscape enhancement measures create significant opportunities for ecological improvement. Biodiversity effects are therefore neutral to positive.

5.1246 Landscape and Visual Impact Assessment requirements and extensive boundary planting will help contain development and reinforce the village edge. No significant heritage constraints are identified, although the development must respond sensitively to local character and maintain landscape quality. Residual impacts are assessed as neutral.

5.1247 The allocation will deliver approximately 85 homes together with open space and parking provision for St Helen's Primary School staff. These benefits support housing delivery, local education infrastructure and community wellbeing. The site's location adjoining the existing settlement promotes social integration and accessibility.

5.1248 The site delivers substantial housing and community benefits while providing opportunities for ecological enhancement and recreation mitigation. Subject to the embedded safeguards, the overall sustainability effect is positive.

Colne 1: Ramadie, Earith Road

5.1249 The site is within flood zone 1 and free from significant flood constraints. Allocation requirements include sustainable drainage, wastewater capacity assessment and water management measures to ensure climate resilience. Residual flood risk effects are positive.

5.1250 It benefits from existing hedgerow boundaries and opportunities for biodiversity enhancement. Allocation requirements include retention and strengthening of hedgerows, biodiversity net gain and ecological mitigation where necessary. Biodiversity effects are considered neutral to positive after mitigation.

5.1251 The site contains previously developed elements including existing buildings and paddock land. Development has the potential to introduce less characteristic backland development, however allocation requirements for landscape-sensitive design, boundary retention and integration with surrounding development help reduce adverse effects. There are no significant heritage constraints. Residual effects are neutral.

5.1252 The allocation provides approximately 15 dwellings and contributes towards maintaining the sustainability of Colne. Additional housing will support local services and provide modest benefits to the village economy and housing supply. Effects are positive but proportionate to the small scale of development.

5.1253 Colne 1 is a relatively unconstrained site capable of delivering housing growth with limited environmental effects. With mitigation in place, the site achieves a positive sustainability outcome.

Fenstanton 1: Galley Hill

5.1254 Fenstanton 1 is a major employment allocation providing approximately 25 hectares of development land and around 100,000sqm of industrial, logistics and commercial floorspace. It is adjacent to the Lakes Business Park. The site supports business growth, inward investment and significant employment creation, making it one of the strongest performing allocations against economic sustainability objectives.

5.1255 The northern part of the site is affected by significant flood risk, but the allocation adopts a sequential approach by restricting built development to land within flood zone 1 and reserving approximately 36 hectares for flood mitigation and open space. Detailed flood modelling, drainage strategies and natural flood management measures are required. Residual effects are positive following mitigation.

5.1256 The site lies within the Great Ouse Valley Green Infrastructure Priority Area and is close to several County Wildlife Sites. Allocation requirements include ecological surveys, habitat enhancement, biodiversity net gain and retention of hedgerows and green infrastructure. The extensive open space component creates opportunities for biodiversity enhancement and habitat connectivity. Residual ecological effects are neutral to positive.

5.1257 Potential impacts on nearby listed farm buildings and the rural landscape are identified. However, requirements for landscape strategies, visual impact assessment, heritage assessment and substantial buffers provide a framework for minimising harm. Residual landscape and heritage effects are considered neutral.

5.1258 Fenstanton 1 delivers significant economic and employment benefits while managing environmental constraints through a comprehensive mitigation strategy. The overall sustainability outcome is strongly positive.

Houghton and Wyton 1: Ruddles Lane

5.1259 The site provides ground mounted solar panels assisting the diversification of energy supply across the district and transitioning to a lower carbon future. The site performs positively against climate change and resilience objectives.

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5.1260 The site lies predominantly within flood zone 1 with some parts at higher risk. A sequential approach has been taken by restricting solar panels development to land within flood zone 1. Allocation requirements include detailed drainage design, natural flood management and integration of sustainable drainage systems. These measures support adaptation to climate change and safeguard both the site and surrounding areas. Residual effects are positive.

5.1261 The allocation includes substantial areas of open space and landscaping and requires ecological surveys, biodiversity enhancement and retention of important landscape features. Green infrastructure and habitat creation opportunities support biodiversity net gain and ecological connectivity. Biodiversity effects are assessed as positive following mitigation.

5.1262 The site occupies a prominent location between St Ives and Houghton and Wyton, creating sensitivity in relation to landscape character and settlement separation. The allocation requires a comprehensive landscape strategy, heritage assessment and archaeological investigation to protect nearby conservation areas and listed buildings. These requirements reduce residual effects to neutral.

5.1263 Ruddles Lane provides ground mounted solar panels incorporating extensive landscape, heritage and ecological safeguards. The overall sustainability effect is positive.

Needingworth 1: Giffords Park, East of B1040

5.1264 The site is located in Holywell-cum-Needingworth parish but adjoins the eastern edge of St Ives, effectively forming an urban extension to the market town.

5.1265 A key strength of the allocation is the sequential approach to site layout. Built development is restricted to flood zone 1, whilst areas affected by higher flood risk are retained as open space, flood mitigation areas and environmental enhancement land. The allocation requires a site-specific Flood Risk Assessment, drainage strategy, maintenance strips and ongoing management of watercourses. Consequently, the residual flood risk effect is positive and demonstrates a clear application of the sequential approach.

5.1266 The development includes approximately 65.5 hectares of green infrastructure, open space and landscaping, ecological surveys and biodiversity enhancement measures. Mitigation is also required to address recreational impacts on sensitive habitats. These measures provide opportunities for biodiversity net gain and enhancement of green infrastructure networks. Residual ecological effects are positive.

5.1267 The site is located on the edge of St Ives and has the potential to affect the gateway into the town when approaching from east. Allocation requirements include heritage assessment, archaeological investigation, landscape mitigation and careful masterplanning to avoid settlement coalescence. Heritage and landscape effects are therefore assessed as neutral after mitigation.

5.1268 The allocation will deliver approximately 1,750 homes and 4.6ha of employment floor space as well as retail, health and community uses. As well as provide new facilities, it will also improve access to recreation, active travel routes and local services. Growth in this highly sustainable market town location supports housing delivery objectives and contributes positively to community wellbeing and economic vitality.

5.1269 Needingworth 1 performs strongly against housing, accessibility and climate resilience objectives. Environmental constraints can be effectively managed through the allocation requirements, resulting in a positive overall sustainability outcome.

Needingworth 2: North of Bluntisham Road

5.1270 The site is located predominately within flood zone 1 and benefits from a sequentially preferable location for development. Allocation requirements include detailed flood modelling, sustainable drainage systems, natural flood management and integrated water management measures. The

allocation includes provision of open space to safeguard against flooding. These requirements result in a positive performance against flood risk and climate resilience objectives.

5.1271 Retention of trees and hedgerows, biodiversity net gain requirements and landscape enhancement measures create significant opportunities for ecological improvement. Biodiversity effects are therefore neutral to positive.

5.1272 Landscape and Visual Impact Assessment requirements and extensive boundary planting will help contain development and mitigate potential noise, light and air pollution impacts arising form its proximity to the A1123 on its northern edge. No significant heritage constraints are identified, although the development must respond sensitively to local character and maintain landscape quality. Residual impacts are assessed as neutral.

5.1273 The allocation will deliver approximately 100 homes together with open space and community retail facilities. These benefits support housing delivery, local education infrastructure and community wellbeing. The site's location adjoining the existing settlement promotes social integration and accessibility.

5.1274 The site delivers substantial housing and community benefits while providing opportunities for ecological enhancement and recreation mitigation. Subject to the embedded safeguards, the overall sustainability effect is positive.

St Ives 1: North of Houghton Road

5.1275 The site is located within flood zone 1 and benefits from a sequentially preferable location for development. Allocation requirements include detailed flood modelling, sustainable drainage systems, natural flood management and integrated water management measures. These requirements result in a positive performance against flood risk and climate resilience objectives.

5.1276 The development includes approximately 12 hectares of open space and landscaping, ecological surveys and biodiversity enhancement measures. Mitigation is also required to address recreational impacts on sensitive habitats. These measures provide opportunities for biodiversity net gain and enhancement of green infrastructure networks. Residual ecological effects are positive.

5.1277 The site is located on the edge of St Ives and has the potential to affect the setting of the Houghton and Wyton Conservation Area and nearby listed buildings. Allocation requirements include heritage assessment, archaeological investigation, landscape mitigation and careful masterplanning to avoid settlement coalescence. Heritage and landscape effects are therefore assessed as neutral after mitigation.

5.1278 The allocation will deliver approximately 350 homes and improve access to recreation, active travel routes and local services. Growth in this highly sustainable market town location supports housing delivery objectives and contributes positively to community wellbeing and economic vitality.

5.1279 St Ives 1 performs strongly against housing, accessibility and climate resilience objectives. Environmental constraints can be effectively managed through the allocation requirements, resulting in a positive overall sustainability outcome.

Summary of Impacts on Human Health and Inequalities

5.1280 Across all six allocations, the residual effects against health, wellbeing and inequality objectives are considered positive. Bluntisham 1, Bluntisham 2, Colne 1, Needingworth 1, Needingworth 2 and St Ives 1 increase housing choice and improve access to services, green infrastructure and active travel opportunities. Fenstanton 1 delivers substantial employment and economic inclusion benefits. Embedded mitigation measures relating to flood risk, environmental quality, biodiversity and amenity ensure that no significant adverse health effects are anticipated. Houghton and Wyton 1 provides solar panels assisting in the district transitioning to a lower carbon future. Consequently, the six allocations collectively contribute positively towards creating healthier communities and reducing social and economic inequalities across Huntingdonshire.

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Cumulative effects in relation to wider settlement

Bluntisham

5.1281 Bluntisham is a Local Service Village with a primary school, local convenience facilities and access to community services, but residents continue to rely on St Ives, Huntingdon and other larger settlements for a wider range of employment, retail, healthcare and secondary education opportunities. The combined delivery of Bluntisham 1 (approximately 35 homes) and Bluntisham 2 (approximately 85 homes) would represent a notable level of growth for the village and would increase demand on local infrastructure and services.

5.1282 In cumulative terms, development is likely to generate additional vehicle movements along the B1040, Colne Road and routes towards St Ives and Huntingdon, reflecting the village's continued role as a commuter settlement. Whilst both sites benefit from opportunities for walking and cycling connections into the village, many higher-order trips are likely to remain car-based. The cumulative effect of both allocations may increase pressure on local education provision, particularly at St Helen's Primary School, although Bluntisham 2 includes land to assist with school-related parking provision.

5.1283 The combined growth would also increase demand on GP services and other healthcare facilities serving the wider area, which already experience capacity pressures. From an environmental perspective, cumulative recreational pressure on nearby nationally and internationally important ecological sites, including the Ouse Washes and Berry Fen, will require appropriate mitigation through open space provision and green infrastructure. Notwithstanding these considerations, the additional housing would help support the vitality of village services, sustain community facilities and contribute towards maintaining the long-term sustainability of Bluntisham as a Local Service Village.

Colne

5.1284 Colne is a small rural village with a limited range of day-to-day services and a relatively high reliance on neighbouring settlements such as Bluntisham, Somersham and St Ives for employment, retail, healthcare and secondary education needs. Development at Colne 1 would represent modest growth that is proportionate to the settlement's position within the hierarchy.

5.1285 The site would generate additional vehicle movements on Earith Road and local rural routes, with most residents expected to travel to higher-order settlements to access services and employment opportunities. Consequently, cumulative traffic effects are likely to be limited but would contribute incrementally to traffic growth across the wider eastern Huntingdonshire road network.

5.1286 The allocation would increase demand on education and healthcare services serving Colne and nearby settlements. However, given the relatively small scale of development, cumulative pressures are unlikely to be significant. The principal cumulative consideration relates to maintaining village vitality. Additional residents would support the long-term sustainability of local facilities, community organisations and services that can be vulnerable to decline within smaller rural settlements. Overall, the cumulative impacts are expected to be modest and generally positive in supporting the continued viability of the village.

Fenstanton

5.1287 Fenstanton is a Service Centre and one of the district's more sustainable rural settlements, benefiting from access to local services, employment opportunities, public transport and close proximity to St Ives, Huntingdon and the strategic road network. Fenstanton 1 is a significant employment allocation providing approximately 100,000sqm of employment floorspace and has the potential to reinforce the settlement's economic role within the district.

5.1288 In cumulative terms, the allocation would operate alongside other growth proposals within Fenstanton, St Ives and the wider A14 corridor, contributing to increased traffic movements on the A1307, A14 junctions and surrounding local road network. Whilst this could increase congestion pressures at key junctions, the site's strategic location adjacent to the primary road network makes it well suited to employment use and reduces the need for heavy goods vehicles to travel through residential areas.

5.1289 The development has the potential to generate substantial employment opportunities, reducing the need for longer-distance commuting and supporting a more balanced jobs-to-homes relationship across the western part of the district. There may also be indirect increases in demand for local services, retail facilities and healthcare provision arising from workforce growth. Environmental considerations include cumulative impacts on landscape character, flood management infrastructure and designated ecological assets in the area, which will require mitigation through green infrastructure, biodiversity enhancement and flood management measures.

5.1290 Overall, the cumulative effect of Fenstanton 1 is expected to be positive, strengthening the economic function of the settlement and supporting wider district growth objectives, subject to appropriate transport and environmental mitigation.

Houghton and Wyton

5.1291 The site provides ground mounted solar panels assisting the diversification of energy supply across the district and transitioning to a lower carbon future. The site performs positively against climate change and resilience objectives. The scale of development is unlikely to detrimentally impact landscape character and mitigations are put in place within the policy.

Needingworth

5.1292 Needingworth is local service village with a range of day-to-day services and a relatively high reliance on neighbouring settlements such as St Ives for employment, retail, healthcare and secondary education needs. Development at Needingworth 2 would represent modest growth that is proportionate to the settlement's position within the hierarchy. Needingworth 1 is a much larger development located on the edge of St Ives further westwards along the A1123. The urban extension will provide enhanced services and facilities to meet the needs of residents. Both sites will generate additional vehicle movements on local rural routes and within St Ives. Consequently, cumulative traffic effects are likely to be limited but would contribute incrementally to traffic growth across the wider A1123 road network.

5.1293 The allocations would increase demand on education and healthcare services serving Needingworth and nearby settlements. However, given the scale of development at Needingworth 1 and the infrastructure that will be provided, cumulative pressures are mitigated. Overall, the allocations would make a positive contribution to supporting the long-term vitality, housing supply and sustainability of St Ives and Needingworth.

St Ives

5.1294 St Ives is one of Huntingdonshire's most sustainable market towns, providing a comprehensive range of retail, employment, education, healthcare, leisure and public transport facilities. Development at St Ives 1 (approximately 350 homes) would contribute to the town's role as a key focus for growth within the district.

5.1295 In combination with existing commitments and nearby allocations, including growth proposed in Houghton and Wyton, the allocation would result in additional traffic movements on the A1123 corridor, local distributor roads and routes connecting to Huntingdon and Cambridge. However, St Ives benefits from an established transport network, including guided bus services, active travel routes and a broad range of services within accessible distances, helping to moderate cumulative transport effects.

5.1296 The cumulative impact of growth will increase demand for education, healthcare, leisure and community facilities across the town. Although St Ives has a stronger infrastructure base than most villages, ongoing growth

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is likely to require continued monitoring of school capacity, healthcare provision and supporting infrastructure. Investment associated with development is expected to contribute towards maintaining and enhancing these facilities over time.

5.1297 From an environmental perspective, cumulative growth around the northern edge of St Ives increases the importance of landscape buffering, flood risk management and protection of the setting of nearby heritage assets and surrounding villages. Nevertheless, given the town's role within the settlement hierarchy and its existing infrastructure provision, the cumulative effects of St Ives 1 are expected to be manageable. Overall, the allocation would make a positive contribution to supporting the long-term vitality, housing supply and sustainability of the market town.

Southern Huntingdonshire Site Allocations

5.1298 In total nine sites are allocated within settlements in Southern Huntingdonshire.

- Abbotsley 1: North of Wintringham Hall
- Great Gransden 1: Land South of Caxton Road
- Great Paxton 1: West of High Street
- Great Paxton 2: Land North of Harley Industrial Park
- Little Paxton 1: Land North of St James Road
- Little Paxton 2: Land West of Great North Road
- St Neots 1: Land East of Loves Farm (Tithe Farm Extension)
- St Neots 2: Land South West of Potton Road, Eynesbury
- Waresley 1: Land between West Lodge and Home Farm

5.1299 There have been no material changes to the majority of site policies since the Preferred Options stage. The previously reported SA results therefore remain valid, and no further SA re-assessment is required for these sites. No additional sites have been allocated since the Preferred Options stage in the Southern Huntingdonshire area. The existing site allocation of St Neots East from the Local Plan to 2036 has been identified as a retained allocation. The site has planning permission is building out and is expected to do so into the the new Local Plan period. The rational of including a retained policy in the Local Plan to 2036 is to provide guidance for the determination of any future planning applications which are primarily expected to be reserved matters providing detailed information to enhance that provided through the outline planning permissions.

5.1300 There was one site that require SA re-assessment due to changes introduced at the Pre-Submission Stage. The table below demonstrates how site policy changed from the Preferred Options stage and the subsequent change in significant effect.

Site	Preferred Options Allocation	Submission Allocation	Housing / Development Change	Policy Change Relevant to Sustainability	SA Objective(s) with Significant Effect Change	Change in Significant Effect
Little Paxton 2 – West of Great North Road	220 dwellings.=	410 dwellings. Strengthening of ecological mitigation requirements; stronger references to recreational impacts on nearby designated sites; additional requirements relating to minerals safeguarding; stronger wastewater and infrastructure requirements; greater clarity on transport integration and active travel.	+190 dwellings	Larger scheme capable of delivering wider housing mix and tenures; scale exceeds 200-home threshold in SA framework.	SA9 Housing	SA9: (+) (++)

5.1301 The changes to **Little Paxton 2** are material but not significant in sustainability appraisal terms. The primary modification is the increase in dwelling numbers from approximately 220 to approximately 410 homes. While this strengthens the site's contribution to meeting district housing requirements, it does not fundamentally alter the allocation's role, location, development form or strategic purpose. The Pre-Submission modifications do not introduce any new significant adverse effects and do not alter the overall sustainability conclusions previously reached for Little Paxton 2. The revised allocation performs slightly better in housing delivery terms while maintaining broadly the same environmental and social sustainability profile.

5.1302 A summary of the appraisal findings for the allocated sites, assessed against the 16 Sustainability Appraisal Objectives, is provided below:

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SA Objectives	SA1			SA2	SA3		SA4		SA5	SA6		SA7	SA8	SA9	SA10			SA11		SA12		SA13	SA14	SA15	SA16
Abbotsley 1	N	+	+	++	-	++	--	--	--	++	_	_	-	N	++	N	-	++	+	++	+	+	N	_	-
Great Gransden 1	N	+	-	++	-	++	--	--	+	++	-	+	+	+	+	++	N	++	+	-	++	+	N	+	+
Great Paxton 1	N	+	-	++	+	++	--	-	+	+	+	++	-	++	++	++	+	+	++	-	++	N	N	+	+
Great Paxton 2	N	+	-	++	+	++	--	--	+	+	+	+	-	N	++	N	-	++	++	-	--	+	N	+	+
Little Paxton 1	N	+	-	++	-	++	--	++	++	+	+	+	-	+	++	+	++	+	++	++	++	N	N	+	++
Little Paxton 2	N	+	-	++	-	++	--	--	+	+	+	-	-	++	++	+	+	+	++	++	++	N	N	+	++
St Neots 1	N	+	-	+	-	++	-	--	-	++	-	+	-	++	++	+	-	++	-	++	++	N	N	+	-
St Neots 2	N	+	-	++	-	++	--	--	+	++	-	+	-	+	++	++	-	++	++	++	-	N	N	+	++
Waresley 1	N	+	-	++	-	++	--	-	-	++	-	+	+	++	+	-	+	+	+	-	--	N	N	+	-

Abbotsley 1: North of Wintringham Hall

5.1303 The site is located within flood zone 1 and small areas are affected by surface water flooding and development would require a site-specific drainage strategy, sustainable drainage systems (SuDS) and climate resilience measures. Whilst wastewater infrastructure upgrades may be necessary, climate adaptation objectives can be achieved through policy requirements and integrated water management.

5.1304 The site is greenfield grade 2 agricultural land and therefore development would result in the loss of productive farmland. However, the site offers significant opportunities for green infrastructure, biodiversity net gain and habitat creation through green space provision. There are no designated ecological sites within the site and strategic ecological impacts are considered manageable through mitigation and enhancement measures.

5.1305 The site occupies a prominent countryside location on the eastern edge of St Neots. Development has potential landscape impacts and may alter the rural setting between St Neots and the surrounding countryside. There are no significant heritage constraints within the site itself, although careful design will be required to protect local character and maintain appropriate landscape buffers. Considering the other development sites to the west and the changing context of the site with the A428/A421 upgrades and East West Rail, these impacts are minimised.

5.1306 The allocation performs positively through provision of employment floorspace along a transport corridor providing opportunities for sustainable connections.

5.1307 The site offers significant employment benefits. Although landscape and agricultural land impacts are notable, mitigation measures are capable of reducing these effects, resulting in a positive overall sustainability outcome. The residual sustainability effect is considered positive overall.

Great Gransden 1: Land South of Caxton Road

5.1308 The site is in flood zone 1 and is not significantly affected by surface water flooding and would require mitigation. Site-wide drainage infrastructure, SuDS and flood management measures are capable of addressing these constraints and supporting climate resilience objectives.

5.1309 No designated ecological sites are located within the site and strategic biodiversity impacts are limited. The proposal creates opportunities for biodiversity net gain and ecological connectivity. The policy identifies it is within the conservation zone of the Eversden and Wimpole SAC and requires appropriate assessment on impacts of bats.

5.1310 Development would have some landscape change given the site's size and rural setting. No significant heritage assets are present within the allocation, although landscape integration and careful design will be essential to manage visual impacts.

5.1311 The allocation performs positively through provision of employment floorspace. The site adjoins the Sand Road Industrial Estate (an Established Employment Area) providing an expansion to an Established Employment Area and presenting opportunities for local businesses.

5.1312 The site offers significant employment benefits and has capacity to deliver an extension to an existing Established Employment Area. Although landscape and agricultural land impacts are notable, mitigation measures are capable of reducing these effects, resulting in a positive overall sustainability outcome.

Great Paxton 1: West of High Street

5.1313 A change from the Preferred Options stage was that the boundary has been amended to remove the land used for car parking at the nearby football field. This follows concerns from residents. This amends the site area down to 0.4ha and the capacity to 9 dwellings, these are not considered to be significant changes.

5.1314 The site is in flood zone 1 and is not significantly affected by surface water flooding which can be addressed through appropriate drainage solutions and SuDS, resulting in positive effects against climate resilience objectives.

5.1315 The site is situated within the Great Ouse Valley green infrastructure network and offers opportunities for biodiversity enhancement and habitat connectivity. Ecological constraints are relatively limited and biodiversity net gain can be achieved through landscaping and habitat creation measures.

5.1316 As a small-scale site located behind existing development, landscape impacts are localised. There are some heritage constraints but effects on local character can be mitigated through sensitive design and landscaping. The site is located close to the East Coast Mainline Railway so there is potential for noise pollution which the policy requires assessment and mitigation.

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5.1317 The site makes a positive contribution to housing choice through provision of self-build and custom-build opportunities. It benefits from reasonable access to local facilities, services and employment opportunities in Great Paxton and St Neots, supporting community sustainability.

Great Paxton 2: Land North of Harley Industrial Park

5.1318 The site is within flood zone 1 with limited areas of surface water flooding capable of mitigation through site design and drainage infrastructure.

5.1319 Whilst development would result in the loss of grade 2 agricultural land, the site provides opportunities for landscaping and biodiversity enhancement. It lies close to the Great Ouse Valley strategic corridor and has potential to support ecological connectivity and biodiversity net gain.

5.1320 The site occupies an exposed countryside location adjacent to Harley Industrial Park. Development would alter the landscape character of the settlement edge and require substantial landscaping. Heritage constraints are limited and can be addressed through appropriate design.

5.1321 The allocation performs positively through provision of employment floorspace. The site adjoins Harley Industrial Estate to the south (an Established Employment Area) providing an expansion to an Established Employment Area and presenting opportunities for local businesses. Its proximity to St Neots supports access to employment opportunities and services, although sustainable transport opportunities remain relatively limited.

5.1322 The site offers significant employment benefits and has capacity to deliver an extension to an existing Established Employment Area. Although landscape and agricultural land impacts are notable, mitigation measures are capable of reducing these effects, resulting in a positive overall sustainability outcome.

Little Paxton 1: Land North of St James Road

5.1323 The site is within flood zone 1 and has nominal surface water flood risk and can be managed through SuDS and integrated water management measures.

5.1324 The site lies close to the Great Ouse Valley Priority Area being south of the Paxton Pits Nature Reserve and SSSI. The site provides opportunities to strengthen green infrastructure and habitat connectivity. Biodiversity net gain, retention of vegetation and creation of ecological corridors would contribute positively to environmental objectives.

5.1325 Development would affect a greenfield site on the edge of Little Paxton and would therefore alter local landscape character. However, generous green infrastructure provision and landscape-sensitive design can reduce visual impacts. Heritage constraints are limited.

5.1326 The site benefits from good access to local facilities, schools, community services and employment opportunities.

5.1327 Despite the loss of greenfield land and some landscape change, the site's accessibility, housing benefits and ecological enhancement opportunities result in a positive sustainability outcome.

Little Paxton 2: Land West of Great North Road

5.1328 The site performs positively against flood risk objectives, with the site being in flood zone 1 with only some surface water flood risk. Surface water and drainage issues can be addressed through SuDS, green infrastructure and flood attenuation measures.

5.1329 The site is located within the Great Ouse Valley green infrastructure corridor and has strong potential to contribute towards biodiversity objectives through habitat enhancement, ecosystem connectivity and biodiversity net gain measures.

5.1330 The site forms part of an important landscape wedge between Little Paxton and the A1 corridor. Development would therefore require careful masterplanning, extensive landscaping and retention of key green infrastructure features to avoid significant adverse effects. Its location could give rise to noise, air and light pollution which the policy requires appropriate assessment and mitigation to overcome.

5.1331 The allocation is accessible to schools, employment areas, recreation facilities and community services. It supports housing growth in a sustainable service centre and contributes to meeting housing needs across the district.

5.1332 The social and accessibility benefits are considerable and the potential for ecological opportunities are significant. Whilst landscape effects and amenity considerations require careful mitigation, the residual sustainability effects are judged to be positive overall.

St Neots 1: Land East of Loves Farm (Tithe Farm Extension)

5.1333 The site is located in flood zone 1, with only limited areas affected by surface water flood risk. Allocation requirements relating to flood mitigation, drainage design, water efficiency and climate adaptation ensure positive performance against climate resilience objectives.

5.1334 The site provides opportunities to deliver biodiversity net gain, strategic green infrastructure and habitat connectivity alongside the existing development at St Neots East. Ecological impacts are limited and can be mitigated through integrated landscape and environmental design.

5.1335 Development represents a natural extension to Loves Farm and can be integrated with existing and planned communities. The presence of Tithe Farm, a series of listed buildings, requires sensitive heritage-led design and protection of its significance. With appropriate mitigation, heritage impacts can be managed effectively and integrated into the wider development.

5.1336 The site performs strongly in sustainability terms due to its relationship with the existing urban area of St Neots, employment opportunities, schools, services and public transport. The allocation contributes significantly to housing delivery and supports delivery of associated infrastructure. The policy also identifies land that falls within the safeguarding zone for East West Rail so that the site can be delivered alongside wider infrastructure projects.

5.1337 As an urban extension adjoining an existing growth area, the site performs well against housing, accessibility and community objectives. Heritage considerations can be successfully managed through policy requirements, producing a positive overall sustainability outcome.

St Neots 2: Land South West of Potton Road, Eynesbury

5.1338 The site is located in flood zone 1, with only limited areas affected by surface water flood risk and is capable of accommodating development while managing surface water and drainage constraints through site-specific flood mitigation measures. Climate adaptation objectives can be incorporated within the allocation.

5.1339 The allocation provides opportunities for green infrastructure, biodiversity net gain and ecological enhancement. Habitat creation, landscape buffers and integration of natural flood management measures can result in positive residual biodiversity effects.

5.1340 Potential impacts arise from development at the edge of Eynesbury and the wider countryside setting. Appropriate landscape mitigation, retention of key features and sensitive design will be necessary to avoid adverse landscape effects. Heritage impacts are limited and manageable.

5.1341 The site is surrounded by the A248, B1046 and the East Coast Mainline meaning the site may be impacted by noise, air and light pollution. The policy requires noise and air quality assessments to be undertaken with mitigation measures incorporated.

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5.1342 The site offers significant housing delivery in a highly sustainable market town location with access to schools, healthcare, employment and recreation facilities. It supports healthy communities, housing choice and the continued vitality of St Neots. The site is located adjacent to the southern boundary of Wintringham Park so there are opportunities for integration.

5.1343 The site performs strongly across social, economic and accessibility objectives. Environmental constraints are capable of mitigation through the allocation requirements and wider Local Plan policies, resulting in an overall positive sustainability outcome.

Waresley 1: Land between West Lodge and Home Farm

5.1344 The site is located in flood zone 1, with only limited areas affected by surface water flood risk and is capable of accommodating development while managing surface water and drainage constraints through site-specific flood mitigation measures. Climate adaptation objectives can be incorporated within the allocation.

5.1345 There are two distinct parts to the site, the eastern part (1ha) consists of amenity grassland and the western a densely wooded area (0.66ha). The allocation states development is only supported on the eastern art so that the woodland can be retained. The allocation provides opportunities for enhancements to biodiversity net gain and ecological enhancement. Habitat creation, landscape buffers and integration of natural flood management measures can result in positive residual biodiversity effects. The policy identifies it is within the conservation zone of the Eversden and Wimpole SAC and requires appropriate assessment on impacts of bats.

5.1346 Appropriate landscape mitigation, retention of key features and sensitive design will be necessary to avoid adverse landscape effects. It is sensitively located to listed buildings and the conservation area, heritage assessments will be required and are considered to be manageable through design.

5.1347 The allocation is a very small-scale development of approximately six dwellings. Consequently, its direct cumulative effects are expected to be limited. It makes a positive contribution to housing choice through provision of self-build and custom-build opportunities.

5.1348 There are limited services within Waresley itself so relies on most services in St Neots and other surrounding settlements. Public transport is limited so development will likely result in private car usage. It benefits from reasonable access to local facilities, services and employment opportunities in Great Paxton and St Neots, supporting community sustainability.

5.1349 Overall, the allocation represents infill growth that supports the continued vitality of the village without generating significant additional infrastructure requirements.

Summary of Impacts on Human Health and Inequalities

5.1350 In respect of SA Objective 10 (Healthy Communities and Reduced Inequalities), all eight allocations are considered likely to generate positive residual effects. The St Neots and Little Paxton sites perform particularly strongly due to their proximity to services, employment, education and healthcare provision. Great Paxton 1, Great Paxton 2, Great Gransden 1 and Waresley 1 support housing and employment choice and community sustainability within village settlements, whilst Abbotsley 1 contributes significant employment opportunities along a strategic transport corridor. Collectively, the allocations support housing delivery, access to green infrastructure, active lifestyles, economic opportunity and social inclusion, with no significant health impacts identified that cannot be mitigated through site-specific requirements and the wider planning policy framework. Consequently, the overall contribution of these allocations towards improving health outcomes and reducing inequalities is considered positive.

Cumulative effects in relation to wider settlement

Abbotsley

5.1351 Although located within Abbotsley parish, Abbotsley 1 functions strategically as part of the wider eastern expansion of St Neots. Together with St Neots East (Loves Farm and Wintringham Park) and the proposed Tithe Farm Extension (St Neots 1), development at this site would contribute to further economic opportunity. The site could provide additional employment floorspace and support local economic growth, helping to increase opportunities for residents to work closer to home.

5.1352 The principal cumulative effects are likely to relate to transport, landscape character and infrastructure provision. Development would increase traffic movements on the A428, Cambridge Road and surrounding junctions, adding to pressures arising from existing commitments in the eastern growth area. The site is not particularly well connected by public transport and is likely to generate a significant proportion of journeys by private car unless supported by enhanced active travel and public transport links. Future delivery of East West Rail and associated infrastructure alongside nearby strategic development may further influence movement patterns and connectivity in this area.

5.1353 In combination with other planned growth around St Neots, development would increase demand for water and wastewater infrastructure. The St Neots Water Recycling Centre catchment is already identified as requiring ongoing investment to accommodate growth. Whilst these pressures would need to be managed through infrastructure planning and developer contributions, the site could contribute towards the delivery of additional employment opportunities and green infrastructure. Overall, cumulative effects are mixed, with economic and housing benefits balanced against increased transport, infrastructure and landscape pressures.

Great Gransden

5.1354 Great Gransden is a relatively sustainable village with a primary school, convenience shopping and a range of community facilities, although residents remain reliant on St Neots, Cambourne and Cambridge for higher-order services, employment and secondary education. Development at Great Gransden 1 would represent a notable proportionate increase in employment provision and reinforce the vitality and viability of the Sand Road Industrial Established Employment Area.

5.1355 The cumulative effect of growth would include additional traffic movements along Caxton Road, Fox Street and routes towards Cambourne, Cambridge and St Neots. Public transport provision remains limited and therefore much of the additional travel demand is likely to be car-based. Whilst the site is relatively accessible to village services on foot, cumulative growth would increase pressure on local roads and parking within the settlement.

5.1356 Additional development would also increase demand on utility infrastructure. However, the village already contains a range of facilities that would benefit from additional population support. Subject to appropriate infrastructure investment, growth could help sustain local services, shops and community facilities over the long term. Overall, cumulative effects are expected to be generally positive in supporting village sustainability, although transport and infrastructure pressures would require careful management.

Great Paxton

5.1357 Great Paxton is closely linked to St Neots and benefits from access to local services, employment opportunities and strategic transport connections available in the nearby market town. Development at Great Paxton 1, when considered alongside other allocations and commitments within Great Paxton and the wider St Neots area, would contribute to incremental growth of the village whilst maintaining its relationship with St Neots.

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5.1358 Cumulative impacts are likely to include increased use of local roads, particularly High Street. Given the limited frequency of public transport services, additional residents would be expected to rely heavily on private vehicles for commuting, secondary education, healthcare and retail needs. The cumulative transport impact is likely to be moderate rather than significant due to the relatively modest scale of development.

5.1359 Growth would also contribute towards increased demand on primary education, healthcare and community services. Additional housing would help support local facilities within Great Paxton and contribute to maintaining the vitality of the settlement. Overall, cumulative effects are expected to be broadly positive, subject to continued investment in sustainable transport and local infrastructure.

5.1360 In combination with Great Paxton 1 and existing employment activities at Harley Industrial Park Established Employment Area, development north of the industrial estate would strengthen Great Paxton's role as a location supporting local employment opportunities. The site has the potential to expand the existing employment area and contribute to a better balance between homes and jobs within the wider St Neots area.

5.1361 The main cumulative effects are likely to arise from additional traffic associated with employment uses, particularly along Paxton Hill, High Street and connections to the A1 and St Neots. Given existing levels of car dependency within the settlement, employment growth may increase peak-hour vehicle movements and freight traffic. Nevertheless, concentrating employment alongside an existing industrial estate would reduce the need to establish new employment locations elsewhere.

5.1362 The site is unlikely to place significant additional pressure on education facilities but may indirectly increase demand for local services and healthcare through workforce growth. It could also support economic resilience and help retain employment opportunities close to existing residential communities. Overall, cumulative effects are expected to be positive from an economic perspective, although transport impacts would require mitigation.

Little Paxton

5.1363 Little Paxton is one of the district's more sustainable service centres and already functions as part of the wider St Neots urban area. Development at Little Paxton 1, together with other planned growth in Little Paxton and St Neots, would reinforce the settlement's role as an important residential location supported by a relatively good range of local facilities.

5.1364 The cumulative effects of growth would include additional traffic on St James Road, High Street, Great North Road and routes into St Neots. Whilst walking and cycling opportunities exist, a significant proportion of trips are still likely to be made by car. Growth may also increase recreational pressures on the nearby Paxton Pits area and other green infrastructure assets, highlighting the importance of managing public access and biodiversity impacts.

5.1365 Additional housing would increase demand for education, healthcare and utility infrastructure. The settlement already benefits from proximity to schools, healthcare services and employment opportunities in St Neots, helping to reduce the significance of cumulative pressures. Growth could support the viability of local facilities and improve the sustainability of the settlement over the long term. Overall, cumulative effects are considered to be positive, provided environmental assets and infrastructure capacity are appropriately managed.

5.1366 When considered alongside Little Paxton 1 and wider growth around St Neots, development at Little Paxton 2 would represent a substantial expansion of the settlement. Due to the scale of potential growth, cumulative effects are likely to be more pronounced than those associated with smaller sites elsewhere in the district.

5.1367 The principal cumulative impacts relate to transport, landscape character and environmental assets. Significant additional traffic movements would be expected on Great North Road, the A1 corridor and routes into St Neots.

The scale of growth may also increase recreational pressures on nearby nature sites such as Little Paxton Wood SSSI, requiring comprehensive green infrastructure planning and mitigation.

5.1368 Growth at this scale would generate substantial demand for education, healthcare, utility and community infrastructure. However, it could also provide opportunities to deliver new facilities directly as part of development and improve the long-term sustainability of the settlement. Overall, cumulative effects are mixed; while the site could deliver significant housing and infrastructure benefits, it would also place considerable pressure on transport networks, the landscape and sensitive environmental assets.

St Neots

5.1369 As part of the eastern growth area of St Neots, St Neots 1 would contribute to the ongoing expansion of Loves Farm and Wintringham Park (retained allocation at St Neots East) and forms an important component of the town's planned growth strategy. In cumulative terms, the site would consolidate development along the eastern edge of the town and help accommodate a significant proportion of Huntingdonshire's housing needs.

5.1370 The cumulative effects of growth include increased travel demand along Cambridge Road, the A428 and local distributor roads. However, because the site adjoins existing and planned urban areas, there are greater opportunities to integrate active travel routes, public transport and local services than at more isolated sites. The cumulative impact on the road network will nevertheless be significant and reinforces the importance of strategic transport improvements.

5.1371 Development would increase pressure on schools, healthcare facilities, utilities and recreational infrastructure. However, the scale of development also provides opportunities for new education, community and local centre facilities to be delivered as part of the wider eastern St Neots growth area. Whilst cumulative demands on infrastructure will be substantial, the site's integration with existing strategic growth areas means these impacts are capable of being planned for comprehensively. Overall, cumulative effects are expected to be largely positive in supporting the sustainable growth of St Neots.

5.1372 St Neots 2 would extend development around the Eynesbury area and contribute further to the growth of St Neots, alongside committed developments elsewhere in the town. Cumulatively, the site would help address housing needs while reinforcing St Neots' role as the district's largest settlement and key service centre. The site is located adjacent to the southern boundary of Wintringham Park so there are opportunities for integration.

5.1373 The principal cumulative impacts relate to transport, environmental quality and infrastructure provision. Additional traffic movements would affect Potton Road, local distributor roads and wider connections across the town. Combined with other allocations, growth is likely to place increasing demands on junction capacity and strategic highway infrastructure. Opportunities to enhance walking, cycling and public transport connections will therefore be important.

5.1374 The cumulative effect of growth would also increase demand for education, healthcare, community facilities and wastewater infrastructure. St Neots already accommodates a substantial proportion of district growth, and the addition of this site would reinforce the need for coordinated infrastructure delivery. Nevertheless, as a market town with extensive facilities, employment opportunities and public services, St Neots is better placed than most settlements to absorb these cumulative demands. Overall, the cumulative effect of St Neots 2 is expected to be positive, supporting the long-term sustainability and growth of the wider town.

Waresley

5.1375 Waresley has limited services and facilities itself so residents are reliant on St Neots, Cambourne and Cambridge for higher-order services, employment and secondary education. Development at Waresley 1 would

represent a notable proportionate increase in housing development, specifically self and custom building, therefore diversifying the housing stock in the village and providing some growth to support services.

5.1376 The cumulative effect of growth would include additional traffic movements along Waresley Road and Manor Farm Road. Public transport provision remains limited and therefore much of the additional travel demand is likely to be car-based. Whilst the site is relatively accessible to village services on foot, cumulative growth would increase pressure on local roads and parking within the settlement.

5.1377 Waresley 1 is a very small-scale development of approximately six dwellings. Consequently, its direct cumulative effects are expected to be limited. Additional residents would be largely accommodated within the existing service and infrastructure networks centred on St Neots. Demand on local schools, GP practices and community facilities would increase only marginally.

Cumulative Effects of the Pre-Submission Local Plan

5.1378 The cumulative effects of the Pre-Submission Local Plan should be considered as the combined impact of the spatial strategy, development management policies, infrastructure requirements and site allocations operating together over the period to 2046. The Sustainability Appraisal framework identifies climate change, environmental protection, housing, health and wellbeing, and socio-economic inclusion as the principal dimensions against which cumulative effects should be assessed. The overall conclusion is that the Local Plan is likely to generate significant positive cumulative effects across most sustainability themes, subject to effective mitigation of pressures relating to water resources, flood risk, biodiversity, transport, infrastructure and environmental capacity.

Climate Change and Climate Resilience

5.1379 The Local Plan is expected to have a strongly positive cumulative effect on climate change mitigation and adaptation. The strategy directs more than 80% of growth to market towns, service centres and strategic growth locations where access to services, employment and public transport is greatest. This reduces reliance on private vehicles and supports active travel, public transport use and lower-carbon lifestyles. The Plan is further reinforced by policies promoting energy-efficient construction, renewable energy generation, electric vehicle infrastructure, sustainable design, water efficiency and carbon sequestration through nature-based solutions.

5.1380 At a strategic level, the Local Plan aligns growth with a pathway towards net zero carbon emissions by 2050 and supports significant reductions in greenhouse gas emissions from buildings and transport. Expansion of green infrastructure, woodland creation, habitat restoration and peatland conservation are expected to contribute to long-term carbon capture and climate adaptation benefits working alongside other strategic documents such as the Cambridgeshire and Peterborough Local Nature Recovery Strategy.

5.1381 However, cumulative adverse effects may arise from the scale of planned development, particularly through construction emissions, increased energy demand and traffic generation during early phases of growth. These effects are expected to be moderated over time through policy requirements and technological improvements. The Habitats Regulations Assessment assess the cumulative impact of growth not just of the Local Plan but also in combination with other plan and programs providing mitigations which have been not only shaped the strategy for growth but also fed into policies and site allocation policies in the Local Plan.

Housing and Communities

5.1382 The Plan delivers substantial positive cumulative effects in relation to housing need. Provision is made for at least 32,200 homes and a wide range of housing tenures, including affordable housing, accessible and adaptable homes, specialist accommodation, self-build opportunities and provision for Gypsies, Travellers and Travelling Showpeople and boat dwellers. This represents a significant response to affordability pressures, demographic change and projected population growth specific to Huntingdonshire and the wider Cambridgeshire and Peterborough housing market areas.

5.1383 The concentration of development within sustainable settlements supports the delivery of schools, healthcare, community facilities, green spaces and local services alongside housing growth. New communities and major urban extensions offer opportunities to maximise placemaking by creating mixed and inclusive neighbourhoods that reduce social isolation and support lifetime communities. It also aligns growth with the infrastructure and growth aspirations of the Combined Authority's Local Growth Plan supporting the delivery of these sites. Additionally, the inclusion of some more dispersed rural growth supports the sustainability of services, facilities and infrastructure of smaller settlements across the district as well as provide housing options for people who wish to live in these settlements.

5.1384 Potential cumulative adverse effects relate to the ability of infrastructure delivery to keep pace with development. Without timely provision of transport, education, healthcare, wastewater and utility infrastructure, growth could create pressure on existing communities. The Plan seeks to manage these effects through infrastructure planning, masterplanning and developer contributions and is supported by an Infrastructure Delivery Study as well as various Statements of Common Ground with key infrastructure providers (such as Anglian Water and UK Power Networks and the NHS) to provide greater certainty.

Environment, Biodiversity and Natural Resources

5.1385 The Plan is likely to generate significant positive cumulative environmental effects through its commitment to biodiversity recovery, green and blue infrastructure enhancement and nature-based climate solutions. Strategic priority areas including the Great Fen, Great Ouse Valley, Nene Valley and Nature Recovery Network corridors provide a framework for habitat restoration and ecological connectivity across the district working alongside the adopted Cambridgeshire and Peterborough Local Nature Recovery Strategy. These are important in balancing out built development and supports Huntingdonshire's rich networks of habitats and landscapes.

5.1386 Policies requiring biodiversity enhancement, protection of designated sites, improved green infrastructure networks and habitat creation are expected to contribute to long-term ecosystem resilience. Increased access to natural greenspace will also provide wider environmental and social benefits. The Local Plan in its infrastructure delivery, requires higher standards of natural greenspace by adopting the Fields in Trust plus Allotments standard.

5.1387 Nevertheless, cumulative environmental pressures remain. The scale of housing and employment growth will inevitably increase recreational pressure on sensitive habitats, place additional demands on water resources and result in the loss of some greenfield land. While the strategy seeks to avoid the most sensitive environmental locations and reduce impacts on best and most versatile agricultural land where possible, residual effects on biodiversity, landscape character and environmental capacity may still

occur in some locations, but the policies in the Local Plan seek to mitigate these. The Habitats Regulations Assessment and Ecological Constraints Assessment are principle documents that have shaped policies.

5.1388 Water resource availability and wastewater infrastructure are identified as particularly important cumulative issues requiring ongoing monitoring and investment throughout the plan period. The Water Cycle Study and Infrastructure Delivery Study as well as Statement of Common Ground with water bodies such as Anglian Water demonstrate how we have worked collaboratively in addressing cumulative impacts.

Human Health and Wellbeing

5.1389 The Plan is expected to have substantial positive cumulative effects on physical and mental health. The vision and objectives place health and wellbeing at the centre of growth, supported through delivery of quality housing, active travel infrastructure, accessible open space, recreation opportunities and investment in community services. It builds on the strong positive vision of the Huntingdonshire Futures Place Strategy providing a joined up approach to development and placemaking across Council strategies.

5.1390 Expansion of green and blue infrastructure networks, improvements in walking, cycling and wheeling routes, and the creation of healthier environments are likely to encourage physical activity and support improved mental wellbeing. Reduced exposure to air pollution and greater opportunities for social interaction within mixed-use communities provide additional long-term health benefits. The Plan has several design policies focusing on high quality sustainable design that require high levels of amenity for people as well as creating places that are well designed.

5.1391 There are, however, potential cumulative risks associated with increased population growth if healthcare capacity, education provision and recreational infrastructure do not expand in line with development. The Plan's emphasis on infrastructure-led growth and strategic infrastructure provision is intended to mitigate these risks. Additionally, design policies require development to respond to their context ensuring greater opportunities for integration.

Inequality, Social Inclusion and Economic Opportunity

5.1392 The cumulative effects of the Local Plan on equality and inclusion are expected to be predominantly positive. Growth is directed towards locations with better access to employment, services and public transport, helping to reduce barriers to opportunity. Affordable housing requirements, specialist housing provision, investment in community infrastructure and support for accessible design should benefit groups most at risk of exclusion, including older people, lower-income households and those with mobility needs.

5.1393 Economically, the Plan provides for approximately 15,400 additional jobs and a substantial supply of employment land. This supports economic diversification, inward investment, innovation-led growth and higher-value employment opportunities and aligns with the Combined Authority's Local Growth Plan. Strengthening town centres, supporting rural businesses and improving digital connectivity further enhance inclusive growth potential. This also responds to the various economic sectors that make up Huntingdonshire's economy supporting jobs across a range of sectors in a range of locations. The Local Plan emphasises Huntingdonshire's strategic location in terms of local and regional economic activity and works alongside the Local Growth Plan to support housing, employment and mixed-sue developments in sustainable locations.

5.1394 The principal cumulative challenge is ensuring that the benefits of growth are distributed across both urban and rural communities. Some rural locations may continue to experience accessibility constraints and reliance on private transport. However, the settlement hierarchy, rural economy policies and support for local services are intended to moderate these effects by directly some growth through site allocations and also policies that support development in such locations, subject to certain criteria being met. This balances and compliments the overall strategy.

Conclusion

5.1395 Taken as a whole, the Pre-Submission Local Plan is expected to result in significant positive cumulative effects across climate change mitigation, housing delivery, community wellbeing, economic opportunity and social inclusion. The integrated approach of concentrating growth in sustainable locations, supporting infrastructure delivery and enhancing green and blue infrastructure provides a coherent framework for sustainable development to 2046.

5.1396 The most significant cumulative risks relate to water resources, wastewater capacity, flood risk, pressure on designated habitats, loss of greenfield land and infrastructure delivery timing. Subject to implementation of the mitigation measures embedded within the Plan and its evidence base as well as continued monitoring through the Sustainability Appraisal framework, these effects are not expected to outweigh the substantial long-term sustainability benefits arising from the Local Plan's overall strategy.

Mitigation measures and enhancement opportunities

5.1397 For Examination purposes, it is helpful to demonstrate not only that mitigation is proposed, but also how specific policies and strategic interventions within the Pre-Submission Local Plan directly address identified cumulative effects. It does not identify every potential mitigation measure but identifies key ones to demonstrate how interventions are embedded across the Local Plan.

Climate Change and Net Zero Carbon

Potential Cumulative Effect

5.1398 Growth of 32,200 homes and 15,400 jobs could increase energy consumption, transport emissions and overall carbon emissions if unmanaged.

Specific Mitigation Measures in the Plan

5.1399 Policy approach to climate resilience and net zero:

- The Plan commits to a district-wide pathway towards net zero carbon emissions by 2050 through alignment with the Climate Change Committee's Balanced Pathway
- Policies require energy-efficient buildings adopting a "fabric first" approach and support renewable energy generation and low-carbon infrastructure
- Growth is concentrated in market towns, service centres and strategic growth locations where active travel and public transport opportunities are greatest, reducing travel-related emissions
- Strategic policies support carbon capture through woodland creation, habitat restoration and enhancement of green and blue infrastructure networks

Specific example(s) from the Local Plan

5.1400 Mixed-use urban extensions at Tithe Farm, Giffords Park and those within the North Huntingdon Growth Cluster as well as new communities at Wyton Airfield and The Lattenburys are planned around integrated infrastructure, active travel and public transport provision, reducing dependency on private vehicles and supporting long-term emissions reduction. This approach reduces the need to travel to key services on a daily basis, reduces out commuting and supports a modal shift away form private car usage.

Housing and Communities

Potential Cumulative Effect

5.1401 Rapid housing growth could place pressure on infrastructure, community cohesion and service provision if growth is not accompanied by facilities and affordable housing.

Specific Mitigation Measures in the Plan

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- Provision for at least 32,200 dwellings with a mix of tenures, types of housing and affordable housing
- Policies requiring accessible and adaptable homes and specialist housing to address ageing population needs
- Large strategic allocations include expectations for schools, community facilities, open space and healthcare infrastructure
- Infrastructure delivery will be secured through masterplanning, Community Infrastructure Levy and Section 106 agreements

Specific example(s) from the Local Plan

5.1402 The Wyton Airfield new community and wider North Huntingdon Growth Cluster are intended to function as comprehensively planned settlements containing housing, employment, education and community infrastructure, helping mitigate pressure on existing settlements.

Biodiversity and Natural Environment

Potential Cumulative Effect

5.1403 Growth could increase recreational pressure on protected nature conservation sites and habitats, fragment ecological networks and result in biodiversity losses.

Specific Mitigation Measures in the Plan

- Establishment of Green and Blue Infrastructure Priority Areas across the district
- Protection and enhancement of designated biodiversity sites through specific environment policies
- Delivery of biodiversity net gain and habitat connectivity through strategic allocations
- Requirement for development proposals within Priority Areas to contribute to Nature Recovery Network objectives

Specific example(s) in the Local Plan

5.1404 The Plan identifies nine Green and Blue Infrastructure Priority Areas including the Great fen, Great Ouse Valley, Nene Valley and various other nature and river corridors. Development within or adjacent to these areas must demonstrate positive contributions to nature recovery objectives and habitat connectivity.

5.1405 The Local Plan requires application of the Fields in Trust plus Allotments standards for greenspace in its planning obligations and strategic provision of green infrastructure is required in larger site allocations.

Landscape and Environmental Quality

Potential Cumulative Effect

5.1406 Strategic urban extensions and new settlements have potential to alter landscape character, settlement setting and local distinctiveness.

Specific Mitigation Measures in the Plan

- Policies requiring protection of landscape character and townscape quality
- High design standards and placemaking requirements
- Strategic landscaping and green infrastructure integrated into major developments
- Specific protection for the Great Fen's landscape and visual setting

Specific example(s) in the Local Plan

5.1407 Within the Great Fen area, proposals must demonstrate consistency with the Great Fen Master Plan and avoid impacts on tranquillity, visual quality and landscape setting.

Water Resources and Flood Risk

Potential Cumulative Effect

5.1408 Additional development could increase flood risk, water demand and pressure on wastewater infrastructure. These are identified as key risks throughout both the Plan and Sustainability Appraisal.

Specific Mitigation Measures in the Plan

- Strategic policies on flood risk, wastewater management, surface water management and water efficiency standards that exceed national requirements
- Sequential approach favouring development in Flood Zone 1
- Requirement for sustainable drainage systems (SuDS)
- Alignment of development phasing with wastewater infrastructure upgrades informed by the Water Cycle Study and Infrastructure Delivery Study

Specific example(s) from the Local Plan

5.1409 The Sustainability Appraisal framework specifically assesses whether sites are served by existing wastewater infrastructure, whether infrastructure upgrades are required and whether sites are located in Flood Zone 1.

Human Health and Wellbeing

Potential Cumulative Effect

5.1410 Population growth can increase demand for healthcare, recreation facilities and open spaces while potentially exacerbating health inequalities.

Specific Mitigation Measures in the Plan

- Health and wellbeing embedded as a core strategic theme
- Policy requiring Health Impact Assessments on certain scales of development
- Delivery of accessible green space and recreational infrastructure
- Active travel policies promoting walking, cycling and wheeling
- Policies requires high standards of design, amenity and addressing air pollution
- Infrastructure requirements for healthcare facilities where growth generates demand

Specific example(s) form the Local Plan

5.1411 Policy objectives require investment in healthcare, public open spaces, community buildings and active travel infrastructure so that healthy lifestyles become achievable for all residents.

Inequality and Social Inclusion

Potential Cumulative Effect

5.1412 Without intervention, housing affordability pressures and unequal access to services may increase social exclusion, particularly for older people, lower-income households and rural communities.

Specific Mitigation Measures in the Plan

- Affordable housing provision
- Accessible and adaptable housing standards
- Specialist housing for older people and vulnerable groups
- Settlement hierarchy directing growth towards locations with services, public transport and employment opportunities
- Protection and support of local services in villages and rural communities

Specific example(s) from the Local Plan

5.1413 The settlement categories of Service Centres, Local Service Villages and Villages specifically support modest growth in these more rural settlements to maintain population levels, sustain local services and reduce the risk of social isolation and service decline.

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Economy and Employment

Potential Cumulative Effect

5.1414 Economic growth could increase transport demand and land take but is required to support housing growth and reduce out-commuting.

Specific Mitigation Measures in the Plan

- Provision for approximately 15,400 additional jobs and 922,000 sqm of employment floorspace
- Support for innovation-led growth, defence industries, logistics and high-value employment sectors
- Protection of Established Employment Areas, market towns and local centres
- Integration of housing and employment growth to reduce commuting distances

Specific example(s) from the Local Plan

5.1415 The North Huntingdon Growth Cluster combines major mixed-use housing allocations with substantial employment land, including logistics and manufacturing development associated with Alconbury Weald and the Hinchingbrooke Logistics Park, helping balance jobs and housing growth.

5.1416 Three site allocations extend existing Establish Employment Areas (Kimbolton 2, Yaxley 1 and Great Paxton 2).

Conclusion

5.1417 The Plan adopts a layered approach whereby strategic growth locations, infrastructure planning, climate policies, green and blue infrastructure networks, biodiversity policies, housing requirements, employment and health-focused placemaking collectively mitigate adverse cumulative effects while maximising the Plan's positive social, economic and environmental outcomes. The mitigations measures highlighted here and the examples provided demonstrate how impacts, including cumulative ones, can be overcome.

Assessing Significant Effects of the Plan on Human Health and Inequality

5.1418 The Sustainability Appraisal framework integrates health and inequality considerations throughout the assessment process rather than treating them as standalone topics. Following baseline analysis, the SA identified several key challenges relevant to health and social equity, including an ageing population, housing affordability pressures, unequal access to healthcare and community facilities, concentrations of deprivation in parts of the district, rural isolation, limited public transport accessibility, and health impacts associated with air pollution and inactivity.

5.1419 These issues were translated into a set of sustainability objectives and decision-aiding questions which ensured that all strategic policies, development management policies and site allocations were assessed against health and equality outcomes. The most directly relevant objectives are:

- **SA9**: All people have access to high quality affordable homes that meet their needs across their lifetime.
- **SA10**: Enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion, particularly amongst those most at risk of discrimination, poverty and social exclusion.
- **SA12**: Reduce the need to travel by car and promote active travel and public transport infrastructure.

5.1420 Health considerations are also embedded within objectives addressing green infrastructure, pollution reduction, accessibility, placemaking and community cohesion, reflecting the interrelationship between environmental quality, physical health, mental wellbeing and social equality.

5.1421 The SA testing of the Local Plan Vision and Objectives concluded that health-related objectives performed strongly, with significant positive effects identified for housing provision, community wellbeing, social inclusion and accessibility to services. The appraisal found that health and inequality considerations are woven through the Plan's strategic approach rather than being limited to individual policies.

Appraisal of Health Impacts

Positive Effects on Physical and Mental Health

5.1422 The Pre-Submission Plan places health and wellbeing at the centre of its vision for growth. One of the Plan's five overarching themes is "Health Embedded", which seeks to ensure that physical and mental wellbeing becomes a fundamental consideration in planning and development. The Plan explicitly promotes healthy lifestyles, access to open space, opportunities for physical activity and improved social interaction.

5.1423 The SA identifies significant positive effects arising from:

- delivery of high-quality housing;
- increased access to public open space;
- enhancement of green and blue infrastructure networks;
- provision of active travel infrastructure;
- investment in healthcare and community facilities;
- creation of walkable mixed-use neighbourhoods.

5.1424 A notable example is the strategic emphasis on walking, cycling and wheeling. Objective 11 of the Plan seeks investment in healthcare, open spaces, community buildings and active travel infrastructure to make healthy lifestyles achievable for all residents. Objective 16 seeks realistic alternatives to private car use through walking, cycling, wheeling and public transport. These measures are expected to contribute positively to physical activity levels and reduce health inequalities associated with limited mobility and accessibility.

5.1425 The Plan's Green and Blue Infrastructure Strategy provides another important health benefit. The extensive network of priority areas, including the Great Fen, Great Ouse Valley, Nene Valley, as well as others across the district, is intended not only to support biodiversity but also to improve access to nature, recreation and mental wellbeing. The SA identifies these provisions as contributing positively to healthy lifestyles and community wellbeing.

Housing and Health Outcomes

5.1426 The SA baseline identified affordability pressures, ageing demographics and changing housing needs as key determinants of health and wellbeing. The Plan responds through provision for at least 32,200 homes, alongside policies promoting affordable housing, accessible and adaptable homes, specialist accommodation and housing for older people.

5.1427 This approach is expected to generate significant positive health effects by:

- reducing housing insecurity;
- improving housing quality;
- enabling older residents to remain independent for longer;
- supporting vulnerable groups through appropriate accommodation;
- reducing overcrowding and homelessness pressures.

5.1428 An example is Objective 10 which supports high quality homes that meet the needs of all of Huntingdonshire's residents, whether this is affordable housing, specialist housing or a specific form of housing such as self and custom build plots, moorings or gypsy and traveller pitches. The Sustainability Appraisal assessed the housing-related objectives as strongly positive, concluding that the Plan would help meet the needs of all sectors of the community and support wellbeing throughout different life stages.

Appraisal of Inequality and Social Inclusion

Positive Effects on Social Equality

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5.1429 The Local Plan is expected to have a predominantly positive effect on reducing inequality. The SA recognised that social exclusion can arise from poor housing affordability, limited access to services, rural isolation and unequal access to employment opportunities. The growth strategy responds by directing over 80% of development towards market towns, service centres and strategic growth locations where services, facilities and public transport are already concentrated.

5.1430 The Plan's strategic objectives seek to:

- reduce social exclusion;
- support community cohesion;
- improve access to services;
- increase housing choice;
- create inclusive communities;
- support participation in daily life for all residents. Particular benefits are expected for:
    - lower-income households through affordable housing provision;
    - older people through accessible housing policies;
    - people with disabilities through adaptable housing and improved accessibility;
    - rural communities through measures supporting local services and facilities.

5.1431 The Plan also supports approximately 15,400 additional jobs and significant employment growth. By improving access to economic opportunities and supporting higher-value employment sectors, the strategy is expected to contribute positively to reducing economic inequalities across the district.

Rural Inequality Considerations

5.1432 The SA identifies some residual concerns regarding inequality between urban and rural communities. Although the settlement hierarchy supports growth in villages and local service villages, many rural communities remain dependent upon private vehicles and have limited access to healthcare, education and employment opportunities. The SA notes that some rural areas may continue to experience accessibility challenges despite the Plan's interventions.

5.1433 However, policies supporting local services, rural exceptions housing, digital connectivity and modest growth within villages are intended to maintain community viability and reduce social isolation.

Adverse Effects and Mitigation Measures

5.1434 While the overall appraisal is strongly positive, several potential adverse effects were identified.

Pressure on Healthcare and Community Infrastructure

5.1435 Population growth may increase demand for GP services, schools, community facilities and recreational infrastructure. If infrastructure delivery lags behind housing development, health outcomes and community cohesion could be adversely affected.

5.1436 Mitigation measures include:

- infrastructure-led growth principles;
- Infrastructure Delivery Plans;
- Section 106 obligations and Community Infrastructure Levy funding;
- masterplanning requirements for strategic developments;
- phased delivery linked to infrastructure provision.

Air Quality and Environmental Health

5.1437 Growth may generate additional traffic and expose residents to air pollution unless transport impacts are managed. The SA identified traffic-related air pollution as a continuing health concern.

5.1438 Mitigation measures include:

- prioritising active travel and public transport;
- electric vehicle charging infrastructure;
- green and blue infrastructure enhancement;
- policies to prevent and reduce air pollution as well as other forms of pollution;
- concentration of growth in sustainable locations.

Social Exclusion in Rural Areas

5.1439 Some rural settlements may continue to experience limited accessibility and reliance on private transport.

5.1440 Mitigation measures include:

- supporting modest organic growth in local service villages and villages;
- maintaining local services and facilities;
- investment in digital connectivity;
- rural exceptions housing schemes;
- enhanced active travel and public transport links where feasible.

Conclusion

5.1441 The Sustainability Appraisal demonstrates that the Pre-Submission Local Plan is expected to generate significant positive effects on both human health and inequality. Through its focus on affordable and adaptable housing, healthy placemaking, green infrastructure, active travel, community facilities and economic opportunity, the Plan addresses many of the key health and social challenges identified in the baseline evidence. While adverse effects relating to infrastructure capacity, air quality and rural accessibility remain possible, the Plan incorporates a comprehensive suite of mitigation measures designed to ensure that growth contributes to healthier, more inclusive and more resilient communities across Huntingdonshire up to 2046.

Changes to the Local Plan from Preferred Option stage

5.1442 This section sets out how the Local Plan has evolved from the Regulation 18 Preferred Options Local Plan to Regulation 19 Pre-Submission Local Plan.

Vision

5.1443 The Vision shifts from broad thematic outcomes to a clearer structure aligned with the five Huntingdonshire Futures themes. Objectives increase from 15 to 18, adding climate resilience, infrastructure, health inequalities, defence sector growth and water management. This results in improved internal consistency and a stronger link between Vision, objectives and policies, moving beyond “aspirational statements” to a clearer strategic framework.

Growth Strategy

5.1444 The hybrid growth strategy is retained but justified more robustly through SA, climate, infrastructure, economic and water evidence. Pre-Submission Plan emphasises that over 80% of growth will be directed to sustainable locations, with reduced reliance on dispersed growth and stronger integration of transport, climate resilience and infrastructure needs.

Spatial Alternatives

5.1445 Pre-Submission Plan transitions from exploration to justification. Alternatives are clearly explained, rejected options are evidenced, and the audit trail is strengthened. The Plan demonstrates that “reasonable alternatives were considered; alternatives were assessed; preferred options were selected through evidence”.

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Strategic Policies

5.1446 Key strategic shifts include:

- Net zero broadened to whole-system climate resilience, with integrated adaptation measures such as flooding, overheating and water stress
- Infrastructure elevated as a core driver, covering water, wastewater, transport, health, education and energy
- Stronger alignment with economic evidence, including defence and innovation sectors
- Dedicated health-focused objectives and clearer treatment of inequalities

5.1447 These changes create a more integrated and mutually reinforcing strategic suite of policies.

Development Management Policies

5.1448 Policies are reorganised and expanded, with strengthened requirements for:

- Water management (flood risk, wastewater, surface water, efficiency)
- Climate resilience (embodied/operational carbon, retrofit, renewables, sequestration)
- Health (HIAs, active lifestyles, accessibility)
- Biodiversity (BNG, nature recovery networks, strategic GI)
- Heritage (more developed strategy)
- Infrastructure delivery (clearer links to CIL, S106 and the Infrastructure Delivery Study)

Site Allocation Policies

5.1449 The Submission Plan largely retains the spatial strategy established at Regulation 18, with the overwhelming majority of allocations carried forward. Amendments are targeted and proportionate, removing a small number of sites where further evidence, environmental constraints, deliverability considerations or consultation responses indicated that alternative sites would perform better against the sustainability objectives of the Local Plan. The additions and substitutions help maintain the overall housing land supply while improving the Plan's environmental performance and deliverability.

5.1450 Wording amendments made to policies or additional criteria to refine, clarify and strengthen mitigation measures, particularly regarding infrastructure, water capacity and heritage matters.

Conclusion

5.1451 The transition from the Regulation 18 Preferred Options Plan to the Regulation 19 Pre-Submission Plan represents a process of **refinement, strengthening and evidential consolidation rather than a fundamental change in strategy**. The core spatial approach, housing and employment growth objectives, settlement hierarchy and principal strategic allocations have been retained throughout plan preparation.

5.1452 The Pre-Submission Plan demonstrates a clear and proportionate response to consultation representations, Sustainability Appraisal findings and the expanded evidence base prepared since the Regulation 18 stage. In particular, the Pre-Submission Plan introduces a stronger focus on climate resilience, infrastructure delivery, health and wellbeing, water resource management, flood risk adaptation, green and blue infrastructure, affordable housing and economic competitiveness. These changes improve the clarity, effectiveness and deliverability of the Plan while maintaining consistency with the strategic framework previously consulted upon.

5.1453 The evolution of the Vision and Objectives has strengthened the alignment between the Huntingdonshire Futures Place Strategy, other strategically important documents such as the Combined Authority's Local Growth Plan and Local Nature Recovery Strategy, strategic policies, site allocations and development management policies. The result is a more coherent policy framework that provides a clearer route from strategic aspirations to implementation and monitoring.

5.1454 From a sustainability perspective, the Pre-Submission Plan performs more strongly than the Regulation 18 version. Environmental sustainability has been enhanced through the integration of climate resilience, biodiversity recovery, carbon sequestration, renewable energy, flood management and water efficiency measures. Social sustainability has been improved through stronger policies on affordable housing, accessible housing, health outcomes and community infrastructure. Economic sustainability has been reinforced through clearer support for strategic employment growth, innovation sectors, defence-related industries, logistics and infrastructure-led growth.

5.1455 Overall, the Pre-Submission Plan presents a more mature, evidence-led and internally consistent planning framework. The changes made between Regulation 18 and Pre-Submission Plan materially improve the Plan's justification, effectiveness and deliverability, whilst preserving the broad development strategy that has been subject to public consultation. Accordingly, the evolution of the Plan supports a conclusion that the Pre-Submission version is better positioned to satisfy the tests of soundness by being **positively prepared, justified, effective and consistent with national policy**.

How HRA has influenced the Local Plan

5.1456 The Habitats Regulations Assessment (HRA) has informed the preparation of the Huntingdonshire Pre-Submission Local Plan to 2046 throughout the plan-making process and has directly influenced the spatial strategy, strategic policy framework and site allocation requirements. The HRA was undertaken iteratively alongside Local Plan preparation and tested the potential for likely significant effects on European sites arising from growth proposed within the district. Screening identified potential impact pathways relating to air quality, water quality, water quantity, recreational pressure and urbanisation effects. These matters were subsequently taken forward through Appropriate Assessment and addressed through policy safeguards, infrastructure requirements and site-specific mitigation measures incorporated into the Local Plan.

5.1457 The HRA considered potential effects on a range of internationally important sites, including Eversden and Wimpole Woods SAC, Fenland SAC, Nene Washes SAC/SPA/Ramsar, Ouse Washes SAC/SPA/Ramsar, Portholme SAC, Upper Nene Valley Gravel Pits SPA/Ramsar, Woodwalton Fen Ramsar and The Wash European sites. The assessment concluded that, with the mitigation and safeguards embedded within the Local Plan, implementation of the Plan would not adversely affect the integrity of any European site, either alone or in combination with other plans and projects.

Influence on the Spatial Strategy

5.1458 The HRA played an important role in shaping the overall development strategy. Growth is concentrated within Huntingdonshire’s market towns, service centres and strategic growth locations, particularly the North Huntingdon Growth Cluster, where infrastructure delivery, environmental mitigation and sustainable transport measures can be coordinated effectively. This approach reduces pressure for dispersed development in environmentally sensitive areas and allows cumulative impacts to be managed through masterplanning and infrastructure provision.

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5.1459 The HRA findings align directly with Policy LP 2 "Our Strategy for Change", which seeks to concentrate development in sustainable locations, enhance green and blue infrastructure, improve biodiversity, support climate resilience and promote sustainable travel. These strategic objectives reflect the key avoidance and mitigation principles identified through the HRA process.

Strategic Policies Introduced or Strengthened Through the HRA Process

5.1460 The HRA findings informed numerous strategic and development management policies that now provide the overarching mitigation framework for all development proposals. Policy LP 52 Protecting our nature conservation sites directly relates to HRA. The purpose of this policy is to set out the council's approach to protecting sites that are protected under international, national and local conservation designations and requires proposals to undertake HRA if triggered.

Water Quality and Water Resources

5.1461 Water quality and water quantity emerged as the most extensive potential impact pathways, particularly for:

- Fenland SAC
- Woodwalton Fen Ramsar
- Nene Washes SAC/SPA/Ramsar
- Ouse Washes SAC/SPA/Ramsar
- Portholme SAC
- The Wash SAC/SPA/Ramsar.

5.1462 In response, the Plan incorporates strategic policies regarding the management of waste water, managing surface water, promoting water efficiency and managing flood risk. These policies require development to:

- demonstrate sufficient wastewater treatment capacity;
- avoid deterioration in water quality;
- incorporate sustainable drainage systems (SuDS);
- minimise flood risk;
- deliver high standards of water efficiency; and
- ensure adequate water resources are available without adverse effects on protected habitats.

5.1463 The policies draw directly from the findings of the Integrated Water Management Strategy and Stage 1 and Stage 2 Water Cycle Studies, which formed a key part of the HRA evidence base.

Recreational Pressure

5.1464 The HRA identified potential recreational impacts on:

- Ouse Washes SPA/Ramsar;
- Nene Washes SPA/Ramsar;
- Portholme SAC;
- Upper Nene Valley Gravel Pits SPA/Ramsar;
- Fenland SAC; and
- Woodwalton Fen Ramsar.

5.1465 These findings informed strategic policies including designating green and blue priority areas aligning with the Cambridgeshire and Peterborough Local Nature Recovery Strategy, promoting green and blue infrastructure within developments by requiring the Fields in Trust plus allotments standards, also supporting carbon capture through nature, protecting nature conservation sites and enhancing biodiversity and geodiversity.

5.1466 Policy LP 4 specifically identifies strategic Green and Blue Infrastructure Priority Areas including the Great Fen, Great Ouse Valley, Nene Valley, Fen-edge Woodlands; River Corridors and West Cambridgeshire Hundreds. These areas help provide accessible natural greenspace, biodiversity enhancement opportunities and recreational resources that reduce pressure on internationally designated sites.

Urbanisation Effects

5.1467 The HRA identified possible effects from noise, lighting, disturbance and impacts on functionally linked habitats associated with:

- Eversden and Wimpole Woods SAC;
- Ouse Washes SPA/Ramsar;
- Nene Washes SPA/Ramsar;
- Upper Nene Valley Gravel Pits SPA/Ramsar; and
- Portholme SAC.

5.1468 Mitigation was incorporated through polices on protecting our nature conservation sites, enhancing biodiversity and geodiversity, creating high quality places and spaces, ensuring high standards of amenity and protecting trees, orchards, woodlands, hedges and hedgerows. These policies establish requirements for ecological assessment, habitat retention, green buffers, biodiversity net gain and mitigation of lighting and disturbance effects.

Air Quality

5.1469 The HRA identified Portholme SAC as the principal European site requiring further consideration regarding air quality because of its proximity to the strategic road network, including the A1307.

5.1470 This led to strengthening policies relating to facilitating transport, travel and connectivity at local and strategic levels, supporting active and sustainable travel, electric vehicle charging points and preventing and reducing air pollution. These policies seek to reduce transport emissions by prioritising walking, cycling, public transport and electric vehicle infrastructure.

Site Allocations Influenced by the HRA

5.1471 The most visible impact of the HRA is within the allocation policies themselves. Major sites are required to provide mitigation and safeguards that directly address the impact pathways identified through the HRA.

North Huntingdon 4: Wyton Airfield

5.1472 Wyton Airfield is one of the largest allocations in the Plan and forms a key component of the North Huntingdon Growth Cluster Opportunity Zone. Due to its scale and contribution to long-term housing growth, the HRA identified the need to address cumulative impacts relating to water resources, recreation and ecological connectivity. As a result, the allocation is expected to deliver:

- substantial green infrastructure networks;
- strategic open space;
- habitat creation;
- biodiversity enhancement;
- sustainable drainage systems;
- surface water management measures; and
- recreational opportunities within the development.

5.1473 These measures are intended to ensure that demand for recreation generated by the new community is accommodated on site and does not result in increased pressure on sites such as Portholme SAC, Ouse Washes or Woodwalton Fen.

North Huntingdon 1: Huntingdon Racecourse

5.1474 The Huntingdon Racecourse allocation forms part of the wider strategic growth area around Huntingdon. The HRA identified the need for:

- green infrastructure provision;
- ecological mitigation;
- water management measures;
- sustainable travel infrastructure; and
- biodiversity enhancement.

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5.1475 The allocation therefore incorporates requirements for integrated environmental infrastructure as part of comprehensive masterplanning. These requirements directly reflect the HRA findings regarding cumulative recreational, ecological and hydrological impacts associated with growth around Huntingdon.

North Huntingdon 2: Land North of A141 between the Racecourse and A1307

5.1476 This allocation is particularly important from an HRA perspective because of its relationship with the strategic road network and proximity to Portholme SAC. Mitigation measures incorporated into the allocation include:

- walking and cycling infrastructure;
- public transport connections;
- landscape corridors;
- green infrastructure provision; and
- measures supporting modal shift from private car use.

5.1477 These requirements help respond to the HRA's air quality assessment and wider sustainability objectives.

North Huntingdon 3: Lodge Farm

5.1478 Although not specifically highlighted to the same degree as Wyton Airfield or the Racecourse, this allocation contributes to cumulative growth within the Opportunity Zone. Consequently, it remains subject to the same package of strategic HRA mitigation measures relating to water management, biodiversity enhancement, sustainable transport and green infrastructure provision.

St Neots 1: East of Loves Farm (Tithe Farm)

5.1479 The HRA specifically identifies Tithe Farm as an example of an allocation whose design has been influenced by recreational pressure considerations. The allocation requires:

- substantial public open space;
- green corridors;
- strategic landscaping;
- biodiversity enhancement;
- habitat connectivity; and
- recreational facilities integrated into the development.

5.1480 The intention is to create high-quality local recreational opportunities and reduce the likelihood of additional visitor pressure being directed to internationally designated habitats.

Needingworth 1: Giffords Park, East of B1040

5.1481 Giffords Park represents another allocation directly requiring mitigation. Requirements include:

- green infrastructure frameworks;
- habitat creation;
- ecological connectivity measures;
- open space provision;
- drainage infrastructure; and
- biodiversity enhancement.

5.1482 Because of its proximity to St Ives and the Ouse Washes, the allocation formed part of the cumulative impact assessment and therefore incorporates safeguards addressing recreation, water management and ecological protection.

Godmanchester 2: South of Godmanchester

5.1483 South of Godmanchester represents another allocation directly cited within HRA evidence as requiring extensive mitigation. Requirements include:

- green infrastructure frameworks;
- habitat creation;

- ecological connectivity measures;
- open space provision;
- drainage infrastructure; and
- biodiversity enhancement.

5.1484 Because of its proximity to Huntingdon and Portholme SAC, the allocation formed part of the cumulative impact assessment and therefore incorporates safeguards addressing recreation, water management and ecological protection.

Other Allocations Influenced by HRA Findings

5.1485 Other smaller allocations across Huntingdonshire were influenced by HRA recommendations through the application of allocation criteria and strategic policies:

- Bluntisham 1 and Bluntisham 2 were identified as requiring provision of open space to mitigate potential impact on Berry Fen SSSI and Ouse Washes SSSI.
- The HRA process identified Bythorn 1 as being within 10km from the Upper Nene Valley Gravel Pits SPA/Ramsar site located in North Northamptonshire and therefore requires consideration of its impact on the importance of functionally linked habitats to the nature site.
- The HRA process also identified Great Gransden and Waresley 1 as being within 10km from the Eversden and Wimpole Wood SAC located in South Cambridgeshire. Considering their proximity to the SAC, the policies require ecological assessment to assess potential impacts on bats and provide appropriate mitigation.
- The cluster of allocations at Sawtry are expected to provide ecological mitigation, biodiversity net gain, habitat connectivity; and strategic landscaping.
- Given their relationship with the Great Fen, Fenland SAC and Woodwalton Fen Ramsar, allocations in and around Bury and Ramsey are subject to plan-wide water management, biodiversity and green infrastructure policies designed to protect hydrologically sensitive habitats and support nature recovery objectives.
- The proximity of Little Paxton to the Great Ouse Valley and associated ecological networks means that development is expected to contribute positively to green infrastructure and ecological connectivity in accordance with Plan policies informed by the HRA.

How the HRA Was Ultimately Embedded into the Plan

5.1486 The HRA influenced the Local Plan through a clear hierarchy of mechanisms:

- Site Selection - potential allocations were assessed against environmental constraints, ecological evidence, flood risk information and HRA findings before decisions were made regarding allocation.
- Strategic Policy Framework - the Plan incorporates policies specifically intended to manage water quality, water resources, biodiversity, recreation and transport impacts identified through the HRA process.
- Allocation-Specific Requirements - major site allocations include explicit requirements for:
  - green infrastructure;
  - open space;
  - biodiversity enhancement;
  - sustainable drainage;
  - ecological assessment;
  - habitat retention;
  - recreational mitigation; and
  - transport improvements.

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Project-Level Assessment

5.1487 The Plan recognises that further ecological assessment and project-level HRA may be necessary at planning application stage for individual developments where detailed proposals could affect European sites.

Conclusion

5.1488 The Habitats Regulations Assessment has not simply accompanied the Pre-Submission Local Plan; it has materially shaped its content. The assessment influenced the distribution of growth, informed strategic environmental policies and directly affected the requirements attached to major allocations and other smaller sites across the district where they are in close proximity to internationally protected sites. Through the incorporation of measures addressing water resources, wastewater treatment, recreational pressure, biodiversity enhancement, ecological connectivity, air quality and sustainable transport, the HRA findings have been fully integrated into the Local Plan framework. The resulting package of strategic and site-specific mitigation enabled the Appropriate Assessment to conclude that the Local Plan can be implemented without adverse effects on the integrity of internationally protected sites, either alone or in combination with other plans and projects.

How SA has influenced the Local Plan

5.1489 The Sustainability Appraisal was not a separate exercise undertaken after policy development. Rather, it formed an integral and iterative component of the preparation of the Huntingdonshire Local Plan to 2046 from the earliest stages of plan-making. We undertook the SA in-house specifically to ensure that sustainability considerations were embedded throughout the development of the Plan and that the appraisal findings could directly influence the evolution of the strategy, policies and site allocations. The SA and Local Plan were therefore developed alongside one another, allowing environmental, social and economic considerations to shape decision-making throughout the process.

5.1490 The Council's approach has been consistent with the requirements of the Planning and Compulsory Purchase Act 2004, the Environmental Assessment of Plans and Programmes Regulations 2004 and national planning guidance. The SA process was used to identify sustainability issues, establish objectives against which options could be tested, assess reasonable alternatives, identify likely significant effects, recommend mitigation measures and refine the emerging plan.

Establishing the Sustainability Framework

5.1491 The influence of the SA began at the scoping stage. Through review of relevant plans, programmes and strategies, collection of baseline information and identification of sustainability issues, we established an evidence-based framework for assessing all aspects of the emerging Local Plan. Key issues identified included:

- High transport-related carbon emissions
- Climate resilience and adaptation needs
- Flood risk and water resource pressures
- Protection of biodiversity, designated sites and green infrastructure
- Loss of best and most versatile agricultural land
- Housing affordability challenges

- Health inequalities and access to services
- Sustainable transport and accessibility
- Economic resilience and employment growth
- Protection of heritage and landscape character

5.1492 These issues directly informed the development of the 16 Sustainability Appraisal objectives that subsequently became the principal framework against which all options, policies and allocations were assessed. The SA objectives covered climate change, flood risk, biodiversity, landscape, pollution, housing, health, accessibility, economic growth, town centres, design quality and heritage conservation.

5.1493 The Local Plan's vision and objectives demonstrate a clear alignment with this sustainability framework. The Plan's emphasis on climate resilience, environmental innovation, green infrastructure, health, sustainable travel, economic inclusion and high-quality placemaking closely reflects the themes established through the SA process.

Influence on the Development Strategy

5.1494 One of the most significant ways in which the SA influenced the Plan was through the appraisal of strategic options during the Further Issues and Options stage and subsequent refinement into the Preferred Options and Pre-Submission strategy.

5.1495 The SA assessed options relating to:

- The Local Plan vision and objectives
- Settlement hierarchy
- Growth strategy
- Housing requirements
- Employment strategy
- Green and blue infrastructure
- Climate change
- Flooding and water
- Housing mix and tenures
- Transport and connectivity

5.1496 The appraisal consistently favoured options which concentrated development in locations with better access to jobs, services, facilities and public transport. This helped shape the Plan's overarching spatial strategy which focuses most growth on the district's larger settlements and key growth locations rather than dispersing development widely across smaller villages. The Local Plan acknowledges that concentrating development in sustainable locations supports reduced car dependency, better infrastructure provision and improved accessibility to services, all matters identified as priorities through the SA framework. It also recognises that some growth across more rural parts of the district is beneficial to support village services and provide greater market choice for homes and jobs, the proportionality of this approach as part of a wider strategy support social, economic and environmental objectives.

5.1497 The SA therefore provided a key justification for the settlement hierarchy and distribution strategy that underpins the Pre-Submission Local Plan.

Influence on Climate Change Policies

5.1498 One of the strongest area of influence can be seen in relation to climate change. The SA identified climate change mitigation and adaptation as fundamental sustainability challenges facing Huntingdonshire. Baseline evidence identified transport as the district's largest source of greenhouse gas emissions, alongside significant challenges relating to buildings, agriculture, land use and flood risk.

5.1499 As a consequence, the Plan contains a substantial suite of climate-related policies to build climate resilience, including:

- Promoting climate resilience
- Reducing embodied and operational carbon
- Energy efficiency and retrofitting
- Renewable and low-carbon energy generation

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- Water efficiency
- Flood risk management
- Carbon sequestration through nature
- Sustainable transport and active travel
- Electric vehicle infrastructure

5.1500 The linkage between the SA findings and these policy responses is clear. The SA objective framework includes direct objectives relating to achieving net zero emissions, climate adaptation and sustainable water management. Those objectives were subsequently used to assess and refine both strategic and development management policies.

Influence on Environmental Protection and Green Infrastructure

5.1501 The SA highlighted the importance of biodiversity, strategic green infrastructure, landscape character and environmental connectivity. It identified vulnerabilities affecting designated habitats, ancient woodland, strategic green infrastructure corridors and the district's distinctive landscapes.

5.1502 These findings influenced the Plan through:

- Green and Blue Infrastructure Priority Areas
- Biodiversity protection and enhancement policies
- Biodiversity net gain requirements
- Carbon capture through nature policies
- Protection of trees, woodlands and hedgerows
- Open space and recreational policies
- Landscape-sensitive site allocation requirements

5.1503 The Plan's objective of creating an extensive network of green and blue infrastructure, wildlife habitats and corridors reflects the sustainability priorities established in the SA framework. It also works towards conserving Huntingdonshire's specific landscapes that are integral to the identify and history of the district and its communities.

Influence on Site Selection

5.1504 The SA exerted direct influence on site allocation decisions. Site appraisals were undertaken throughout the plan-making process using the SA decision-aiding framework for sites. Initially, during the Further Issues and Options stage, site appraisal findings were fed back into the Land Availability Assessment process to determine whether sites were suitable for further consideration and to inform indicative capacities.

5.1505 For the Preferred Options stage, the SA included individual assessments of:

- The North Huntingdon Growth Cluster Opportunity Zone
- Strategic growth locations
- Market town allocations
- Service centre allocations
- Local service village allocations
- Village allocations

5.1506 Appraisals considered matters including:

- Flood risk
- Agricultural land quality
- Biodiversity impacts
- Accessibility
- Public transport opportunities
- Access to community facilities
- Heritage assets
- Landscape effects
- Climate resilience
- Opportunities for active travel

5.1507 The site selection process therefore incorporated sustainability considerations from the outset rather than relying solely on land availability or deliverability considerations.

Influence through Mitigation and Policy Refinement

5.1508 The SA was designed not merely to identify effects but also to recommend improvements. The methodology specifically required consideration of mitigation measures and opportunities to maximise beneficial effects.

5.1509 This iterative approach meant that appraisal findings informed policy drafting and refinement. The Preferred Options SA states that the appraisal process was undertaken specifically so that "findings can inform and shape the way that all parts of the plan evolve in a meaningful way" and that technical evidence, consultation feedback and appraisal findings together helped shape the preferred strategy now carried forward into the Pre-Submission Plan.

5.1510 The resulting Plan includes numerous policy safeguards and mitigation measures addressing:

- Flood risk and drainage
- Wastewater capacity
- Biodiversity impacts
- Pollution
- Heritage settings
- Transport connectivity and capacity
- Green and blue infrastructure provision
- Climate adaptation and mitigation

Influence of Consultation and Ongoing Appraisal

5.1511 The SA process was itself subject to consultation. Comments from Natural England, Historic England and the Environment Agency informed revisions to the SA framework. Public consultation on the Scoping Report and subsequent SA stages generated further amendments and improvements.

5.1512 Importantly, the Council has continued the appraisal process through each consultation stage, ensuring that evolving evidence, consultation responses and policy changes were reassessed and incorporated into later iterations of the Plan. This demonstrates that the SA was a live and iterative process rather than a retrospective evaluation.

Conclusion

5.1513 Overall, the Sustainability Appraisal has had a substantial and demonstrable influence on the preparation of the Pre-Submission Local Plan to 2046. It established the sustainability issues facing Huntingdonshire, created the framework through which options were tested, influenced the vision and objectives, shaped the spatial strategy, guided climate change and environmental policies, informed site selection decisions and secured mitigation measures throughout the Plan.

5.1514 The evidence shows that the SA was fully integrated into plan preparation and operated as a continual mechanism for refining choices and improving outcomes. Consequently, the Pre-Submission Local Plan represents not simply a strategy that has been assessed for sustainability, but a strategy that has been actively shaped by sustainability appraisal from the outset of its preparation through to submission.

Evolution of the Local Plan and its sustainability benefits

5.1515 The Huntingdonshire Local Plan to 2046 has evolved through a structured and evidence-led process, progressing from the 2023 Issues Stage, to the 2024 Further Issues and Options stage, then through to the Preferred Options (Regulation 18) consultation stage, eventually to the Pre-Submission Local Plan (Regulation 19) in 2026. At each stage the Council has assessed reasonable alternatives, considered consultation responses, updated its technical evidence base and refined the strategy to achieve sustainable development in accordance with national planning policy. This process demonstrates that the Submission Plan is both justified and positively prepared.

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5.1516 The Further Issues and Options consultation represented the key stage at which alternative approaches were explored. Rather than presenting predetermined solutions, the Council sought views on fundamental components of the future strategy, including the vision, settlement hierarchy, housing requirement, employment strategy, growth distribution, climate change response, green infrastructure, transport, flooding and housing mix. A range of reasonable alternatives were tested for each topic, allowing stakeholders to influence the direction of the emerging plan.

5.1517 A significant theme throughout the evolution of the plan has been the increasing integration of the Huntingdonshire Futures Place Strategy into the Local Plan framework. The Issues and Options document presented alternative visions ranging from a climate-led approach, a sustainability-led approach, retention of the existing Local Plan vision, and a place-based vision derived from the Futures Strategy. Consultation responses demonstrated strong support for a vision based on the Place Strategy principles of Pride in Place, Inclusive Economy, Health Embedded, Environmental Innovation and Travel Transformed. Consequently, the Preferred Options Plan adopted these themes as the foundation of its vision and objectives, while the Pre-Submission version further refined them into a comprehensive framework supported by eighteen strategic objectives.

5.1518 The settlement hierarchy also evolved through evidence-led refinement. At the Issues and Options stage the Council considered whether to retain the existing hierarchy, create additional categories, rely strictly on sustainability scores, or elevate particular settlements. During plan preparation the Sustainability of Settlements Assessment demonstrated substantial variation in access to services, transport, employment and community facilities across the district. This evidence supported a more nuanced hierarchy. The Submission Plan therefore adopts a six-tier structure comprising Market Towns, Service Centres, Local Service Villages, Villages, Hamlets and Countryside, replacing the simpler hierarchy currently operating under the adopted Plan to 2036. This approach updates the hierarchy to reflect current levels of sustainability and better aligns development opportunities with settlement sustainability credentials.

5.1519 The approach to housing growth became increasingly ambitious as national policy and evidence evolved. The Issues and Options stage assessed three principal alternatives comprising the standard method housing figure, a 5% uplift, and a 10% uplift. Consultation responses highlighted support for additional flexibility, improved affordability, economic growth aspirations and resilience against future changes in national methodology. Subsequent amendments to national housing requirements significantly increased the standard method figure for Huntingdonshire. The Preferred Options Plan therefore moved towards a strategy based upon meeting objectively assessed needs in full together with additional flexibility. By the Preferred Options stage the Local Plan made provision for at least 32,200 homes, reflecting both the standard method requirement and a 10% flexibility allowance, which was taken forward into the Pre-Submission Local Plan. This approach provides a robust supply, supports affordability objectives and reduces the risk of speculative development undermining the plan-led strategy.

5.1520 The spatial strategy similarly evolved through consideration of alternative growth options and evidence base testing. The Further Issues and Options consultation explored a spectrum of distribution approaches ranging from concentration within market towns, dispersal across villages, transport corridor-focused growth, urban extensions, proportionate growth and the development of strategic new communities. Supporting climate change evidence examined the carbon implications of different spatial strategies and demonstrated that concentrating growth in the most sustainable locations would deliver superior sustainability outcomes compared with dispersed development patterns. Other technical evidence base documents including the Water Cycle Study, Infrastructure Delivery Study and Habitat Regulations Assessment shaped the eventual strategy. Consequently, the Preferred Options Plan identified a concentrated growth strategy focused on the district's most sustainable settlements and strategic growth opportunities. This approach was retained and strengthened in the Pre-Submission Plan.

5.1521 One of the most significant introduction to the Preferred Options Local Plan was the emergence of the North Huntingdon Growth Cluster Opportunity Zone as a major strategic focus for growth with several strategic allocations in this zone. This emerged through the Combined Authority's Local Growth Plan. Evidence relating to employment opportunities, infrastructure provision, accessibility and long-term development capacity demonstrated that this location could support substantial housing and economic development integrated with new infrastructure. The Pre-Submission Plan therefore carries this forward through a series of strategic allocations which not only meet identified needs but also establish a framework for development extending beyond the plan period. This reflects national guidance which supports longer-term planning horizons where major strategic developments are involved.

5.1522 The employment strategy also became more focused and evidence-based during plan preparation. At the Issues and Options stage alternatives ranged from limited growth to ambitious growth linked to innovation sectors and economic clusters. Consultees generally supported a balanced but ambitious approach capable of capitalising on the district's strategic location between Cambridge, Peterborough and the wider Oxford-Cambridge corridor. Subsequent economic evidence form the Economic and Employment Needs Assessment identified opportunities in advanced manufacturing, life sciences, logistics, knowledge-intensive industries and innovation-led sectors. As a result, the Submission Plan moves decisively towards a growth-supportive strategy that protects established employment areas, enables innovation-led clusters and provides opportunities for approximately 15,400 additional jobs.

5.1523 Perhaps the most notable strengthening of the plan through its evolution concerns climate change and environmental sustainability. The Issues and Options stage explored alternative carbon reduction pathways ranging from business-as-usual trajectories to ambitious decarbonisation scenarios. New climate evidence supporting the Local Plan demonstrated that a balanced pathway consistent with Climate Change Committee recommendations could reduce emissions by around 76% by 2050 with offsetting providing a net loss. Consultation responses showed strong support for ambitious climate action, provided measures remained practical and deliverable. This resulted in the Preferred Options and Pre-Submission Plans embedding climate change throughout the strategy rather than treating it as a standalone topic. These include a suite of climate-related policies addressing energy efficiency, embodied carbon, renewable energy, carbon sequestration, water efficiency, flood resilience, sustainable transport and green infrastructure networks. These measures significantly exceed the scope considered at the Issues and Options stage and demonstrate the progressive strengthening of environmental outcomes through plan preparation.

5.1524 Development management policies have similarly matured between stages. At Issues and Options stage much discussion focused on whether local policies would remain necessary alongside potential national development management policies. As uncertainty surrounding national reform became clearer, the Council chose to develop a comprehensive local policy framework covering design quality, climate resilience, biodiversity enhancement, housing needs, heritage protection, rural development and economic growth. The Pre-Submission Plan therefore provides greater certainty and clearer decision-making criteria than were available at earlier stages.

5.1525 Overall, the evolution of the Local Plan demonstrates a consistent progression from broad strategic alternatives towards a focused, evidence-based spatial strategy. The Pre-Submission Plan reflects consultation feedback, Sustainability Appraisal findings, climate evidence, housing and employment assessments, infrastructure planning and transport modelling. It selects the most sustainable elements from the alternatives considered and integrates them into a coherent framework that balances growth, environmental enhancement, climate resilience and community wellbeing. The plan therefore demonstrates that reasonable alternatives have been properly assessed and that the chosen strategy represents the most sustainable and deliverable approach for Huntingdonshire to 2046.

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Table 8 Summary Table: Evolution of the Plan and Sustainability Benefits

Theme	Further Issues & Options (2024)	Preferred Options Reg 18	Regulation 19 Pre-Submission Plan	Sustainability Benefits of Final Strategy
Vision & Objectives	Four alternative vision models including climate-led, sustainability-led, Futures Strategy-led and modified existing vision.	Vision based strongly on Huntingdonshire Futures Place Strategy.	Refined vision supported by 18 strategic objectives.	Integrates social, economic and environmental objectives in a balanced framework.
Settlement Hierarchy	Considered retaining existing hierarchy, expanding categories or using settlement sustainability scores.	New six tier hierarchy informed by Sustainability of Settlements evidence.	Six-tier hierarchy retained and fully embedded in policy.	Directs growth towards locations with greatest access to services and public transport, reducing travel demand.
Housing Requirement	Standard method, +5%, or +10% uplift options.	Target emerging following revised national methodology with 10% uplift to allow for flexibility in supply.	32,200 homes with flexibility allowance in excess of 5% retained.	Meets needs in full with flexibility, improves affordability, supports economic growth and plan resilience.
Spatial Strategy	Considered dispersed growth, market-town focus, transport corridor growth, urban extensions and strategic communities.	Concentrated growth towards sustainable settlements and major strategic locations.	Retains established spatial strategy focused on sustainable settlements and strategic growth clusters.	Minimises carbon emissions and infrastructure costs while conserving wider rural character.
Strategic Growth Locations	Strategic options still under consideration.	Major growth concentrated in North Huntingdon and sustainable settlements including strategic allocations on the edge of St Neots and St Ives.	North Huntingdon Growth Cluster Opportunity Zone retained as the strategic focus with other strategic developments spread in sustainable locations linked to known infrastructure projects.	Enables infrastructure-led growth, mixed-use communities and long-term delivery.
Employment & Economy	Low, medium and high growth options considered.	Evidence-based growth strategy emerging.	Support for 15,400 jobs, innovation clusters and established employment areas.	Creates local jobs, reduces commuting and supports higher-value economic sectors.
Climate Change	Alternative decarbonisation pathways assessed.	Net zero pathway embedded in vision and policies.	Comprehensive climate framework across the plan.	Significant contribution to emission reduction, climate adaptation and resilience.
Green & Blue Infrastructure	Strategic options for biodiversity, landscape and nature recovery considered.	Stronger Green Infrastructure network proposed.	Priority Green and Blue Infrastructure Areas designated.	Biodiversity enhancement, improved well-being, carbon sequestration and climate adaptation.

Theme	Further Issues & Options (2024)	Preferred Options Reg 18	Regulation 19 Pre-Submission Plan	Sustainability Benefits of Final Strategy
Flooding & Water	Options focused on flood management, water supply and wastewater.	Strategic policies developed from Integrated Water Management Study evidence.	Comprehensive flood risk, wastewater and water efficiency policies.	Reduced flood risk, improved water resilience and sustainable water management.
Transport & Connectivity	Focus on public transport, active travel and reducing travel demand.	Infrastructure and accessibility strategy emerging.	Integrated transport and active travel policies.	Reduces transport emissions and promotes healthier travel choices.
Design & Placemaking	High-level discussion of design and national policy changes.	Draft design and placemaking policies introduced.	Full suite of design, carbon reduction and healthy place-making policies.	Higher-quality development, reduced energy demand and improved community wellbeing.
Development Management Policies	Alternative approaches under consideration due to uncertainty around national policies.	Extensive draft Development Management policies introduced with local focus.	Comprehensive locally-specific policy framework adopted.	Greater certainty, stronger environmental protection and improved implementation.

Overall Sustainability Conclusion

5.1526 The Pre-Submission Plan demonstrates a clear evolution from broad strategic alternatives towards a coherent and evidence-supported strategy. Relative to the options considered at Issues and Options stage, the final plan delivers:

- Greater concentration of growth in sustainable locations
- Higher levels of housing delivery with enhanced flexibility
- Stronger climate change mitigation and adaptation measures
- Better integration of infrastructure with growth
- Enhanced biodiversity and green infrastructure outcomes
- More employment opportunities close to residential growth
- Reduced need to travel and lower transport-related carbon emissions
- Stronger protection of environmental, heritage and landscape assets

5.1527 These changes collectively demonstrate that the Pre-Submission Plan represents the most sustainable option when compared with the reasonable alternatives considered throughout plan preparation and provides a sound basis for Examination in Public.

SA recommendations and iterations tracker

5.1528 The Sustainability Appraisal has been undertaken as an iterative process throughout the preparation of the Local Plan to 2046. The SA has informed plan-making from the identification of issues and options through to the development of preferred policies and site allocations and finally the Pre-Submission Plan. The process has sought to avoid, minimise and mitigate adverse environmental, social and economic impacts while maximising positive effects.

5.1529 The SA framework was structured around sixteen sustainability objectives covering climate emergency, environmental and socio-economic themes, including carbon reduction, climate resilience, water management, biodiversity, housing, health, transport, economy and heritage. These objectives formed the basis of assessment and refinement throughout plan preparation.

5 Stage D - Consultation and development of the Plan

Theme 1: Climate Change and Net Zero

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options (2024)	Strong support for ambitious climate action. SA identified that a business-as-usual pathway would be insufficient to achieve meaningful emissions reductions and recommended stronger decarbonisation measures.	The Preferred Options Plan adopted a net zero trajectory aligned to the Climate Change Committee's Balanced Pathway and introduced climate-focused objectives.
Preferred Options (2025)	SA recommended stronger links between growth strategy, transport, energy efficiency and carbon reduction. Positive scores were achieved but further opportunities existed to embed climate resilience across the plan.	The Pre-Submission Plan strengthens climate resilience throughout the strategy. A dedicated chapter establishes climate resilience as a core organising principle alongside policies on renewable energy, energy efficiency, carbon sequestration, sustainable transport and water efficiency.
Pre-Submission Outcome	Mitigation incorporated.	Climate objectives now influence the overall spatial strategy, development management policies and site allocation requirements, ensuring climate change mitigation and adaptation are embedded in development decisions.

5.1530 The SA identified climate change as one of the most significant sustainability challenges facing Huntingdonshire, particularly given transport emissions account for approximately 36% of district-wide emissions. The Pre-Submission Plan directly responds through spatial concentration of growth, active travel policies, Electric vehicle infrastructure, renewable energy support and requirements for energy efficient development.

Theme 2: Flood Risk, Water Resources and Climate Resilience

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	Flooding, water supply and wastewater capacity emerged as significant concerns from consultation responses and baseline evidence.	Further evidence commissioned through Strategic Flood Risk Assessments and Water Cycle Studies.
Preferred Options	SA identified need for stronger policy mechanisms to avoid flood risk and manage cumulative impacts. Site assessments highlighted infrastructure and drainage requirements.	New strategic policies introduced on managing flood risk, wastewater, surface water and water efficiency. Additional site-specific mitigation requirements incorporated into allocations.
Pre-Submission Outcome	Mitigation incorporated.	Policy framework now requires drainage infrastructure, water efficiency measures, flood mitigation and alignment with Integrated Water Management Strategy recommendations.

5.1531 The SA findings have directly informed policy wording and allocation criteria. Significant development is now contingent on demonstrating flood resilience, wastewater capacity and sustainable drainage solutions.

Theme 3: Biodiversity, Green Infrastructure and Nature Recovery

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	SA highlighted risks to designated sites, habitat fragmentation and biodiversity	Green and blue infrastructure identified as a strategic priority.

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
	loss. Opportunities identified for strategic green infrastructure expansion.	
Preferred Options	SA recommended greater emphasis on nature recovery, connectivity and biodiversity enhancement.	Strategic Green and Blue Infrastructure Priority Areas introduced. Policies strengthened regarding biodiversity enhancement and habitat connectivity.
Pre-Submission Outcome	Mitigation incorporated.	Dedicated policies require protection of nature conservation sites, biodiversity enhancement, tree and woodland protection and carbon capture through nature.

5.1532 The Pre-Submission Plan moves beyond impact avoidance and adopts a positive enhancement approach consistent with Local Nature Recovery Strategy aspirations and SA recommendations.

Theme 4: Sustainable Spatial Strategy and Settlement Hierarchy

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	Assessment of spatial strategy options demonstrated that concentrating growth in more sustainable locations would perform better against climate, accessibility and service provision objectives.	Directed growth toward market towns, service centres and larger sustainable settlements.
Preferred Options	SA supported growth focused on locations with service access while cautioning against dispersed unsustainable development patterns.	Spatial strategy refined following site assessment, transport evidence and consultation responses.
Pre-Submission Outcome	Mitigation incorporated.	Growth is concentrated within the settlement hierarchy and major growth clusters where infrastructure investment can be aligned with development delivery.

5.1533 The Pre-Submission strategy reflects the SA recommendation that growth should be directed to locations capable of supporting sustainable travel patterns and infrastructure provision.

Theme 5: Housing, Health and Inclusive Communities

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	SA identified affordability pressures, ageing population and need for accessible housing.	Evidence base expanded through Housing Needs Assessment and specialist accommodation studies.
Preferred Options	SA findings emphasised housing mix, affordability, healthy place-making and accessible environments.	Policies developed for affordable housing, accessible homes, specialist housing and healthy place-making.
Pre-Submission Outcome	Mitigation incorporated.	Enhanced housing policies, stronger health and wellbeing framework and placemaking requirements incorporated throughout the plan.

5 Stage D - Consultation and development of the Plan

5.1534 The Pre-Submission Plan demonstrates a clear response to SA objectives relating to social inclusion, healthy communities and lifelong housing needs.

Theme 6: Transport, Connectivity and Air Quality

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	SA identified transport emissions as the largest carbon source and highlighted dependence on private vehicles.	Strategic Transport Assessment commissioned.
Preferred Options	SA recommended stronger active travel and public transport provisions together with reduced travel demand through spatial planning.	Policies introduced for active travel, connectivity and electric vehicle infrastructure.
Pre-Submission Outcome	Mitigation incorporated.	Strengthened policies supporting sustainable travel, digital infrastructure, local accessibility and transport mitigation linked to major allocations.

5.1535 The evolution of transport policy demonstrates a direct response to SA concerns regarding traffic impacts, carbon emissions, accessibility and air quality.

Theme 7: Economy and Employment

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	SA supported economic growth but highlighted need to balance employment growth with environmental objectives and sustainable accessibility.	Economic evidence commissioned and strategic employment locations reviewed.
Preferred Options	SA supported innovation-led growth and diversification while identifying opportunities to reduce commuting patterns.	Policies developed around innovation, key clusters, logistics and rural economic diversification as well supporting market towns and local centres.
Pre-Submission Outcome	Mitigation incorporated.	Employment strategy aligned more closely with the settlement hierarchy and infrastructure planning, improving sustainability performance.

5.1536 The Pre-Submission Plan demonstrates a clear response to SA objectives relating to the economy to meet economic needs and support economic diversification.

Theme 8: Heritage, Landscape and Local Character

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Further Issues and Options	SA identified risks to landscape character, conservation areas and heritage assets from future growth.	Heritage and landscape evidence informed site selection and policy drafting.

Evolution Stage	Sustainability Appraisal Findings	Response in Pre-Submission Plan
Preferred Options	SA recommended stronger protection and clearer mitigation measures for allocations affecting heritage settings.	Heritage impact assessments undertaken and allocation criteria refined.
Pre-Submission Outcome	Mitigation incorporated.	Enhanced design, placemaking and heritage policies introduced together with site-specific mitigation requirements.

5.1537 The Pre-Submission Plan demonstrates a clear response to SA objectives relating to heritage and landscape incorporating policies that conserve and enhance Huntingdonshire's unique heirtage and landscape character.

Conclusion

5.1538 The Sustainability Appraisal actively informed the Plan evolution. Throughout the Further Issues and Options, Preferred Options and Pre-Submission stages, identified mitigation measures were incorporated into policy drafting, strategic growth options, infrastructure planning and site selection. This is evidenced by stronger climate resilience policies, enhanced flood and water management requirements, expanded biodiversity and green infrastructure provisions, refined spatial distribution of growth, strengthened transport measures, improved housing and health policies and enhanced heritage safeguards. Collectively these changes demonstrate that the Sustainability Appraisal has been an iterative and influential component of plan preparation and has significantly shaped the content of the Pre-Submission Local Plan to 2046.

D3: Making decisions and providing information

5.1539 The sections above that make up Stage D provide the information about the tasks that have been undertaken to move the Draft Final Sustainability Appraisal to the Final Sustainability Appraisal that will support the Local Plan. The Final Sustainability Appraisal informs the Council's decision about how to proceed with the Local Plan.

5.1540 A report will be taken through the Council's committee cycle in September 2026 as follows:

1. Overview and Scrutiny Panel (Performance and Growth) on 2 September 2026
2. Cabinet on 9 September 2026, to be followed by
3. Full Council on 9 September 2026

5.1541 The report will recommend approval of the Local Plan for the Proposed Submission stage (Regulation 19) when the plan moves from the informal preparation stage to the formal testing phase. The Plan and will be available for a minimum period of 6 weeks during which representations on it's soundness and legal compliance can be made. The Sustainability Appraisal will also be available for comment. The representations received will be sent with the plan and supporting documentation to the Planning Inspectorate for the formal Submission of the plan, which is scheduled for December 2026 in accordance with the transitional arrangements.

6 Stage E - Monitoring and implementation of the Plan

E:	Monitoring the implementation of the plan.	The purpose of this stage is to establish ways of considering whether or not to review the plan and to enable sustainability appraisal processes for future plans.

6.1 Monitoring allows the actual significant environmental effects of implementing the Local Plan to be tested against those predicted and so helps to ensure that any problems which arise during implementation, whether or not they were foreseen, are identified and future predictions made more accurately.

6.2 Monitoring can help provide the baseline information for future plans and programmes, and in preparing information which will be needed for EIAs of projects. Monitoring and evaluation of progress towards objectives and targets can form a crucial part of the feedback mechanism. Feedback from the monitoring process helps to provide more relevant information that can be used to pinpoint specific performance issues and significant effects, and ultimately lead to more informed decision-making.

6.3 This stage consists of the following two tasks:

- E1: Developing aims and methods for monitoring
- E2: Responding to adverse effects

E1: Developing aims and methods for monitoring

6.4 Monitoring is a key process in assessing the impacts of planning policy and whether planning policy is having the desired impact and can form part of evidence for future Local Plan reviews.

6.5 Measures to monitor the implementation of the Local Plan would be largely based on the existing monitoring arrangements and published in the Authority Monitoring Report (AMR) containing information on the implementation of the Local Development Scheme (the timetable for production of the Local Plan), and the extent to which policies set out in development plan documents are being achieved and targets being met.

6.6 The purpose of the AMR is to make data and information available on the performance of the policies within the Local Plan and how and where growth is being delivered. This shares the performance and achievements of the planning service with the public, as well as showing historic trends through the framework of policy indicators.

6.7 Each policy in the Pre-Submission Local Plan has at least one monitoring indicator to monitor their implementation and will be recorded in the AMR. Each policy and their monitoring indicator are set out n the following table which has been updated following the Preferred Options consultation to include new policies and update some monitoring criteria.

6.8 The progress of residential development sites (including mixed use with residential elements) will be monitored through the production of a housing trajectory which will also be set out in the AMR.

Stage E - Monitoring and implementation of the Plan 6

Table 9 Monitoring Framework

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 1	How much development do we expect?	• Number of additional homes completed within the district • Amount of additional employment floorspace completed within the district	7, 10	9, 11	• Cambridgeshire County Council (Policy and Insight Team)
LP 2	Our Strategy for Change	• Amount and type of employment land available • Number and % of housing completions by settlement and tenure type (including the North Huntingdon Growth Cluster) • Amount and % of employment development by settlement type • CIL receipts/expenditure monitoring • Gross number and % new dwellings on previously developed land • Amount and % of employment floorspace developed on previously developed land • Progress on neighbourhood plans	2, 4, 6, 7, 9, 10	1, 2, 3, 4, 9, 11	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 3	Distribution of Growth				
LP 4	Green and Blue Infrastructure Priority Areas	• Losses to biodiversity habitat • Additions to biodiversity habitat • Total change in biodiversity habitat	3, 12, 13	5, 6, 7	• Cambridgeshire & Peterborough biodiversity Environmental Records Centre (CPERC)
LP 5	Settlement Hierarchy	• Distribution of planning permissions across the district	4, 6, 7, 10	4, 9, 11	• Cambridgeshire County Council (Policy and Insight Team)
LP 6	Market Towns	• Number and percentage of housing completions by settlement type • Amount and percentage of employment development completed by settlement type	4, 6, 7, 10	4, 9, 11	• Cambridgeshire County Council (Policy and Insight Team)
LP 7	Service Centres				
LP 8	Local Service Villages				

6 Stage E - Monitoring and implementation of the Plan

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 9	Villages				
LP 10	Hamlets and the Countryside	• Number of planning permissions granted on unallocated sites on grade 1 and 2 agricultural land	12	4	• Cambridgeshire County Council (Policy and Insight Team)
LP 11	Placemaking for larger scale developments	• Number of planning applications granted for large scale development supported by a masterplan and parameter plan • Number of planning applications for large scale major development supported by a masterplan and parameter plan	1, 9, 11, 12	7, 15	• Huntingdonshire District Council
LP 12	How will infrastructure be provided	• Annual CIL receipts/ expenditure monitoring S106 monitoring • Completion of A428 upgrade • Commencement/ completion of A141 upgrade • Provision of additional capacity at water recycling centres as identified in the Infrastructure Delivery Plan	2, 5, 11, 15, 16, 18	10, 12, 15	• Huntingdonshire District Council • National Highways • Anglian Water • Cambridgeshire and Peterborough Combined Authority
LP 13	Securing infrastructure provision				
LP 14	Supporting and Enabling Strategic Infrastructure				
LP 15	Facilitating Transport, Travel and Connectivity	• Progress made on strategic transport projects including the A141 and East West Rail • Number of CIL payments for travel and connectivity improvements	2, 15, 16, 18	10, 12	• Huntingdonshire District Council • National Highways • Cambridgeshire and Peterborough Combined Authority
LP 16	Approach to renewable energy schemes	• Number of planning applications for energy schemes permitted • Permitted renewable energy capacity in MW • Completed renewable energy capacity in MW	1, 3, 9, 14, 17	1, 2	• Cambridgeshire County Council (Policy and Insight Team)

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Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 17	Health and well-being	• Number and % of planning permissions granted for large scale development for residential or employment use with a supporting health impact assessment	2, 4, 9, 11	10, 15	• Huntingdonshire District Council
LP 18	Providing affordable homes	• Number and percentage of affordable homes completed	4, 10	9	• Cambridgeshire County Council (Policy and Insight Team)
LP 19	Green and Blue Infrastructure	• Losses to biodiversity habitat in hectares • Additions to biodiversity habitat in hectares • Total change in biodiversity habitat in hectares • Open space managed to Green Flag award standard	3, 12, 13	5, 6, 7	• Cambridgeshire & Peterborough biodiversity Environmental Records Centre (CPERC)
LP 20	Supporting carbon capture through nature	• Number of applications refused based on impact on carbon stores	1, 3, 9, 13, 14	1, 2, 5, 6	• Huntingdonshire District Council • Natural England • Great Fen
LP 21	Managing Flood Risk	• Number of planning permissions granted contrary to the advice of the Environment Agency	2, 11, 12, 13, 18	1, 2, 3, 15	• Environment Agency
LP 22	Managing Waste Water	• Number of planning permissions granted contrary to water service providers	2, 12, 13	1, 2, 3, 15	• Anglian Water • Environment Agency • Middle Level Commissioners • Local Lead Flood Authority
LP 23	Managing Surface Water	• Number of planning permissions granted contrary to the advice of a responsible agency on flooding or water quality grounds	2, 12, 13, 18	1, 2, 3, 15	• Anglian Water • Environment Agency • Middle Level Commissioners • Local Lead Flood Authority
LP 24	Water Efficiency	• Number of planning permissions granted contrary to the l/p/d	1, 2, 9, 14	1, 2, 3, 15	• Huntingdonshire District Council

6 Stage E - Monitoring and implementation of the Plan

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 25	Design context and character	• Number of planning applications refused where the grounds of refusal were based on their adverse impact on their surroundings	1, 4, 9, 11, 12	7, 15, 16	• Huntingdonshire District Council
LP 26	Creating high quality places and spaces	• Number of planning applications refused where the grounds of refusal was based on failure to create high quality places and spaces	1, 4, 9, 11, 12	7, 15, 16	• Huntingdonshire District Council
LP 27	Ensuring amenity for new buildings and neighbours	• Number of applications refused where grounds of refusal included detriment to neighbouring properties	1, 9	8, 15	• Huntingdonshire District Council
LP 28	Minimising embodied and operational carbon in new buildings	• Number of applications refused based on non-compliance with national energy efficiency standards • Amount and % of housing and employment floorspace developed on previously developed land • Amount and % of new homes and employment floorspace created via conversion or change of use	1, 9, 12, 14	1, 2	• Huntingdonshire District Council
LP 29	Making existing buildings more energy efficient	• Number of applications where this policy applies	1, 9, 14	1, 2	• Huntingdonshire District Council
LP 30	Supporting active and sustainable travel	• Number and % of housing completions by settlement type • Number and % of planning permissions granted for major development supported by a Transport Assessment, Transport Statement and/or Travel Plan	2, 11, 16, 17, 18	9, 12	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 31	Parking Provision and Vehicle Movement	• Number of new homes permitted with no off street parking • Number of cycle storage spaces permitted per dwelling/ per non-residential unit	1, 9, 12, 17	15	• Huntingdonshire District Council
LP 32	Providing electric vehicle charging points	• Number of applications that provided new electric vehicle charging points	1, 9, 12, 17	1, 2	• Huntingdonshire District Council
LP 33	Preventing and reducing air pollution	• Number of planning applications refused in an AQMA based on air quality impacts • Number of planning permissions granted which require a low emissions strategy	1, 9	7, 8, 15	• Huntingdonshire District Council
LP 34	Preventing and reducing ground contamination and groundwater pollution	• Number of planning permissions granted with an agreed contamination mitigation strategy • Number of planning permissions for the specified development types granted in a SPZ 1 where adequate safeguards against possible contamination have not been agreed	1, 9	8	• Huntingdonshire District Council
LP 35	Protecting and enhancing Established Employment Areas	• Amount and type (use class) of development completed within EEAs • Amount of development completed or committed on land well-related and capable of being integrated with an Established Employment Area for uses E(g)(i to ii), B2, and B8	4, 5, 6	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 36	Expansion and diversification of rural businesses	• Amount and type (use class) and type and floorspace of development completed within the countryside	6, 7, 8	11, 13	• Cambridgeshire County Council (Policy and Insight Team)

6 Stage E - Monitoring and implementation of the Plan

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 37	Shaping new businesses in the countryside				
LP 38	Enabling key clusters and innovation-led growth	• Amount and type (use class) of development completed as approved through this policy, including the identification of cluster typologies	6, 7, 8	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 39	Enabling logistics and distribution	• Amount and type (use class) of development completed for B8 (storage and distribution)	6, 7, 8	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 40	Helping tourism and recreation in the countryside	• Number of permissions granted for tourism, sport and recreation in the countryside by use	6, 12, 13	11, 13	• Cambridgeshire County Council (Policy and Insight Team)
LP 41	Defining our Retail Hierarchy	• Use class and amount of retail floorspace gained or lost within defined Town Centres and Local Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 42	Promoting Town Centre Vitality and Viability	• Use class and amount of retail floorspace gained or lost within defined Town Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 43	Supporting Local Centres	• Use class and amount of retail floorspace gained or lost within defined Local Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 44	Services and facilities outside Designated Centres	• Use class and amount of retail, community and hot food takeaway floorspace gained or lost within defined Local Centres • Use class and amount of community floorspace gained or lost within defined Local Centres	8	13, 14	• Cambridgeshire County Council (Policy and Insight Team)
LP 45	Promoting a mix of housing	• Numbers of homes completed of each of 1, 2, 3 and 4(+) bedrooms	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team)

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 46	Ensuring accessible and adaptable homes	• Proportion of homes built to standard M4(2) accessible and adaptable homes • Proportion of homes built to standard M4(3) wheelchair user homes	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 47	Facilitating self and custom build homes	• Number of self and custom build CIL exemptions granted	4, 10	9	• Huntingdonshire District Council
LP 48	Supporting specialist housing	• Number of self-contained (C3) specialist homes permitted by tenure • Number of bedspaces in C2 residential institutions permitted	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team)
LP 49	Supporting houses in multiple occupation	• Number of bedspaces granted through construction or conversion of housing into licenced houses in multiple occupation	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 50	Promoting Rural Exceptions Housing	• Number of affordable homes completed on rural exceptions schemes	4, 9, 10	9	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 51	Gypsies, Travellers and Travelling Showpeople	• Number of Gypsy and Traveller pitches permitted • Number of Travelling Showpeople plots permitted	4, 10	9	• Cambridgeshire County Council (Policy and Insight Team)
LP 52	Protecting our nature conservation sites	• Losses to biodiversity habitat in hectares • Total Change in habitats in hectares • % of SSSIs in favourable, unfavourable recovering, unfavourable no change, unfavourable declining, destroyed/part destroyed condition	3, 12, 13	6, 7, 8	• Cambridgeshire & Peterborough biodiversity Environmental Records Centre (CPERC)
LP 53	Enhancing Biodiversity and Geodiversity	• Number of applications refused based on non-compliance with biodiversity net gain	3, 12, 13	6, 7, 8	• Huntingdonshire District Council

6 Stage E - Monitoring and implementation of the Plan

Reg 19 Policy no.	Reg 19 Policy	Indicator	Related Local Plan objective	Related SA objective	Date Source
LP 54	Protecting our trees, orchards, woodlands, hedges and hedgerows	• Number of applications refused on the basis of impact on trees, woodland, hedges and hedgerows	3, 12, 13	6, 7, 8	• Huntingdonshire District Council
LP 55	Protecting our open spaces, outdoor sport and recreational facilities	• Number of applications resulting in the loss or gain of open space, sports and recreational buildings(s) or land • Number of LGS designations made in neighbourhood plans	2, 3, 11	5, 10	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council
LP 56	Heritage Assets and their Settings	• Number and % of planning applications refused on grounds of impact on heritage assets • Number of conservation area statements reviewed • Number of heritage assets on the heritage at risk register	12	7, 16	• Huntingdonshire District Council • Historic England Heritage at Risk Register
LP 57	Water related Development	• Number of moorings granted permission for leisure and residential use • Number of applications where this policy was applied	12, 13	6, 15	• Cambridgeshire County Council (Policy and Insight Team) • Huntingdonshire District Council

6.9 The monitoring framework is reflected in the Local Plan with information following each policy for the implementation and monitoring of that policy.

Stage E - Monitoring and implementation of the Plan 6

E2: Responding to adverse effects

6.10 The Authority Monitoring Report (AMR)will form the basis for ascertaining the extent to which policies set out in the Local Plan are being achieved and targets being met and whether any adverse effects are being identified. The AMR will include data on the number of new homes being completed annually and a trajectory of anticipated future provision.

6.11 The housing target for the Local Plan that this Plan provides for is 32,200 new homes between 2021 and 2046, this equates to an average of 1,237 new homes per year. The level of delivery achieved will be monitored annually to ensure that sufficient housing is being brought forward.

6.12 An adverse effect may arise from under-delivery of housing. Therefore, the latest government procedures on any housing delivery test will be followed. In the absence of national procedures the following local test will be applied. A review of allocations will be triggered if housing delivery is more than 20% below the residual annual average target over a rolling 3 year period and the housing trajectory at that point indicates that expected housing completions over the next 5 years will not make up the deficit. Should this situation arise we will work through the following sequence until housing delivery is appropriately increased:

1. Work with partners to overcome constraints and expedite the delivery of allocated sites; then
2. Work with partners to overcome constraints and expedite the delivery of alternative sites identified as suitable within the Land Availability Assessment (or successor documents); then
3. Review the capacity of sites to ascertain whether additional homes could be delivered within sites already allocated within this Plan; then
4. Initiate a partial or full review of the Local Plan as appropriate

6.13 Jobs growth is complex and very difficult to predict and the potential adverse effects arising from policies set out in Local Plan are harder to determine. Employment growth will be affected as much by successes in winning contracts, gaining investment or the availability of potential employees with the right skills as by the availability of land and buildings. For the retail sector new trends can emerge quickly and can be influenced by decisions about investment at a national level.

6.14 The North Huntingdon Growth Cluster Opportunity Zone will play a significant part in delivering the jobs growth over the plan period as well as the delivery of strategic employment and mixed use sites. We will continue to work in partnership with the site owners Urban & Civic, who are master developers to two strategic developments in the district (Alconbury Weald and St Neots East) as well as the Cambridgeshire and Peterborough Combined Authority to ensure the growth within the North Huntingdon corridor proceeds as planned in the Local Plan and the Local Growth Plan. If monitoring shows that there will be insufficient land for business development over the next 5 years taking account of preceding development trends and all available land and buildings then a review of allocations will be triggered. Should this situation arise the Council will follow the same sequence as listed above for housing delivery.

Appendix 1 - SA Framework

Table 10 SA framework

	SA Objective	Decision aiding questions for use in appraising options for		
		The Strategy and alternatives (inc. new settlement and strategic expansion location proposals)	Sites	Development Management policies
		Will the approach/ option help to:	Will allocation of the site:	Will the option/ proposed policy:
	Climate emergency			
SA 1	Contribute to achieving the district's ambition to reach net zero carbon emissions by 2040.	• Reduce greenhouse gas emissions in line with, or exceeding, nationally or locally set targets? • Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?	• Promote low and zero carbon technologies? • Not contain, and be at least 200m from an air quality management area? • Support the circular economy through the reuse and recycling of existing land, buildings or materials?	• Promote energy efficient design? • Increase the amount of CO_2 captured by plants and trees?
SA 2	Improve adaptability and resilience to the unavoidable impacts of the climate emergency.	• Concentrate new development in locations that maximise opportunities to adapt and be more resilient to the unavoidable impacts of the climate emergency? • Support habitats in adjusting to the impacts of the climate emergency?	• Is the site located in an area with lower resilience to the predicted impacts of climate change?	• Help protect against the increased extremes of weather anticipated from the climate emergency? • Promote opportunities for adaptation to unavoidable impacts of the climate emergency?
SA 3	Manage Huntingdonshire's water resources in a sustainable manner and reduce the risk from all potential sources of flooding to people, properties and the environment.	• Maintain and where possible improve the quality and availability of water resources? • Minimise the risk of flooding from all sources?	• Be served by existing waste water infrastructure or will it require infrastructure upgrades to facilitate growth? • Use land in flood zone 1 (unless the proposed use is water compatible)	• Reduce or help prevent water resource pollution from all sources? • Promote efficient use of water resources? • Reduce the risk of flooding from all sources?

	SA Objective	Decision aiding questions for use in appraising options for		
		The Strategy and alternatives (inc. new settlement and strategic expansion location proposals)	Sites	Development Management policies
		Will the approach/ option help to:	Will allocation of the site:	Will the option/ proposed policy:
			taking into account the impact from surface water flood risk?	
	Environmental			
SA 4	Make efficient use of land by maximising development on previously developed land where this is not of high biodiversity value and minimising that on the best and most versatile agricultural land.	• Enable the use of land that has previously been developed in preference to greenfield land? • Promote development in locations that are grade 3 agricultural land or lower (including urban and non-agricultural land) in preference to higher grades?	• Prioritise development of previously developed land? • Prioritise development on land of agricultural land grade 3 or lower (including urban and non-agricultural land)?	• Promote the use of previously developed land in preference to greenfield land? • Promote the use of land of agricultural land grade 3 or lower (including urban and non-agricultural land) in preference to grade 1 or 2 agricultural land?
SA 5	Improve the quantity and quality of publicly accessible natural green space and enhance the strategic green and blue infrastructure network and links to it.	• Focus development in areas which are either well served by publicly accessible open and natural green space or have the capacity to provide additional such space? • Ensure current strategic blue and green infrastructure networks are not compromised and future extensions or improvements are not prejudiced?	• Promote new development with opportunities to participate in leisure and recreation using publicly accessible natural green space? • Could development contribute towards enhancing or increasing the strategic green or blue infrastructure network or linkages to it?	• Support the provision, retention or enhancement of publicly accessible areas of open and natural green space? • Support the provision or enhancement of the strategic green or blue infrastructure network? • Encourage greater participation in healthy lifestyles through nature based or outdoor leisure activities? • Promote access to natural greenspace?
SA 6	Promote conservation, enhancement, recovery and connectivity of sites of biodiversity or geodiversity significance.	• Protect sites of designated biodiversity or geodiversity significance? • Promote opportunities for the recovery and enhanced connectivity of sites of biodiversity or geodiversity significance?	• Impact on a designated site of biodiversity or geodiversity significance? • Ensure current strategic ecological networks are not compromised, and future improvements in strategic	• Support the protection, recovery or enhancement of sites of designated biodiversity or geodiversity significance? • Promote opportunities for enhanced connectivity of sites of biodiversity or geodiversity significance?

Appendix 1 - SA Framework

	SA Objective	Decision aiding questions for use in appraising options for		
		The Strategy and alternatives (inc. new settlement and strategic expansion location proposals)	Sites	Development Management policies
		Will the approach/ option help to:	Will allocation of the site:	Will the option/ proposed policy:
			habitat connectivity are not prejudiced?	
SA 7	Conserve and enhance the special qualities and integrity of our landscape and townscape character and the local distinctiveness of settlements.	• Promote opportunities to protect and enhance valued landscape and townscape characteristics? • Reinforce local distinctiveness and a sense of place?	• Make efficient use of land whilst also protecting the form and character of the local area?	• Protect or enhance landscape and/ or townscape character? • Promote local distinctiveness?
SA 8	Contribute to the minimisation and reduction of all forms of pollution.	• Promote actions to reduce contributions to air pollution? • Facilitate the minimisation of light, noise and odour pollution, in particular on the rural environment	• Be unlikely to cause or suffer from widespread light, noise, odour or visual pollution?	• Support proposals that contribute to the reduction of air pollution? • Support proposals that minimise or contribute to the reduction of light, noise, odour and visual pollution?
	Socio-economic			
SA 9	All people have access to high quality affordable homes that meet their needs across their lifetime.	• Facilitate the delivery of the district's housing needs in sustainable locations that meet the community's needs?	• Contribute to meeting a wide range of the types, sizes and tenures of housing needed across the district? • Meet the needs of specific housing groups such as gypsies and travellers or older people? • Contribute to diversification of the housing supply by being no more than 1 ha in size?	• Support provision of market and affordable homes to meet identified needs and support the district's economic growth aspirations? • Support construction of accessible, adaptable homes with potential to meet the lifetime needs of occupiers? • Support provision of accommodation to meet specific needs?

Appendix 1 - SA Framework

	SA Objective	Decision aiding questions for use in appraising options for		
		The Strategy and alternatives (inc. new settlement and strategic expansion location proposals)	Sites	Development Management policies
		Will the approach/ option help to:	Will allocation of the site:	Will the option/ proposed policy:
SA 10	Enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion.	• Support and enhance the more deprived areas of the district? • Maximise opportunities for access to existing or proposed social and community facilities and services?	• Minimise the distance people need to travel to access town centres and local convenience shops • Minimise the distance people need to travel to access education facilities? • Minimise the distance people need to travel to access leisure and cultural facilities?	• Contribute towards promoting community cohesion? • Reduce the potential for social exclusion and isolation particularly among disadvantaged and protected groups? • Retain or enhance accessibility to retail, education, health, leisure or cultural facilities?
SA 11	Enhance the quality, range and accessibility of economic opportunities for all communities.	• Contribute to regeneration activities? • Enhance and diversify economic opportunities with the district?	• Facilitate access to a range of employment opportunities? • Be in a location with high quality digital infrastructure?	• Contribute towards economic opportunities for local residents? • Improve digital infrastructure provision?
SA 12	Reduce the need to travel by car and promote active travel and public transport infrastructure.	• Support development in locations with good active travel and public transport links and services or provide opportunities for significant improvements?	• Benefit from access to public transport infrastructure? • Benefit from access to active travel infrastructure for practical and social activities?	• Support the provision of infrastructure for public transport? • Support the provision of infrastructure for active travel?
SA 13	Strengthen, modernise and diversify the local economy and promote opportunities for growth of indigenous companies as well as encouraging sustainable inward investment.	• Attract new investment and provide opportunities to improve the resilience of the local economy? • Contribute to a balanced portfolio of employment land in sustainable locations throughout the district? • Support retention and growth of indigenous companies? • Encourage sustainable tourism?	• Provide opportunities for the creation of new businesses beyond supporting people working from home? • Facilitate retention or expansion of existing businesses? • Support provision of tourism facilities or services appropriate to the sustainability of its location?	• Support jobs in high knowledge or skill sectors? • Facilitate retention or expansion of existing businesses? • Retain or create rural or tourism employment opportunities? • Assist in increasing the viability of the agricultural economy?

Appendix 1 - SA Framework

	SA Objective	Decision aiding questions for use in appraising options for		
		The Strategy and alternatives (inc. new settlement and strategic expansion location proposals)	Sites	Development Management policies
		Will the approach/ option help to:	Will allocation of the site:	Will the option/ proposed policy:
SA 14	Support the successful response of town, local and village retail centres to changing shopping and social trends.	• Facilitate modernisation of existing town centres to meet current and anticipated needs?	• Reinforce the role of town, local and village centres in serving their communities?	• Promote enhancement of town centres? • Support the retention or creation of local scale retail or social facilities?
SA 15	Promote high quality design and placemaking that enables attractive, safe and resilient communities.	• Strengthen a local sense of place? • Retain the character of existing settlements?	• Provide high quality development sensitive to the character of the local environment? • Promote sustainable design solutions? • Provide opportunities to incorporate crime reduction measures?	• Contribute to the construction of well designed and sustainably constructed buildings and places? • Promote innovation whilst respecting local character and context? • Facilitate enhancement of the public realm? • Minimise opportunities for crime and help reduce the fear of crime?
SA 16	Conserve, sustain and enhance designated and non-designated heritage assets and their setting(s).	• Conserve and where possible enhance sites, features and area of archaeological value throughout the district?	• Impact on any heritage assets or their settings?	• Promote the conservation or enhancement of heritage assets and their settings?

Appendix 2 - Scoring Matrix and Site SA Criteria

8.1 Each option will be assessed against the following classification of the potential effect as appropriate for each objective (see the SA Framework). The scoring matrix will be used to judge each item in the SA Framework to assess the relative performance of each option. This is refined to consider the level of significance of the impact either positively or negatively. A neutral category is included where there may no clear relationship, the outcome is uncertain or it may depend on details on delivery or implementation mechanisms unknown at the time of assessment.

8.2 The supporting commentary to each assessment will consider whether any identified impact is likely to be long or short term and permanent or temporary.

Table 11 Scoring matrix

Score	Effect of the approach
++	Contributes significantly to the achievement of the objective
+	Contributes to the achievement of the objective
N	No clear relationship to achieving the objective, the outcome is uncertain or the outcome may depend on delivery specific factors
	The objective is not relevant to the proposal
-	Detracts from achievement of the objective
--	Significantly detracts from achievement of the objective

8.3 The proposed scoring system/matrix consists of a mixture of qualitative and quantitative measures. How each objective will be assessed are shown in Table 23.

8.4 For objectives SA10 and SA11 measurements will taken from the centre point of the site frontage to calculate the distance from the site on foot by roads and public footpaths to services and facilities. For objectives SA1 and SA6 these will be calculated as the crow flies.

Appendix 2 - Scoring Matrix and Site SA Criteria

Table 12 Site decision aiding questions supporting criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
SA1	Promote provision and use of low and zero carbon technologies?	The scheme is for renewable energy generation or a large site with renewable energy provision that is proposed to meet the majority of the needs of the development.	++
		Clear renewable energy provision/ building standards to contribute to meeting the site's needs/ significantly enhanced building standards; or The site is proposed solely for biodiversity net gain opportunities.	+
		Build to building regulations at the time of development.	N
	Not contain, and be at least 200m from an air quality management area?	Beyond 200m of an AQMA	+
		Within 200m of an AQMA	-
		Within an AQMA	--
	Support the circular economy through the reuse and recycling of existing land, buildings or materials?	The site has significant existing structures with potential for recycling and reuse on site. Change of use of existing building	++
		The site has some existing structures with potential for recycling and reuse on site. Change of use or retention of existing building with some redevelopment	+
		There are no existing structures	-
SA2	Is the site located in an area with lower resilience to the predicted impacts of climate change?	The scheme is for entirely biodiversity net gain, flood mitigation, open space or renewable energy generation Or there is no fluvial flood risk with climate change	++

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		There is risk of fluvial flooding with climate change at 1 in 100 (Design Flood) which is not more than 20% of the site area	+
		Risk of fluvial flooding with climate change at 1 in 100 (Design Flood) is greater than 20% and not more than 50% of the site area	-
		Risk of fluvial flooding with climate change at 1 in 100 (Design Flood) is greater than 50% of the site area	--
SA3	Be served by existing waste water infrastructure or will it require infrastructure upgrades to facilitate growth?	More than 10% of the flow permit for the water recycling centre catchment is remaining after existing committed growth is taken into account.	+
		Development in this location may require an increase in the water recycling centre catchment flow permit and/or upgrades to the treatment process to accommodate further growth.	-
		The water recycling centre catchment has significant constraints in providing upgrades to the WRC to accommodate future growth. or The site is a new settlement and will most likely require a new water recycling centre to serve the population.	--
	Use land in flood zone 1 (unless the proposed use is water compatible) taking into account the impact from surface water flood risk?	100% of the site in flood zone 1 and none or minimal recorded risk of surface water flooding; or Proposal is for water compatible development	++
		50-99% of the site in flood zone 1 and none or minimal risk of surface water; or 100% of the site in flood zone 1 but with significant risk of surface water flooding	+
		50-99% of the site in Flood zone 1 with significant risk of surface water flooding <50% of the site flood zone 1, mainly flood zone 2 irrespective of surface water flood risk	-

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		<50% of the site flood zone 1, mainly flood zone 3 irrespective of surface water flood risk	--
SA4	Prioritise development of previously developed land?	>60% of the site is previously developed land	++
		1-59% of the site is previously developed land	+
		The site is proposed solely for biodiversity net gain opportunities	N
		The site is technically classified at greenfield but includes substantial built structures such as agricultural barns	-
		The site is wholly greenfield land with no existing structures	--
	Prioritise development on land of agricultural land grade 3 or lower (including urban and non-agricultural land)?	The site is classified as urban or non-agricultural land	++
		The site is grades 4 and/or 5	+
		The site is grade 1 but the proposed uses are for greenspace, biodiversity net gain or flood mitigation	N
		The site is predominantly grade 3	-
		The site is predominantly grade 2	--
SA5	Promote new development with opportunities to participate in leisure and recreation using publicly accessible natural green space? Could development contribute towards enhancing or increasing the strategic green or blue infrastructure network or linkages to it?	The site meets at least 3 of the following: • is within 1 km of a 10 ha area of natural green space • is within 300 m of a 2 ha natural green space • is within 200 m of a 0.5 ha area of greenspace • has direct opportunities to link to the strategic green or blue infrastructure network the site has capacity for 200 or more new homes or 1,000 sqm or more of non-residential built development with natural green space included within the site	++
		The site meets 1 of the above criteria • is within 1 km of a 10 ha area of natural green space	+

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		• is within 300 m of a 2 ha natural green space • is within 200 m of a 0.5 ha area of greenspace	
		The site meets none of the above criteria but has some capacity for linkages to the existing strategic green or blue infrastructure network	-
		The site meets none of the above criteria and has no/ very limited capacity for linkages to the existing strategic green or blue infrastructure network	--
SA6	Impact on a designated site of biodiversity or geodiversity significance?	The site meets all of the following: • is more than 2 kms from a Ramsar, Special Area of Conservation or Special Protection Area • is more than 1 km from a Site of Special Scientific Interest • is more than 200 m from a County Wildlife Site • is more than 200 m from a Local Geological Site	++
		The site meets at least 2 of the following: • is more than 2 kms from a Ramsar, Special Area of Conservation or Special Protection Area • is more than 1 km from a Site of Special Scientific Interest • is more than 200 m from a County Wildlife Site • is more than 200 m from a Local Geological Site	+
		The site meets at least 3 of the following: • contains or is within 2 kms of a Ramsar, Special Area of Conservation or Special Protection Area • contains or is within 1 km from a Site of Special Scientific Interest • contains or is within 200 m from a County Wildlife Site • contains or is within 200 m from a Local Geological Site	--
	Ensure current strategic ecological networks are not compromised, and future improvements in strategic habitat connectivity are not prejudiced?	The site is located within one of Natural Cambridgeshire's Priority Landscapes and has potential to contribute to improvements strategically in habitat connectivity.	+
		The site is located outside any of Natural Cambridgeshire's Priority Landscapes and has limited potential to contribute towards improvements strategically in habitat connectivity.	-
SA7	Make efficient use of land whilst also protecting the form and character of the local area?	The scale and/ or location of the site: • relate well to the existing settlement;	++

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		• the amount of development would contribute to protecting the form and character of the surrounding townscape and landscape; • the density is similar to or slightly higher than surrounding properties.	
		The scale and/ or location of the site: • relate well to the existing settlement; • the amount of development would contribute to protecting the form and character of the surrounding townscape and landscape; • the proposed density would not make efficient use of land.	+
		The scale and/ or location of the site: • do not relate well to the existing settlement; • the proposed density would make efficient use of land.	-
		The scale and/ or location of the site: • do not relate well to the existing settlement; • would not contribute to protecting the form and character of the surrounding townscape and landscape or could result in coalescence with another settlement(s); • the density would not make efficient use of land.	--
SA8	Be unlikely to cause or suffer from widespread light, noise, odour or visual pollution?	The proposal is distant from major sources of pollution and not of a scale likely to cause substantial pollution	+
		For residential proposals, the site is located near to the strategic transport network or near to a major employment site. For non-residential proposals, the site is close to major sources of pollution and/or is of a scale likely to cause substantial pollution	-
		The proposal could undermine the Dark Sky Discovery Sites designated at the Great Fen	--
SA9	Contribute to meeting a wide range of the types, sizes and tenures of housing needed across the district?	The site is likely to support over 100 new homes which could include a wide range of types, sizes and tenures, or	++

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
	Meet the needs of specific housing groups such as gypsies and travellers or older people? Contribute to diversification of the housing supply by being no more than 1 ha in size?	The site is suitable to meet specialist needs of identified groups, or The site is 1 ha or less and contributes to the government's aspiration to promote sites suitable for SME builders	
		The site will contribute to meeting the housing needs of the district	+
		The site is for non-residential uses	N
SA10	Minimise the distance people need to travel to access town centres and local convenience shops?	The site is within 5 kms of a town centre	++
		The site is within 800 m of a local convenience shop or 2.5 kms of a freestanding supermarket	+
		The site is proposed solely for biodiversity net gain or renewable energy opportunities	N
		The site is more than 800 m from a local convenience shop or 2.5 kms from a freestanding supermarket	-
	Minimise the distance people need to travel to education facilities?	The site meets at least 1 of the following: • is within 800 m of a town based primary school • is within 800 m of a village primary school • the site has capacity for at least 1,000 dwellings and will include a primary school	++
		The site does not meet the criteria above but is either within 1.5 kms of a town based primary school or is in a village containing a primary school	+
		The site is either for non-residential use or for residential accommodation specifically targeted at older people.	N
		The site is beyond 1.5 kms of a town based primary school; or Is in a village which does not have a primary school and is of insufficient capacity to provide a school on site.	--
	Minimise the distance people need to travel to leisure and cultural facilities?	The site meets at least 5 of the following, is within 800 m of:	++

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		• public hall/ meeting place • pub • place of worship • museum • library • cinema • sports centre • playing fields • the site has capacity for at least 1,000 dwellings and will include new leisure and/ or cultural facilities The proposal provides additional leisure and /or cultural facilities.	
		The site meets at least 3 of the following, is within 800 m of: • public hall/ meeting place • pub • place of worship • museum • library • cinema • sports centre • playing fields	+
		The site meets at least 1 of the following, is within 800 m of: • public hall/ meeting place • pub • place of worship • museum • library • cinema	N

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		• sports centre • playing fields Or The site is proposed solely for biodiversity net gain or renewable energy opportunities	
		The site is beyond 800 m of all the following: • public hall/ meeting place • pub • place of worship • museum • library • cinema • sports centre • playing fields	-
SA11	Facilitate access to a range of employment opportunities?	The site is within 1.5 kms of multiple concentrations of employment (eg town centre, industrial estate, secondary school) or the site itself will provide over 5 ha of employment land.	++
		The site meets at least 1 of the following: • is within 5 kms of multiple concentrations of employment • is within 1.5 kms of a range of employment sources Will provide over 2 ha of employment	+
		The site is proposed solely for renewable energy opportunities, biodiversity net gain or open space uses	N
		The site meets at least 2 of the following: • is more than 5 kms from multiple concentrations of employment • is more than 1.5 kms from a range of employment sources	-

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		Will not provide at least 2 ha of employment	
		The site meets all of the following: • is more than 5 kms from multiple concentrations of employment • is more than 1.5 kms from a range of employment sources Will not provide at least 2 ha of employment	--
	Be in a location with high quality digital infrastructure?	Ultrafast broadband is available in the vicinity	++
		Superfast broadband is available in the vicinity	+
		The site is proposed solely for biodiversity net gain opportunities	N
		Standard or no broadband is available in the vicinity	-
SA12	Benefit from access to public transport infrastructure?	The site is within 5 kms of a railway station and 800 m of a bus service rated B- or higher on the Place Based Carbon Calculator (approximately every 20 minutes Mon-Sat)	++
		The site is within 800 m of a bus service rated D+ or higher on the Place Based Carbon Calculator (approximately hourly Mon-Sat)	+
		The site is within 800 m of a bus service rated F+ or higher on the Place Based Carbon Calculator (approximately 3 per day Mon-Fri)	-
		The site is within 800 m of a bus service rated F or lower on the Place Based Carbon Calculator (approximately 1 per day Mon-Fri) or is beyond 800 m of any bus service	--
	Benefit from access to active travel infrastructure for practical and social activities?	A pavement adjoins the site frontage or is immediately across the road from the site; or A footpath along the site frontage will need to be created to join the site with a nearby footpath; or There is a public right of way/ segregated cycleway within the site.	++

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
		The site is within 500 m of a public right of way and/ or segregated cycleway	+
		The site is within 1 km of a public right of way and/ or segregated cycleway	-
		The site is more than 1 km of a public right of way and/ or segregated cycleway	--
SA13	Provide opportunities for the creation of new businesses beyond supporting people working from home? Facilitate retention or expansion of existing businesses? Support provision of tourism facilities or services appropriate to the sustainability of its location?	The proposal includes high job density employment use(s) such as offices, or Facilitate the expansion of an existing business(es)	++
		The proposal would support new low job density employment use(s) such as logistics or industrial uses, or Facilitate the retention of an existing business(es), or Supports the retention of existing tourism facilities or services appropriate to the location	+
		The proposal does not include employment, commercial or tourism uses	N
		The proposal would result in the loss of employment, commercial or tourism facilities and services	-
SA14	Reinforce the role of town, local and village centres in serving their communities?	The proposal supports provision of additional retail or social facilities within an existing town, local or village centre	++
		The proposal is for the retention, modernisation or expansion of an existing retail or social facility	+
		The proposal does not include retail or social uses so does not apply.	N
		The proposal would result in the loss of retail or social facilities within an existing town, local or village centre	-
SA15	Provide high quality development sensitive to the character of the local environment? Promote sustainable design solutions?	The proposal includes the redevelopment of a site that is previously developed and derelict, or Where there is a known issue, the proposal offers opportunities to address crime and /or anti-social behaviour issues.	++

Appendix 2 - Scoring Matrix and Site SA Criteria

SA Objective	Site appraisal decision aiding question Will allocation of the site:	Assessment indicators	Scoring matrix
	Provide opportunities to incorporate crime reduction measures?	The site is located such that it can be effectively masterplanned to become part of the existing place and community.	-
		The site is located such that it could not be effectively integrated with the existing community.	-
SA16	Impact on any heritage assets or their settings?	There are no designated heritage assets within the site or in the immediate vicinity of the site	++
		The proposal could enhance a heritage asset where there is currently a negative impact	+
		There are designated heritage assets that could be adversely impacted by the development	-

Appendix 3- SA performance of strategy options

9.1 To appraise the sustainability merits of each growth strategy option in detail, a separate SA has been undertaken for each and are set out in the following tables.

Strategy 1 - Strong focus on towns and cities

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA1	• Reduce greenhouse gas emissions in line with, or exceeding, nationally or locally set targets?	++	Strategic expansions to existing towns would focus development towards the more sustainable settlements in the district. This scale of development will also support new services and facilities to meet the needs of development. This option therefore provides greater opportunities to reduce the need to travel to meet day to day needs and enhance the opportunities for active travel by reducing journey lengths reducing emissions outputs. These locations are also more likely to have established sustainable travel options such as good bus routes and potentially railway provision. Focusing development towards these areas could incentivise use of public transport and support their continuation and potential expansion aiding a wider modal shift in travel behaviours which would reduce emissions outputs. This strategy can support enhancements to green infrastructure in and around the towns which can help to increase absorption and dissipation of nitrogen dioxide and other pollutants but will have limited impact on the remaining parts of the district.
	• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?	+	
SA2	• Concentrate new development in locations that maximise opportunities to adapt and be more resilient to the unavoidable impacts of the climate emergency?	-	Focusing development towards the towns and larger urban areas may not focus development in locations most resilient to the impacts of climate change in particular due to enhanced flood risk depending on the nature of the specific locations selected.
	• Support habitats in adjusting to the impacts of the climate emergency?		

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			This option could support habitats within and around towns, three of which are closely related to the Ouse Valley green infrastructure corridor, however, it would not necessarily support adjustments of habitats more widely across the district and may give rise to increased development pressure on sensitive sites.
SA3	• Maintain and where possible improve the quality and availability of water resources?	--	The cumulative impact of development and particularly of strategic expansions on water infrastructure will be greater in the towns and towards the north of the district near Peterborough and as such require upgrades to ensure sufficient capacity. This could be particularly acute in the early stages of development as infrastructure is delivered. All of our towns experience some issues with flooding so focusing development towards these areas may make them less resilient to flooding overall depending on the specific locations chosen for development.
	• Minimise the risk of flooding from all sources?	-	
SA4	• Enable the use of land that has previously been developed in preference to greenfield land?	+	This strategy may result in some opportunities for previously developed land regeneration within towns and may also reduce the need for greenfield land especially as it could facilitate more dense development. Denser development may also minimise the use of higher grade agricultural land. It is recognised that there are limited major development opportunities within our towns so it is likely that large amounts of greenfield land around them will face development pressure to deliver strategic urban extensions.
	• Promote development in locations that are grade 3 agricultural land or lower (including urban and non-agricultural land) in preference to higher grades?	+	
SA5	• Focus development in areas which are either well served by publicly accessible open and natural green space or have the capacity to provide additional such space?	+	This strategy is more likely to see development located in good proximity to accessible open and natural greenspace or be of a scale to provide new accessible open and natural greenspace to spread the cumulative impact of increased recreational pressure and use. This option can support and enhance connectivity to existing green infrastructure areas located within or nearby to towns but may not support those in other parts of the district.
	• Ensure current strategic blue and green infrastructure networks are not compromised and future extensions or improvements are not prejudiced?		

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA6	• Protect sites of designated biodiversity or geodiversity significance?	-	Focusing development to the towns may give rise to more concentrated adverse impact on sites such as Portholme Meadow, Hinchingbrooke Park and in neighbouring authority areas such as Orton Pits but through development could also enhance them and connectivity between them. Largescale strategic extensions to towns may be of a scale that could provide mitigation and opportunities for enhancements to habitat connectivity and provide greater biodiversity benefits.
	• Promote opportunities for the recovery and enhanced connectivity of sites of biodiversity or geodiversity significance?	+	
SA7	• Promote opportunities to protect and enhance valued landscape and townscape characteristics?	-	This strategy could have a cumulative adverse impact on the character of our towns. Directing growth towards these areas is likely to adversely impact their character and landscape setting as development may likely be in the form of peripheral edge of settlement development, the historic centres of these towns are likely to be largely unchanged through. Additionally, the strategy could direct new settlement proposals towards the north of the district resulting in substantial change in landscape within the Northern Wolds, Fen Margin and Nene Valley Landscape Character Areas. Some landscape impacts could be mitigated as the scale of such proposals can provide strategic scale green infrastructure.
	• Reinforce local distinctiveness and a sense of place?		
SA8	• Promote actions to reduce contributions to air pollution?	-	Focusing development within and around our existing towns could have a cumulative impact on raising pollution levels or be impacted by pollution if in close proximity to the strategic road network. The scale of potential development could however provide mitigation.
	• Facilitate the minimisation of light, noise and odour pollution, in particular on the rural environment		
SA9	• Facilitate the delivery of the district's housing needs in sustainable locations that meet the community's needs?	++	This strategy would focus most housing growth around the district's main towns which provide sustainable locations. However, there is the risk that strategic scale expansion locations would be peripherally located and so will be at a significant distance from central facilities although due to their scale some facilities would be expected to be provided within the sites. New settlement proposals can provide services within the site so that they are largely self sustaining and provide additional provision on areas where existing provision is limited.
SA10	• Support and enhance the more deprived areas of the district?	N	This strategy would support growth in the towns where most of the more deprived urban areas are located but offers limited support for growth in areas of rural deprivation.

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
	• Maximise opportunities for access to existing or proposed social and community facilities and services?	++	This strategy would focus most housing growth around the district's main towns which currently provide the best offer for social and community facilities and services. Additional services and facilities could be included within the strategic expansion locations and new settlements reducing potential social exclusion and inaccessibility to key services and facilities.
SA11	• Contribute to regeneration activities?	-	This strategy could contribute towards regeneration activities in our towns and larger villages where they exist. However, recognising that growth will likely be on the edge of existing towns and potentially new settlement proposals, the strategy is unlikely to support regeneration activities as this would primarily involve greenfield sites. This strategy allows for both large scale growth which could support enhanced and diversified economic opportunities with the benefit of proximity to concentrated labour forces and supply chain businesses. Also, focusing most growth primarily in and around the main towns and nearby other urban areas like Peterborough would provide continuity for investors and support enhancement of existing economic opportunities; scope for diversification may be limited by the more consistent nature of the land offer.
	• Enhance and diversify economic opportunities with the district?	++	
SA12	• Support development in locations with good active travel and public transport links and services or provide opportunities for significant improvements?	++	This strategy allows for maximisation of the usage of existing infrastructure and services supporting their provision and has the potential to support additional provision in locations that could also serve the wider community. New settlements nearby to existing urban areas have greater opportunities to deliver extensions to existing sustainable and active travel routes and be of a scale to sustain these. However, these could take some time to deliver.
SA13	• Attract new investment and provide opportunities to improve the resilience of the local economy?	+	Strategic expansions could support large scale investment opportunities through a greater diversity of sites being available around existing towns, this could also support smaller units for small and growing businesses to start up. This could improve the resilience of the local economy and promote growth opportunities for local companies without the need for significant
	• Contribute to a balanced portfolio of employment land in sustainable locations throughout the district?		

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
	• Support retention and growth of indigenous companies? • Encourage sustainable tourism?		relocation. This strategy may not best support the rural economy and established employment areas located outside of the towns. It could support sustainable tourism where this is located within or around the towns.
SA14	• Facilitate modernisation of existing town centres to meet current and anticipated needs?	+	Focusing most growth around the towns would provide enhanced local spending power and expanded catchment populations to support town centre uses enhancing their attractiveness for investment. Although largescale strategic extensions would be expected to provide some main town centre uses to meet the day to day needs of residents, the application of the sequential test may be required to minimise potential impact on the town centre.
SA15	• Strengthen a local sense of place? • Retain the character of existing settlements?	+	This strategy could have a cumulative adverse impact on the character of our towns particularly strategic expansions which are likely to be peripheral edge of settlement proposals. These proposals will likely have their own distinct identify which may alter the overall character of the settlement and are unlikely to significantly impact the historic centre of towns. New settlement proposals can be designed with placemaking being a fundamental factor so that its identity and sense of place is established early on in development and evolves as places become more established.
SA16	• Conserve and where possible enhance sites, features and area of archaeological value throughout the district?	N	This strategy provides opportunities for identification of additional assets of archaeological value depending on the location of sites brought forward for development.

Summary of SA

Overall strategy 1 has some clear sustainability benefits, it performs very positively against SA objectives 1, 9, 10, 11 and 12 and positively against SA objectives 4, 5, 13, 14 and 15. It performs negatively against SA objectives 2, 3, 6, 7 and 8 with a particularly negative score against SA3 regarding the availability of water resources. These are by virtue of focusing development development towards areas where there is existing infrastructure which could give rise to cumulative pressure, but also supports opportunities for strategic scale growth such as new settlements nearby to urban areas but distinct from them. The strategy focuses development towards sustainable locations can support a range of settlements and while the strategy does not preclude development within smaller villages, this is not its emphasis so there may be limitations towards supporting development and services rural areas.

Appendix 3- SA performance of strategy options

Strategy 2 - Sustainable locations served by public transport employment and infrastructure

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA1	• Reduce greenhouse gas emissions in line with, or exceeding, nationally or locally set targets?	++	Focusing development towards sustainable locations such as market towns and service centres due to their more comprehensive range of services and facilities and access to public and sustainable travel modes which helps to reduce carbon emissions. These areas are also more likely to have established public transport options such as bus routes and railways. Focusing growth along public transport corridors could incentivise take up of public transport and support their continuation and potential expansion aiding a wider modal shift in travel behaviours which would reduce emissions outputs. This strategy can support enhancements to green infrastructure in and around the towns and larger villages which can help to increase absorption and dissipation of nitrogen dioxide and other pollutants but will have limited impact on the remaining parts of the district.
	• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?	+	
SA2	• Concentrate new development in locations that maximise opportunities to adapt and be more resilient to the unavoidable impacts of the climate emergency?	+	Focusing development towards sustainable locations well served by public transport may not focus development in locations most resilient to the impacts of climate change in particular due to enhanced flood risk depending on the nature of the specific locations selected. This strategy could support habitats within and around our towns three of which include the Ouse Valley green infrastructure corridor, however, it would not necessarily support adjustments of habitats more widely across the district. There may be opportunities to support sites that are located within or adjacent to public transport corridors such as along the A1, A141 and A428/A421, equally this development could give rise to adverse impact on these sites.
	• Support habitats in adjusting to the impacts of the climate emergency?		
SA3	• Maintain and where possible improve the quality and availability of water resources?	-	The cumulative impact of development on water infrastructure may be greater in certain locations and as such require upgrades to ensure sufficient capacity. Locating development along public transport corridors may help to minimise this pressure.
	• Minimise the risk of flooding from all sources?	-	

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			All of our towns experience some issues with flooding so focusing development towards these areas may make them less resilient to flooding overall depending on the specific locations chosen for development. Locating development along public transport corridors may help to minimise this pressure.
SA4	• Enable the use of land that has previously been developed in preference to greenfield land?	+	This strategy may result in some opportunities for previously developed land regeneration within towns and some larger villages where there are opportunities. These may reduce the need for greenfield land especially as it could facilitate more dense development. This strategy may be able to facilitate more dense development, especially in and around towns and larger villages, which could minimise the use of higher grade agricultural land.
	• Promote development in locations that are grade 3 agricultural land or lower (including urban and non-agricultural land) in preference to higher grades?	+	
SA5	• Focus development in areas which are either well served by publicly accessible open and natural green space or have the capacity to provide additional such space?	+	This strategy is more likely to see development located in good proximity to accessible open and natural greenspace or be of a scale to provide new accessible open and natural greenspace. This strategy can support and enhance connectivity to existing green infrastructure areas located within or nearby to towns and larger villages but may not support those in other parts of the district.
	• Ensure current strategic blue and green infrastructure networks are not compromised and future extensions or improvements are not prejudiced?		
SA6	• Protect sites of designated biodiversity or geodiversity significance?	-	Focusing development to the towns may give rise to more concentrated adverse impact on sites such as Portholme Meadow, Hinchingbrooke Park, Paxton Pits and other protected sites. Development along public transport corridors could help to minimise this pressure but may still give rise to impact on protected sites or valuable habitat along these routes but could also provide opportunities for enhancements to habitat connectivity. Largescale development could provide mitigation and enhancements.
	• Promote opportunities for the recovery and enhanced connectivity of sites of biodiversity or geodiversity significance?	+	

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA7	• Promote opportunities to protect and enhance valued landscape and townscape characteristics?	-	Development along the public transport corridors could have an adverse impact on the landscape and townscape setting and character of the existing settlements along these routes without appropriate masterplanning. There could be particular cumulative pressure as development may likely be on the peripheral edge of settlements but wider landscape impact across the district is minimised. The impact will depend on the concentration and location of specific sites.
	• Reinforce local distinctiveness and a sense of place?		
SA8	• Promote actions to reduce contributions to air pollution?	-	Development could be adversely impacted by pollution arising from its proximity to the road network including the A1, A141 and A428/A421 and equally focusing development along these corridors may raise pollution levels.
	• Facilitate the minimisation of light, noise and odour pollution, in particular on the rural environment		
SA9	• Facilitate the delivery of the district's housing needs in sustainable locations that meet the community's needs?	++	This strategy would focus most housing growth around the more sustainable settlements of the district. However, there is the risk that strategic scale expansion locations would be peripherally located and so will be at a significant distance from central facilities although due to their scale some facilities would be expected to be provided within the sites.
SA10	• Support and enhance the more deprived areas of the district?	+	This strategy would support growth in the towns and larger villages which could help to support deprived urban areas within these settlements, growth along public transport corridors have opportunities to support a wider range of settlements. This strategy would offer limited support for growth in areas of rural deprivation. Focusing growth towards sustainable locations would focus most housing growth around the district's main towns and larger villages which currently provide the best offer for social and community facilities and services. Additional services and facilities could be included within the strategic expansion locations. This strategy provides greater opportunities to provide additional provision in settlements located along public transport routes and could maximise emerging enhancements and route improvements, for example along the A141 and East West Rail.
	• Maximise opportunities for access to existing or proposed social and community facilities and services?	++	

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA11	• Contribute to regeneration activities?	+	Focusing growth on the outskirts of our towns could support regeneration activities as but most growth is likely to primarily involve greenfield sites on the edge of settlements. Sites along the public transport corridors may have a lesser impact on town centres but could provide additional travel to these areas which could bring greater scope for investment. Access to public transport corridors could help to enhance and diversify economic opportunities by providing a wider range of employment options to people in various settlements. This strategy allows for growth which could support enhanced and diversified economic opportunities with the benefit of proximity to concentrated labour forces and supply chain businesses providing continuity for investors and support enhancement of existing economic opportunities.
	• Enhance and diversify economic opportunities with the district?	++	
SA12	• Support development in locations with good active travel and public transport links and services or provide opportunities for significant improvements?	++	This strategy strongly aligns with delivery of this objective and would both support existing provision and support additional services and infrastructure. Growth along these corridors may enhance the viability of these routes supporting expansion and greater frequency of services. This is beneficial for schemes within the A141 and East West corridor who could also help to deliver strategic transport improvements.
SA13	• Attract new investment and provide opportunities to improve the resilience of the local economy?	+	Access to public transport corridors could help to enhance and diversify investment opportunities and provide longer term resilience for the local economy and indigenous companies through proximity of sustainable means of travel to work for employees. It could improve the resilience of economic areas in larger villages and promote growth opportunities for local companies without the need for significant relocation. It may have limited impact on sustainable tourism in rural areas but could support tourism within the towns and larger villages.
	• Contribute to a balanced portfolio of employment land in sustainable locations throughout the district?		
	• Support retention and growth of indigenous companies?		
	• Encourage sustainable tourism?		
SA14	• Facilitate modernisation of existing town centres to meet current and anticipated needs?	++	Public transport corridors typically connect between larger centres and enhanced growth along them could expand the accessible catchment population. Growth along these corridors may enhance the viability of these

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			routes supporting expansion and greater frequency of services. This can provide greater investment and attraction to town centres as connectivity will be enhanced.
SA15	• Strengthen a local sense of place? • Retain the character of existing settlements?	+	Development along the public transport corridors could have an adverse impact on existing settlements but could also be of a scale that can be successfully integrated. The impact will depend on the concentration and location of specific sites. There could be a risk of cumulative pressure of development along these routes and being concentrated around certain sustainable settlements such as the market towns.
SA16	• Conserve and where possible enhance sites, features and area of archaeological value throughout the district?	N	This strategy provides opportunities for identification of additional assets of archaeological value depending on the location of sites brought forward for development.

Summary of SA

Overall strategy 2 has some clear sustainability benefits, it performs very positively against SA objectives 1, 9, 10, 11, 12 and 14 and positively against SA objectives 2, 4, 5, 13 and 15. It performs negatively against SA objectives 3, 6, 7 and 8 with no very negative scores. The benefits arise by virtue of focusing development development towards areas where there is existing infrastructure such as public transport. The appraisal notes that this could give rise to cumulative pressure on sustainable areas, it recognises that growth can facilitate further infrastructure and transport enhancements particularly along the the A141 corridor and East West rail. The strategy focuses development towards sustainable locations can support a range of settlements and while the strategy does not preclude development within smaller villages, this is not its emphasis so there may be limitations towards supporting development and services rural areas.

Strategy 3 - Dispersed growth to support existing settlements

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA1	• Reduce greenhouse gas emissions in line with, or exceeding, nationally or locally set targets?	-	This option would spread development across the district including potentially to places that are not currently well served by sustainable modes of transport. This could incentivise car usage and make carbon reduction targets more challenging to achieve.

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
	• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?	+	Distributed growth is unlikely to compromise existing green infrastructure but is unlikely to make strategic enhancements. Development likely to be of a scale where localised connections and/or enhancements could be made alongside development to increase the rates of absorption and dissipation of nitrogen dioxide and other pollutants locally.
SA2	• Concentrate new development in locations that maximise opportunities to adapt and be more resilient to the unavoidable impacts of the climate emergency?	++	Dispersed growth provides opportunities to spread development across the district to areas that may be more resilient to the impacts of climate change in particular those at lowest risk of flooding and be of a scale that would have less of increasing the risk of flooding elsewhere. This option could support habitats at a localised scale.
	• Support habitats in adjusting to the impacts of the climate emergency?		
SA3	• Maintain and where possible improve the quality and availability of water resources?	+	Dispersed growth is more likely to provide development of a propionate scale across the district putting less cumulative pressure on infrastructure. Dispersed growth provides opportunities to spread development across the district and in areas that may be less at risk from flooding.
	• Minimise the risk of flooding from all sources?	++	
SA4	• Enable the use of land that has previously been developed in preference to greenfield land?	-	Dispersed growth could utilise previously developed land across the district but this is likely to be minimal in more rural areas. Also densities in these areas are likely to be much lower which could increase the use of greenfield land. There is increased potential for agricultural land of higher quality being being used for development.
	• Promote development in locations that are grade 3 agricultural land or lower (including urban and non-agricultural land) in preference to higher grades?	--	
SA5	• Focus development in areas which are either well served by publicly accessible open and natural green space or have the capacity to provide additional such space?	-	Distributed growth may result in some developments in locations that have limited existing provision of accessible open and natural greenspace and also of a scale where such space is not provided alongside the development.
	• Ensure current strategic blue and green infrastructure networks are not compromised and future extensions or improvements are not prejudiced?		

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			Distributed growth is unlikely to compromise existing green infrastructure but is also of a scale where connections or enhancements are made to them alongside the development but this will be dependent on the location of proposals.
SA6	• Protect sites of designated biodiversity or geodiversity significance?	+	Distributed growth is unlikely to have a significant adverse impact on such sites but this would be dependent on specific site proposals. Distributed growth is unlikely to result in significant opportunities to enhance connectivity beyond at a localised scale but this would be dependent on specific site proposals.
	• Promote opportunities for the recovery and enhanced connectivity of sites of biodiversity or geodiversity significance?	N	
SA7	• Promote opportunities to protect and enhance valued landscape and townscape characteristics?	+	This option has the opportunity to spread development of a proportionate scale across the district supporting the vitality of settlements. There is some risk to local character if developments are of a scale or type that does not harmonise with their context.
	• Reinforce local distinctiveness and a sense of place?		
SA8	• Promote actions to reduce contributions to air pollution?	+	A dispersed approach is unlikely to increase pollution levels substantially but this is dependent on location, scale and use of proposals.
	• Facilitate the minimisation of light, noise and odour pollution, in particular on the rural environment		
SA9	• Facilitate the delivery of the district's housing needs in sustainable locations that meet the community's needs?	+	This option may support growth in some sustainable settlements with local service provision to meet needs with the growth potentially helping to support and maintain service levels. However, dispersal to small villages without any local services would not support sustainable development as travel would be required to meet many needs.
SA10	• Support and enhance the more deprived areas of the district?	+	This option could support growth across more deprived areas in rural areas and to a lesser extent within towns depending on specific development sites brought forward.
	• Maximise opportunities for access to existing or proposed social and community facilities and services?	N	

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			A high proportion of our villages have some form of social and community facilities and services but these are limited in most smaller villages reducing the overall range of services and facilities that could be accessed.
SA11	• Contribute to regeneration activities?	-	Although dispersed sites in villages could include some previously developed land this option is unlikely to significantly contribute towards regeneration activities but this would be dependent on specific proposals. There may be greater opportunities within market towns or larger villages. Dispersed growth may diversify economic opportunities but the scale may be limited within village environments. It could also support the retention of existing established employment areas within the countryside or within villages.
	• Enhance and diversify economic opportunities with the district?	+	
SA12	• Support development in locations with good active travel and public transport links and services or provide opportunities for significant improvements?	-	The potential locations for dispersed growth would have a variety of active travel and public transport services with some having none. Sufficient growth would need to be concentrated in particular locations to support additional provision.
SA13	• Attract new investment and provide opportunities to improve the resilience of the local economy?	+	Dispersed growth may diversify economic opportunities but the scale and economic attractiveness of less sustainably located village sites may fail to attract much new investment, however they provide opportunities for local and small businesses to start up or expand. This option could benefit retention and growth of indigenous companies by facilitating growth in or near their current sites and support opportunities for sustainable tourism.
	• Contribute to a balanced portfolio of employment land in sustainable locations throughout the district?		
	• Support retention and growth of indigenous companies?		
	• Encourage sustainable tourism?		
SA14	• Facilitate modernisation of existing town centres to meet current and anticipated needs?	-	This option would contribute little to achieving this objective although there would be some enhanced local spending power and expanded catchment populations around all our towns they may not be sufficiently concentrated to facilitate significant modernisation.

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA15	• Strengthen a local sense of place?	++	This option has the opportunity to spread development of a proportionate scale across the district supporting the vitality of settlements.
	• Retain the character of existing settlements?		
SA16	• Conserve and where possible enhance sites, features and area of archaeological value throughout the district?	N	This option provides opportunities for identification of additional assets of archaeological value depending on the location of sites brought forward for development. Dispersed growth within or on the edge of existing settlements may have an impact on heritage assets but this would be dependent on the location and scale of development proposals.

Summary of SA

Overall strategy 3 has some clear sustainability benefits, it performs very positively against SA objectives 2, 3 and 15 and positively against SA objectives 6, 7, 8, 9, 10, 11 and 13. It performs negatively against SA objectives 12 and 14 with a particularly negative score against SA 4 regarding the potential for greater amounts of greenfield land that is potentially of higher agricultural value to be used within this strategy. It has a mixed outcome against SA objectives 1 and 6. The strategy has a somewhat positive outcome by virtue of dispersing growth across the district to a wide range of settlements, the benefits of this can be in supporting growth that is proportionate, can utilise existing infrastructure capacity and sustain local services. The challenges is that these may not be of a scale to bring substantial enhancements, for example to public transport provision and reinforce private car usage.

Strategy 4 - Freestanding strategic developments and limited dispersed growth

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA1	• Reduce greenhouse gas emissions in line with, or exceeding, nationally or locally set targets?	+	Comprehensive masterplanning of new communities would enable public transport and active travel infrastructure to be designed from an early stage. This can provide development at a scale to sustain public transport routes. They can also be comprehensively designed to internalise traffic whereby less trips need to be made outside of the settlement because services and facilities are available within it. These serve to reduce both the need to travel and enhance low carbon transport options. Dispersed growth may result in some development in locations that would rely primarily on private car usage but a lower level of need for dispersed growth would facilitate selection of more sustainable locations.
	• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?	+	

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SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			New communities are developed at a scale where new green infrastructure can be provided at scale within the development and as such increase the absorption and dissipation of nitrogen dioxide and other pollutants. Dispersed growth would have more limited opportunities to achieve this.
SA2	• Concentrate new development in locations that maximise opportunities to adapt and be more resilient to the unavoidable impacts of the climate emergency?	++	It will depend on which new community(ies) is pursued but in principle sites of this scale are more capable of providing infrastructure and mitigation to build in resilience against the impacts of climate change. Dispersed growth can also compliment this and spread smaller scale developments across the district in resilient areas. This could support habitats at a strategic level through establishment of new habitats within new communities and their linkages to existing habitat networks along with supporting habitats at a localised level associated with dispersed growth.
	• Support habitats in adjusting to the impacts of the climate emergency?		
SA3	• Maintain and where possible improve the quality and availability of water resources?	--	A new community will likely require substantial upgrades and/or new infrastructure to meet water demands of the development. Dispersed growth is more likely to utilise existing capacity. It will depend on which new community(ies) is pursued but in principle sites of this scale are more capable of providing flood mitigation if there are elements of the site at risk. Dispersed growth can complement this and spread smaller scale developments across the district in at low flood risk areas.
	• Minimise the risk of flooding from all sources?	++	
SA4	• Enable the use of land that has previously been developed in preference to greenfield land?	-	A new community(ies) will require a large amount of land, much is likely to be greenfield land. Various densities can be achieved in these sites which would reduce the pressure on using greenfield and in other locations less. Dispersed growth could utilise previously developed land across the district but this is likely to be minimal in more rural areas.
	• Promote development in locations that are grade 3 agricultural land or lower (including urban and non-agricultural land) in preference to higher grades?	+	

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			Depending on the location of the new community(ies) a mixture of previously developed and agricultural land may be available (for example former airfields) with the opportunity to select sites in areas of grade 3. A range of densities could be incorporated to reduce the overall land take.
SA5	• Focus development in areas which are either well served by publicly accessible open and natural green space or have the capacity to provide additional such space?	+	New communities can be masterplanned to include accessible and natural greenspace within them. Dispersed growth may be located in settlements with access to such areas but there may be some where it is not readily accessible. New communities can be masterplanned to include new green infrastructure and also be of a scale to link to existing strategic priority areas. This is dependent on the location of the new community and what opportunities exist for enhancements and connections. Dispersed growth is unlikely to significantly impact on strategic green infrastructure.
	• Ensure current strategic blue and green infrastructure networks are not compromised and future extensions or improvements are not prejudiced?		
SA6	• Protect sites of designated biodiversity or geodiversity significance?	+	New community proposals could have a greater impact on nature sites if they are in close proximity to them, they are also of a scale that could provide greater mitigation. Their location in proximity to other settlements is also a factor when considering the cumulative impact on protected sites. Distributed growth is unlikely to result in significant opportunities to enhance connectivity beyond at a localised scale. New community proposals could provide new nature sites within them which could connect to designated sites or habitats of value such as ancient woodland. Distributed growth is unlikely to result in significant opportunities to enhance connectivity beyond at a localised scale.
	• Promote opportunities for the recovery and enhanced connectivity of sites of biodiversity or geodiversity significance?	+	
SA7	• Promote opportunities to protect and enhance valued landscape and townscape characteristics?	+	New communities can be masterplanned and designed such that a distinct identity and sense of place can be formed and shaped, this could utilise local landscape characteristics, historic features of the site or nearby settlements as inspiration. This can take many years to develop and requires a mix of
	• Reinforce local distinctiveness and a sense of place?		

Appendix 3- SA performance of strategy options

SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			uses providing employment, retail, open space and community uses as well. Dispersed growth can also be of a scale proportionate to settlements that can harmonise with their context.
SA8	• Promote actions to reduce contributions to air pollution?	+	A new community is of a scale that could result in increased levels of pollutants but is also of a scale that can mitigate any sources of pollution. Dispersed growth is unlikely to be of a scale to substantial increase levels of pollution but this is dependent on location, scale and use of proposals.
	• Facilitate the minimisation of light, noise and odour pollution, in particular on the rural environment		
SA9	• Facilitate the delivery of the district's housing needs in sustainable locations that meet the community's needs?	++	This option offers the opportunity to provide new communities with integral services and facilities to meet the needs of residents alongside some housing growth in more sustainably located villages which can benefit from and support existing services. New communities will provide a wide range of housing types, sizes and tenures.
SA10	• Support and enhance the more deprived areas of the district?	+	New communities are unlikely to support or enhance more deprived areas although they could contribute to assisting in reducing rural deprivation as could the dispersed growth element. New communities would be expected to provide social and community facilities and services within them but the range of provision is likely to be limited compared to long established larger villages and towns. Provision for the dispersed element of growth would depend on specific settlements where growth was focused.
	• Maximise opportunities for access to existing or proposed social and community facilities and services?	+	
SA11	• Contribute to regeneration activities?	N	The impact of this option will depend on the nature of the new community sites selected and whether they comprise previously developed land in need of regeneration. New communities would be designed to include substantial areas for economic development to provide balanced communities and reduce the need to travel to work. Such locations would enhance and diversify economic opportunities. Combined with some dispersed growth this option would
	• Enhance and diversify economic opportunities with the district?	++	

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SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
			provide a wide choice of economic development site types. Dispersed economic growth can help to support economic opportunities in more rural areas and also support existing established employment areas.
SA12	• Support development in locations with good active travel and public transport links and services or provide opportunities for significant improvements?	+	New communities would be expected to fully integrate active travel and public transport infrastructure within their designs. However, public transport services would need sufficient connectivity to major centres to be viable in the long term. Dispersed growth elements would be able to make a variable contribution to this objective and sites are unlikely on their own to substantially enhance active and public travel options.
SA13	• Attract new investment and provide opportunities to improve the resilience of the local economy?	++	New communities would be designed to include substantial areas for economic development which would provide substantial opportunities for new investment and contribute to the portfolio of available sites. Strategic scale freestanding new commercial sites could provide opportunities to meet different economic demands for example in logistics and distribution centres or enable new strategic business clusters supporting regional and national sectoral needs and provide skilled jobs in high knowledge sectors. The contribution of the dispersed element of the option could partially assist with supporting the retention and growth of indigenous companies and support sustainable tourism opportunities.
	• Contribute to a balanced portfolio of employment land in sustainable locations throughout the district?		
	• Support retention and growth of indigenous companies?		
	• Encourage sustainable tourism?		
SA14	• Facilitate modernisation of existing town centres to meet current and anticipated needs?	-	New communities would be expected to include sufficient town centre uses to meet the day to day needs of residents to promote sustainable forms of development which would reduce their impact on providing support for modernisation of town centres as would the dispersal of other growth. The location of growth would impact on whether potential residents were more likely to be attracted to our existing towns or to centres in the surrounding area.

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SA Objective	Decision aiding questions: Will approach/ option help to....	Score	Commentary
SA15	• Strengthen a local sense of place? • Retain the character of existing settlements?	+	New communities can be masterplanned and designed such that a distinct identity and sense of place can be formed and shaped, however this can take many years to fully develop. Dispersed growth can also be of a scale proportionate to settlements that can harmonise with their context.
SA16	• Conserve and where possible enhance sites, features and area of archaeological value throughout the district?	N	This option provides opportunities for identification of additional assets of archaeological value depending on the location of sites brought forward for development. Dispersed growth within or on the edge of existing settlements may have an impact on heritage assets but this would be dependent on the location and scale of development proposals.

Summary of SA

Overall strategy 4 has some clear sustainability benefits, it performs very positively against SA objectives 2, 9, 10, 11 and 13 and positively against SA objectives 1, 5, 6, 7, 8, 12 and 15. It performs negatively against SA objectives 14 with a mixed score against SA 4 regarding the potential for greater amounts of greenfield land that is potentially of higher agricultural value to be used within this strategy and SA objective 3 regarding pressure on water resources and need for new infrastructure arising from new settlement proposals. The strategy focuses development towards new settlements, these have the potential in time to deliver new infrastructure and largely be self sustaining communities reducing the need to travel and be of a scale that could facilitate connection to public transport. The strategy also supports some dispersed growth the benefits of this can be in supporting growth that is proportionate, can utilise existing infrastructure capacity and sustain local services.

Appendix 4 - Assessment of Strategic Sites

10.1 The Local Plan's Growth Strategy includes the allocation of some strategic scale sites. Strategic sites were classified as those capable of providing 2,500 homes and/or over 120,000 sqm of commercial floorspace or more. Due to their nature they are not comparable to smaller scale sites. As such, these were assessed using the strategy SA decision aiding questions.

10.2 16 sites were identified as strategic scale sites and were assessed through the council's Land Availability Assessments and Sustainability Appraisals.

10.3 Not all of these strategic sites can be considered as reasonable alternatives. To be considered a reasonable alternative, a site needed to demonstrate a realistic prospect of meeting development requirements, of being delivered within the plan period and not have significant constraints to overcome or objections from statutory consultees.

10.4 The following tables identifies which sites were not considered to reasonable alternatives and a summary of the reasons why.

Table 13 Strategic Sites that are not reasonable alternatives

Call for Site Ref	LAA reference	Site Name	Use	Area (ha)	Council's Assessment
CfS: 227	Southoe and Midloe 2	Southoe Garden Village, Southoe	Mixed Use	300	Site discounted as the combination of outcomes of the Council's Land Availability Assessment and Sustainability Appraisal indicate that the site is inappropriate for development due to its likely significant impacts on the character of the landscape and on Southoe as well as designated nature conservation sites. The achievability of the development is unclear because of significant infrastructure requirements including new access(s) onto the A1, the presence of pipelines and overhead powerlines.
CfS: 363	Buckden 6	Land West of A1 from Buckden to Brampton	Mixed Use	527	Site discounted as the combination of outcomes of the Council's Land Availability Assessment and Sustainability Appraisal indicate that the site is inappropriate for development as the combination of outcomes of the LAA and SA indicate that the site is inappropriate for development due to the very significant landscape impact of the development and the scale of development fundamentally impacting the character of the landscape and setting of various settlements. Access and a new junction onto the A1(M) will require considerable engagement with Cambridgeshire County Council.
CfS: 376	Godmanchester 6	Land to the South of Godmanchester including land at Corpus Christi Farm and Lower Debden Farm, Godmanchester	Mixed Use	406	Site discounted as the combination of outcomes of the Council's Land Availability Assessment and Sustainability Appraisal indicate that the site is inappropriate for development due to its likely significant impacts on the character of the landscape and on Godmanchester and challenges in terms of integration as well as the impact of traffic particularly those heading east.

Appendix 4 - Assessment of Strategic Sites

Call for Site Ref	LAA reference	Site Name	Use	Area (ha)	Council's Assessment
CfS: 348	Sibson-cum-Stibbington 1	Sibson Garden Community	Mixed Use	263	As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. The Highways Agency also raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that Elton Road is not suitable for connection or intensification without significant improvement. They noted that it is unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. They continued that, this road also joins with the A1 at its northern extent; the existing junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway. As there are limited sustainable connections to Peterborough, given the remote location of this site and existing infrastructure crossing the A1, it is unclear how this would be achieved. The Whole Plan Viability Assessment also demonstrates the site to be the most unviable of all sites put forward.
CfS: 43	Alconbury Weston 6	Safefield Farm, North West of Alconbury Airfield	Mixed Use	267	Significant objections were raised by Natural England who state that they " object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities." National highways raised issues noting that "Development requires realignment of the A1 between Wansford Station overbridge and Elton Road (Water Newton)." which has the potential to impact viability and achievability. The site is therefore now considered inappropriate for development.
CfS: 126	Yaxley 2	Land South West of Yaxley and East of A1(M) near Norman Cross	131.18		This site was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered to be appropriate for development due to the likely significant adverse impacts on the fenland landscape and the setting of the Great Fen. It will also fundamentally and detrimentally impact the character and setting of Yaxley. While the site promoter submitted submitted additional evidence at various stages of Local Plan consultations, the very significant concerns regarding landscape, ecology and settlement character remain.

Appendix 4 - Assessment of Strategic Sites

Call for Site Ref	LAA reference	Site Name	Use	Area (ha)	Council's Assessment
CfS: 209	Chesterton 1	Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon	Commercial	90	As Part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. The Highways Authority raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough. National Highways also raised significant concerns noting that J17 A1(M) is a potential crash cluster, therefore safety improvements may be required.
CfS: 44 and CfS: 140	Brampton 16	Land at Low Harthay and Woodhatch Farms	Commercial	Between 61 and 71	This site was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is detached from a settlement and located within the countryside and the impact on the landscape could be most significant to the south and west. The commercial uses could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with Cambridgeshire County Council whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. There are two options, one to develop the site leaving the water recycling centre where it is or relocate the water recycling centre to elsewhere in the site. The probability and possibility of these options have not been addressed by the site promoter.

10.5 The remaining strategic sites that could be considered as reasonable alternatives are set out below. Those highlighted in green were draft allocations in the Preferred Options Plan.

10.6 A sequential approach based on flood risk was taken to identify which of these remaining sites could be progressed in the Preferred Options Local Plan Growth Strategy. Those that were progressed into the Regulation 18 Plan are highlighted. A more detailed breakdown of the sites and flood risk can be found in Appendix C of the Level 1 SFRA or through the relative site-specific Level 2 SFRAs where applicable.

Appendix 4 - Assessment of Strategic Sites

Table 14 Strategic Sites that are reasonable alternatives

Call for Site Ref	LAA reference	Site Name	Use	Area (ha)	Strategic Recommendation from SFRA
CfS: 221	The Stukeleys 5	Land North of A141, between Huntingdon Racecourse and A1307	Commercial	1085	Development granted under 25/01922/OUT Local Plan Reference in Pre Submission Local Plan is North Huntingdon 2
CfS: 247	Hemingford Abbots 3	The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	Mixed Use	243	These are the most sequentially preferable sites and so were selected as residential-led strategic mixed-use allocations. Local Plan Reference in Pre Submission Local Plan is Hemingford Abbots 1 and North Huntingdon 3
CfS: 256	Wyton on the Hill 3	Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	Mixed Use	331	
CfS: 95	Wyton on the Hill 1	Wyton Airfield	Mixed Use	260	Of these remaining sites, CfS:95 Wyton Airfield was selected as an allocation. The justification for this is two-fold. Wyton Airfield is the largest brownfield site that was submitted to the Council for consideration. The allocation of this site is supported in national policy. Wyton Airfield also supports the ambitions of the Council to create a defence and innovation cluster by providing additional employment and homes to facilitate sustainable economic growth, thus aligning with corporate priorities and the development of Project Fairfax. This is also supported by the Ministry of Defence through a 'Statement of Intent'. 1% of Wyton Airfield is within flood zone 3b and surface water risk to the site is predominantly very low. Approximately 4% of the site is at high surface water risk. A further 2% is at medium risk and a further 5% is at low surface water risk. The entirety of the site is classified as no risk of groundwater emergence. Infiltration SuDS should be suitable at this site based on groundwater.
CfS: 197	Abbots Ripton 6	Sapley Park Garden Village	Mixed Use	580	
CfS: 232	Alconbury 8	Land at Weybridge Farm (Brampton Cross)	Commercial	395	
CfS: 36	The Stukeleys 2	Nook Farm, Little Stukeley	Mixed Use	376	
CfS: 47	Wyton on the Hill 2	Hungary Hall, West of A141, Wyton-on-the Hill	Mixed Use	384	

Appendix 4 - Assessment of Strategic Sites

Call for Site Ref	LAA reference	Site Name	Use	Area (ha)	Strategic Recommendation from SFRA
					Wyton Airfield can provide development of a proportionate scale that could be integrated with the existing Wyton on the Hill which has limited services and facilities. The site will provide multiple on-site services, facilities and infrastructure, including employment, green infrastructure, a local centre, education and community and sports facilities to support existing nearby communities (Wyton on the Hill) and future residents of the site.

10.7 The strategic sites in the Pre-Submission Plan are unchanged and therefore retains the spatial strategy established at Regulation 18.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:242	Land off Huntingdon Road, Brampton	5.97	Brampton 12	Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA. This site has been put forward for mixed use development comprising open space and car parking facilities for Hinchingbrooke Country Park. Although the site is at high risk of flooding open space is considered water compatible development. Car parking is considered a less vulnerable use compatible with flood zones 2 and 3a. There are no other sequentially preferable sites put forward for open space and car parking in association with the Country Park to enhance the recreational offer to the wider area. Progress to Level 2 SFRA.	Allocated - Brampton 2 and includes criteria requiring the location of the car park in flood zone 1 and appropriate drainage and assessment of groundwater.
CfS:44	Land at Low Harthay and Woodhatch Farms, Brampton	71.06	Brampton 16	Central Huntingdonshire	It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is detached from a settlement and located within the countryside and the impact on the landscape could be most significant to the south and west. The commercial uses could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with Cambridgeshire County Council whether developing the site could adversely impact the existing water recycling centre	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and if commercial uses can be successfully integrated with it. There are two options, one to develop the site leaving the water recycling centre where it is or relocate the water recycling centre to elsewhere in the site. The probability and possibility of these options have not been addressed by the site promoter. Therefore the site will not progress to Level 2 SFRA as achievability is uncertain.	
CfS:140	Land at Low Harthay and Woodhatch Farms, Brampton	61.51	Brampton 16	Central Huntingdonshire	It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is detached from a settlement and located within the countryside and the impact on the landscape could be most significant to the south and west. The commercial uses could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with Cambridgeshire County Council whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. There are two options, one to develop the site leaving the water recycling centre where it is or relocate the water recycling centre to elsewhere in the site. The probability and possibility of these options have not been addressed by the site promoter. Therefore the site will not progress to Level 2 SFRA as achievability is uncertain.	Not allocated
CfS:320	Land to the North of Thrapston Road (opposite The Hurdles), Brampton	5.7	Brampton 3	Central Huntingdonshire	Over a third of the site is at risk of fluvial flood risk (zones 2, 3a and 3b), surface water and groundwater emergence. More sequentially preferable sites are available. Site not progressed to Level 2 SFRA.	Not allocated
CfS:341	Wallis Land, Thrapston Road, Brampton	0.7	Brampton 4	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2, 3 & 4. The findings from the Sustainability	Allocated - Brampton 1 and includes criteria on how to address groundwater and residual flood risk.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	
CfS:275	Former RGE Engineering Site and HDC Car Park, The Avenue, Godmanchester	2.46	Godmanchester 1	Central Huntingdonshire	The site was tested by the council as part of Growth strategy 1 and 2, it is previously developed land. The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. It presents the opportunity redevelop previously developed land and contribute towards the Governments need to make use of previously-developed or brownfield land whilst decreasing flood risk through redevelopment. Progress to Level 2 SFRA.	Allocated - Godmanchester 1. The site was assessed in the Level 2 SFRA is 65% flood zone one. It noted that the area of functional floodplain should not be developed and should remain as open greenspace that is allowed to flood and that the area of flood zone 1 could be developed as surface water risk is nominal and safe access and escape routes appear achievable at times of flood. It presents the opportunity redevelop previously developed land and contribute towards the Governments need to make use of previously-developed or brownfield land whilst decreasing flood risk through redevelopment. As the site is at high risk of flooding criteria has been included to provide flood risk betterment to the site and surrounding area and the need for the sequential location of development within the site and demonstration of safe access and escape routes, provision of a flood risk assessment , detailed drainage strategy and natural flood management.
CfS:372	Land East of Silver Street, Godmanchester	5.12	Godmanchester 10	Central Huntingdonshire	The site was tested by the council as part of Growth strategy 1,2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second	Allocated - Godmanchester 2. The allocation includes at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook (this site) and bordering Silver Street (areas at flood risk) to sequentially located built development in flood zone 1 and green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities and in proximity to a Market Town (Huntingdon) with enhanced services and facilities. The site in isolation had previously been discounted as the combination of outcomes of the LAA and SA indicated that the site is inappropriate for development on its own as the necessary intervening land to integrate the site into Godmanchester was not in the site promoter's control and has integration challenges of its own. This site has been combined with CfS 139,371,285 and 87 to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and provide betterment. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore progress to Level 2 SFRA for further assessment.	natural green space and flood mitigation. This will provide a strategic approach to flood risk in association with Stoneyhill Brook and provide flood risk betterment to the wider area.
CfS23-24180	Land off Bluegate, Godmanchester	3.33	Godmanchester 13	Central Huntingdonshire	The site is 100% Flood Zone one and therefore a sequentially preferable site. The site was tested by the council as part of Growth strategy 1,2 and 3. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to high and/or medium risk from surface water sources. The site has very limited access which would require demolition of one of the homes to the side of the route to achieve sufficient width for a safe access. . This site has been combined with Cfs 139,371,285 and 372 to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This	Allocated - Godmanchester 2. The allocation includes at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street (areas at flood risk) to sequentially located built development in flood zone 1 and green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. This will provide a strategic approach to flood risk in association with Stoneyhill Brook and provide flood risk betterment to the wider area.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and provide betterment. Progress to Level 2 SFRA.	
CfS:87	Dexters Farm, Godmanchester	10.18	Godmanchester 3	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the council as part of Growth strategy 1,2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities and in proximity to a Market Town (Huntingdon) with enhanced services and facilities. The site in isolation had previously been discounted as the combination of outcomes of the LAA and SA indicated that the site is inappropriate for development on its own as the necessary intervening land to integrate the site into Godmanchester was not in the site promoter's control and has integration challenges of its own. This site has been combined with Cfs 87, 139, 285, 371, 372, 23-24180 to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and provide betterment. Progress to Level 2 SFRA.	Allocated - Godmanchester 2. The allocation includes at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street (areas at flood risk) to sequentially located built development in flood zone 1 and green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. This will provide a strategic approach to flood risk in association with Stoneyhill Brook and provide flood risk betterment to the wider area.
CfS:207	Emmanuel Knoll Village, Godmanchester	106	Godmanchester 4	Central Huntingdonshire	Site was progressed to level 2 SFRA as mapping indicated the site was 100% flood zone 1 with low surface water flood risk. This site was tested through growth strategies 1, 2 and 3. This site would provide a very substantial extension to Godmanchester but the scheme proposed would not make efficient use of land. The site was not selected for allocation	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					as part of the Huntingdonshire's Preferred Options Local Plan due to the significant hazard presented by a gas pipeline and its easement strip crossing the north eastern part of the site and impacting on deliverability of the potential junction to the A1307. The provision of an outer link road and roundabout onto the A1307 is further hampered by proximity to existing junctions on the road meaning significant highways infrastructure to facilitate safe access and exit from the site is required which has the potential to significantly impact the viability of the site given the number of homes that are proposed to be delivered. Although flood risk is fairly low the proposed allocation South of Godmanchester off the A1198 provides a more concentrated development with better opportunity to facilitate connectivity into Godmanchester and requires substantially less transport infrastructure provision. It will also provide substantial flood betterment to a long existing problem in relation to Stoneyhill Brook by allocating land for flood mitigation. This will not only benefit the development, but also the wider community of Godmanchester. Significant concerns have been raised by the Highways authority who note that delivery of the access/es will be subject to the proximity of accesses provided to adjacent sites, which may limit the ability to deliver an access for this site. The applicant should look to liaise with adjacent parcel holders to deliver a co-joined site utilising joint frontage. They cite that the site is not sustainable as a stand-alone parcel given a lack of public transport links or high quality walking, cycling, and wheeling access from local centres of population.	
CfS:139	Land West of London Road and South of Stokes Drive, Godmanchester	12.3	Godmanchester 5	Central Huntingdonshire	The site was tested by the council as part of Growth strategy 1,2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second	Allocated - Godmanchester 2. The allocation includes at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street (areas at flood risk) to sequentially located built development in flood zone 1 and green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities and in proximity to a Market Town (Huntingdon) with enhanced services and facilities. The site in isolation had previously been discounted as the combination of outcomes of the LAA and SA indicated that the site is inappropriate for development on its own as the necessary intervening land to integrate the site into Godmanchester was not in the site promoter's control and has integration challenges of its own. This site has been combined with Cfs 87, 139, 285, 371, 372, 23-24180 to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and provide betterment. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore progress to Level 2 SFRA for further assessment.	green space and flood mitigation. This will provide a strategic approach to flood risk in association with Stoneyhill Brook and provide flood risk betterment to the wider area.
CfS:247	The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	243	Hemingford Abbots 3	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested in Growth Strategy Option 4. However, this site offers the opportunity for creation of a substantial new community, where the developers' aspiration is to create two linked villages situated within the lower elements of the landform designed to generate a village-style living experience while in a wholly new community. This would contribute towards the rural nature of the surrounding area. Progress to Level 2 SFRA.	Allocated - Hemingford Abbots 1. The site was assessed as 100% within flood zone one and the majority of the site is at very low risk of surface water therefore it is a sequentially preferable site.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:347	Amber Centre, 36 Mayfield Road, Huntingdon	0.35	Huntingdon 1	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2, 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy and has the opportunity redevelop previously developed land and contributing towards the Governments need to make use of previously-developed or brownfield land. Progress to Level 2 SFRA.	Allocated - Huntingdon 2 - The site was assessed in the Level 2 SFRA as 100% Flood Zone one and the majority of the site is at very low risk of surface water, therefore a sequentially preferable site. The site was tested by the council as part of Growth Strategies 1,2,3 and 4.
CfS:236	Land South of Ermine Street (adjoining Huntingdon)	50.21	Huntingdon 3	Central Huntingdonshire	Site has outline permission (18/01918/OUT) and Reserved Matters are pending consideration therefore the site has not been taken forward as development is approved. Site not progressed to Level 2 SFRA as it has planning permission	The site is included within the Preferred Options Draft Local Plan within the chapter 'North Huntingdon Growth Cluster Opportunity Zones' as an existing commitment. This site was allocated in Huntingdonshire's Local Plan to 2036 as the south western part of HU1: Ermine Street Huntingdon. It gained outline planning permission (reference 18/01918/OUT) on 20th September 2024. A series of detailed Reserved Matters have been submitted since then and conditions discharged to allow development to commence.
CfS23-24288	Hinchingbrooke Hospital site, Hinchingbrooke Park Road, Huntingdon	16.2	Huntingdon 4	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2, 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment	Allocated - Huntingdon 1. The site was assessed in the Level 2 SFRA as 100% within Flood Zone one and the majority of the site is at very low/ low risk of surface water, therefore a sequentially preferable site.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy and has the opportunity to provide enhanced health facilities and local employment and training opportunities in a highly sustainable location. Progress to Level 2 SFRA.	
CfS23-24316	Land at the former WATA Site, Hartford	1.97	Huntingdon 5	Central Huntingdonshire	Medium flood risk present on the majority of the site proposed for a 'more vulnerable' use, alternative sequentially preferable sites are available. Built development is unlikely to be able to avoid medium risk flood areas. In response to the consultation on additional sites, the site promoter submitted a Flood Risk Assessment (May 2025) in support of their proposals. It states that a full Flood Risk Assessment and Sustainable Drainage Strategy including the full technical detail that would be assessed by the Environment Agency and Lead Local Flood Authority will accompany any subsequent planning application. Site not progressed to Level 2 SFRA, as more sequentially preferable sites are available to avoid locating 'more vulnerable' development in medium risk areas.	Not allocated
CfS:74	Land South of New Road, Offord Cluny	2.94	Offord Cluny and Offord D'Arcy 1	Central Huntingdonshire	In response to the Autumn 2024 consultation, the site promoter stated the site is wholly within flood zone 1. The EA flood maps show that this is the case but there is surface water flood risk. However two more locationally preferable sites were chosen in 'the Offords' CfS: 156 & 174 with have better connections to the main thoroughfare.	Not allocated
CfS:174	Land to the West of Graveley Road, Offord D'Arcy	4.05	Offord Cluny and Offord D'Arcy 2	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment	Allocated Offord D'Arcy 1. The site was tested as part of the Level 2 SFRA as 100% within Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site allocation includes criteria on how to address groundwater.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). However, the site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. It is also in proximity to Godmanchester and Huntingdon where wider services can be accessed. Progress to Level 2 SFRA.	
CfS:156	Land West of High Street and North of Dunstall Close (smaller site), Offord Cluny	2.8	Offord Cluny and Offord D'Arcy 7	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). However, the site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. It is also in proximity to Godmanchester and Huntingdon where wider services can be accessed. Progress to Level 2 SFRA.	Allocated - Offord Cluny 1. The site was tested as part of the Level 2 SFRA as 100% within Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site allocation includes criteria on how to address groundwater.
CfS:167	Land to the South of Rectory Road, Bluntisham	1.53	Bluntisham 1	Eastern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment	Site was allocated in the Preferred Options Local Plan as Bluntisham 1. Following a review of comments received from residents and stakeholders, who cite concern regarding heritage and impact on the Grade II* Bluntisham House as well as potential impact to ridge and furrow land, alongside concerns about the cumulative impact of development on

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. Progress to Level 2 SFRA.	services and infrastructure within Bluntisham, the site has been removed as a draft allocation.
CfS:248	Land West of Colne Road, Bluntisham	7.78	Bluntisham 2	Eastern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. Progress to Level 2 SFRA.	Allocated - Bluntisham 2
CfS23-24128	Land off 18 Holliday's Road, Bluntisham	2	Bluntisham 6	Eastern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Local Services Village which has some services and facilities. The NPPF	Allocated - Bluntisham 1

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					(paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. Progress to Level 2 SFRA.	
CfS:75	Land at Ramadie, Earith Road, Colne	0.85	Colne 2	Eastern Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site meets this criteria. Level 2 SFRA not required. Second most sequentially preferable site category (Strategic Recommendation B). Site progressed to Level 2 SFRA.	Allocated - Colne 1
CfS:215	Land to the North West of Holme Fen Drove, Colne	0.37	Colne 3	Eastern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. However, site 'CfS 75 '	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					also met this criteria. 'CfS 75 ' was selected as a draft residential allocation as it had no flood risk as opposed to this site (CfS215) which has very low surface water flood risk. Site not progressed to level 2 SFRA.	
CfS:316	Land West of the B1050, Earith Road, Colne	4.75	Colne 6	Eastern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at high to medium flood risk and groundwater flood risk meaning that it did not meet the criteria. Site not progressed to Level 2 SFRA.	Not allocated. This site was assessed as being at high to medium flood risk and groundwater flood risk meaning that it did not meet the criteria. 'CfS 75 ' was selected as a draft residential allocation as it had no flood risk as opposed to this site (CfS316).
CfS:22	Colne Fen Farm and Fishery, South of Chatteris Road, Somersham (Colne)	165	Colne 7	Eastern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). More sequentially preferable sites were available in Colne. 'CfS 75 ' was selected as a draft residential allocation as it had no flood risk as opposed to this site (CfS22). Site not Progressed to Level 2 SFRA.	Not allocated
CfS23-24149	Pound Ground, Colne High Street, Somersham Road, Colne	0.82	Colne 8	Eastern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred	Not allocated. This site was assessed as being at high and medium surface water flood risk and therefore did not meet the criteria. 'CfS 75 ' was

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at high and medium surface water flood risk and therefore did not meet the criteria.	selected as a draft residential allocation as it had no flood risk as opposed to this site (CfS23-24149).
CfS:345	New Farm, Meadow Lane, Earith	1.16	Earith 1	Eastern Huntingdonshire	This site was assessed as being at risk high and medium surface water and groundwater risk. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). Therefore this site has not been taken forward as a preferred site. Site not progressed to Level 2 SFRA.	Not allocated
CfS:46	Galley Hill, Fenstanton	61	Fenstanton 1	Eastern Huntingdonshire	The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The site was tested by the council as part of Growth Strategies 3 and 4. However, the site has the opportunity to provide local business and employment opportunities long the Strategic Road Network (A14). Flood risk is high, however the site has the opportunity to provide flood mitigation and flood risk betterment to the wider area of Fenstanton. Progress to Level 2 SFRA.	Allocated - Fenstanton 1. Built development is to be located on land within flood zone 1 (25ha of the site) leaving the remaining 36ha for open space to safeguard against flooding. The site is for a less vulnerable use.
CfS:216	Hemingford Grey Lake, South of Marsh Lane, Hemingford Grey	29.6	Hemingford Grey 11	Eastern Huntingdonshire	This site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, but noted that net developable area will need to be determined in collaboration with the relevant water management bodies to reflect the capacity of the water bodies	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					to transport boats and the physical layout of any moorings, including any potential navigation issues. No responses were received to confirm the compatibility and suitability of the site so the site did not progress to assessment within the growth strategy options. It is noted that the site promoters submitted a Vision document which shows space for 50 moorings. The site is at high flood risk (86% in flood zone 3b), raising concerns about safe access and escape in times of flood. Site did not progress to level 2 SFRA.	
CfS:29	Mill Lane Field, Hemingford Grey	5.45	Hemingford Grey 1	Eastern Huntingdonshire	It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is significantly constrained by fluvial flooding with 89% of the site within flood zone 3a. The site was also put forward by a third party for proposed open space uses which the Council considered would be appropriate, however as this use was not put forward by the landowner, this proposed use is considered unachievable. Site not progressed to Level 2 SFRA.	Not allocated
CfS:170	Land East of Daintree Way, Hemingford Grey	5.8	Hemingford Grey 6	Eastern Huntingdonshire	High and medium flood risk present on the majority of the site proposed for a 'water compatible', 'less vulnerable' and cemetery. These proposed uses were not put forward by the landowner but a third party, therefore the site is not considered available for these uses and therefore will not progress to a level 2 SFRA.	Not allocated
CfS:42	Land West of Potton Road, Hilton	9.24	Hilton 1	Eastern Huntingdonshire	A number of sites in Hilton were tested by the Council as part of the Growth Strategy Option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. During the Autumn 2024 consultation, the site promoter submitted additional documents and plans in support of their proposal, the site promoter proposes a different capacity to this assessment, they consider 51 dwellings can be delivered with a net developable area of 36%. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). This site was assessed as being at medium fluvial flood risk. Site not progressed to Level 2 SFRA.This site was assessed as being at medium fluvial flood risk. It therefore did not meet the criteria.	
CfS:41	Land East of The Paddocks, Hilton	5.29	Hilton 2	Eastern Huntingdonshire	A number of sites in Hilton were tested by the Council as part of the Growth Strategy Option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. During the Autumn 2024 consultation, the site promoter submitted additional documents and plans in support of their proposal, the site promoter proposes a different capacity to this assessment, they consider 51 dwellings can be delivered with a net developable area of 36%. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). This site was assessed as being at medium fluvial flood risk. Site not progressed to Level 2 SFRA	Not allocated
CfS:235	Land North of High Street, Hilton	2.1	Hilton 4	Eastern Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is therefore not considered locationally suitable for development. This site was assessed as being at medium fluvial and groundwater flood risk. It therefore did not meet the criteria. Site not progressed to Level 2 SFRA.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:185	Land North of Bluntisham Road, Needingworth	10.6	Holywell-Needingworth 1	Eastern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. It is also in proximity to St Ives and Huntingdon where wider services can be accessed. The site could be combined with Cfs 23-24309 to provide a more comprehensive development with multiple access points. Progress to Level 2 SFRA.	Allocated - Needingworth 2. The Level 2 SFRA assessed the site as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore a it is a sequentially preferable site.
CfS23-24307	Land at Conger Lane, Holywell	1	Holywell-Needingworth 10	Eastern Huntingdonshire	The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development, on further assessment there are significant concerns regarding point of access and narrowness of the road restricting access. Therefore the site is now considered inappropriate in the LAA. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-24309	Land North West of Needingworth, South of Station Road	24.4	Holywell-Needingworth 11	Eastern Huntingdonshire	The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. It is also in proximity to St Ives and Huntingdon where wider services can be accessed. The site could be combined with Cfs 185 to provide a more comprehensive development with multiple access points. The site is at some risk of medium to high flood risk. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024.	Not allocated. The site was allocated in the Preferred Options Local Plan as Needingworth 2. As a result of the Preferred Options consultation responses, especially in relation to traffic impacts, flood risk, coalescence with neighbouring settlements, landscape concerns and the size of the site the Council have concluded to remove this parcel of land from the wider allocation.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Progress to Level 2 SFRA to see if development can be sequentially located.	
CfS:240	Giffords Park, East of B1040, St Ives, (Needingworth)	122	Holywell-cum-Needingworth 7	Eastern Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy. Progress to Level 2 SFRA.	Allocated - Needingworth 1. The site was assessed in the Level 2 SFRA as 86.3 % within flood zone one with predominately very low surface water risk. A small percentage of the site is located within flood zones 2 and 3. The site is in a Market Town the most sustainable of settlements in the Settlement Hierarchy with access to extensive services and facilities. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. The site was put forward as proposed allocation Needingworth 1 with about 65.5 ha of green infrastructure, sustainable drainage and flood mitigation uses meaning that more vulnerable uses are located outside areas of flood risk.
CfS23-2486	Orchard Paddock, West of Mill Way, Needingworth	2.006	Holywell-cum-Needingworth 8	Eastern Huntingdonshire	The Growth Strategy allows for limited development in Local Services Villages Sites. The site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, however it is located to the south of Needingworth on the western side of Mill Way which is typically less developed with the potential to create isolated development in the countryside. The site chosen (CfS 185) provides better opportunity to integrate with the existing settlement, with active routes to St Ives employment areas and accessible transport links providing connections to market towns and enhanced services and facilities. Site not progressed to Level 2 SFRA.	Not allocated

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS23-24306	Five Acres Farm, South of Needingworth Road	5.71	Holywell-cum-Needingworth 9	Eastern Huntingdonshire	Medium flood risk present on the majority of the site proposed for a 'less vulnerable' use, alternative sequentially preferable sites are available. Built development is unlikely to be able to avoid medium risk flood areas. Site not progressed to Level 2 SFRA, 72% of site in flood zone 2, more sequentially preferable sites are available to avoid locating 'less vulnerable' development in medium risk areas.	Not allocated
CfS:90	Tir na Nog, Sawtry Way, Houghton	0.92	Houghton and Wyton 1	Eastern Huntingdonshire	The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:196	Land at New Manor Farm, Houghton and Wyton	3.3	Houghton and Wyton 2	Eastern Huntingdonshire	The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:183	Land off Old Houghton Road, Houghton and Wyton	3	Houghton and Wyton 4	Eastern Huntingdonshire	This site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, but noted that net developable area will need to be determined in collaboration with the relevant water management bodies to reflect the capacity of the river and the physical layout of any moorings, including any potential navigation issues. No responses were received to confirm	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					the compatibility and suitability of the site so the site did not progress to assessment with the growth strategy options. The site is at high flood risk (flood zone 3b) and distance from the river to the nearest footpath is over 100m minimum, raising concerns about safe access and escape in times of flood. Site not progressed to Level 2 SFRA.	
CfS:315	Land North of 6 Old Houghton Road, Hartford, Huntingdon (Houghton and Wyton)	3.2	Houghton and Wyton 5	Eastern Huntingdonshire	The council's Land Availability Assessment has been updated to correct the assessment which originally identified moorings on site. The site has been reassessed and is considered inappropriate for built development due to the significant flood risk, but could be suitable for flood mitigation and open space. Planning application 22/01460/OUT for 25 dwellings has, however been approved on the northern parcel of the site. Site not progressed to Level 2 SFRA as it has planning permission.	Not allocated
CfS23-24291	Ruddles Lane, Wyton	28.03	Houghton and Wyton 6	Eastern Huntingdonshire	The site was tested by the council as part of Growth strategy 3. However the site presents opportunities for renewable energy generation which can assist in contributing towards net zero. Progress to Level 2 SFRA to establish if development can be sequentially located outside areas at risk of flooding.	Allocated - Houghton and Wyton 1. The site was assessed in the Level 2 SFRA as 76.3 % within flood zone one with predominately low surface water risk. The site was tested by the council as part of Growth strategy 3. The site will require the sequential location of development within the site and provision of emergency plans and safe access and escape routes for the lifetime of development.
CfS:109	Land South of Meadow Lane St Ives	0.65	St Ives 3	Eastern Huntingdonshire	The site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, it was also noted that integration of the site is more challenging by virtue of its edge of town location and that appropriate noise mitigation will be required to mitigate the impact of the A1123 and nearby employment uses. In addition, the site promoter states that a key constraint to development is to work with the existing tenants to find alternative locations for their businesses. No update has been provided as to when the site will become available and therefore the site did not move forward to assessment as part	Not allocated

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					of the growth strategy options testing. Site not progressed to Level 2 SFRA.	
CfS:95	Wyton Airfield	253.89	Wyton on the Hill 1	Eastern Huntingdonshire	The site was tested by the council as part of Growth Strategies 2,3 and 4. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land and the Combined Authorities ambitions in the Local Growth Plan for a North Huntingdon Growth Corridor. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	Allocated - North Huntingdon 4. The site was assessed in the Level 2 SFRA as 99% within flood zone one and the majority of the site is at very low risk of surface water. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land and the Combined Authorities ambitions in the Local Growth Plan for a North Huntingdon Growth Corridor. There is nominal fluvial flood risk where development can be sequentially located away from this. The two Strategic mixed-use residential sites chosen (Wyton Airfield and Lodge Farm) align with the Cambridgeshire and Peterborough Combined Authorities Local Growth Plan, meaning there is more potential with these sites to leverage infrastructure to facilitate delivery of these sites as part of the wider combined authority ambition. Infrastructure Funding priorities are also under development such as the new A141 allowing for greater certainty of infrastructure delivery.
CfS:47	Hungary Hall, West of A141, Wyton-on-the Hill	383.36	Wyton on the Hill 2	Eastern Huntingdonshire	The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation.	Not allocated

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Site was progressed to level 2 SFRA . The site is at risk of emergence to both surface and subsurface assets and residual risk at this site comes from the potential blockage of several culverts beneath the B1090 road along the southwestern boundary. The site could also give rise to coalescence of proposed development at Lodge Farm which has better accessibility to services and facilities in Huntingdon and to Wyton Airfield which is preferrable as being previously developed land. The Highways Agency has raised significant concerns stating development of this scale would not be acceptable without significant improvements to the road and footway/cycleway infrastructure between the site and the adjacent towns of Huntingdon and Stives. The approach road network will need to be assessed in relation to the suitability to cater for increased traffic flows. They go on to note that access via the local roads to the north would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure, which is unlikely to be achievable through Broughton Village. Local infrastructure improvements including appropriate safe crossing of the A141 /B1090 would also be required and it is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale. It is not supported by the Highway Authority due to the sites unsustainable location. The site is very rural and not possible to walk or cycle to. also capacity issues in the area.	
CfS:256	Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	317.69	Wyton on the Hill 3	Eastern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site aligns with Combined Authorities ambitions in the Local Growth Plan for a North Huntingdon Growth Corridor and therefore should progress to a Level 2 SFRA.	Allocated - North Huntingdon 3. The site was assessed in the Level 2 SFRA as 100% flood zone one and the majority of the site is at very low risk of surface water therefore it is a sequentially preferable site. . The site aligns with Combined Authorities ambitions in the Local Growth Plan for a North Huntingdon Growth Corridor. There is nominal fluvial flood risk and development can be sequentially located away from this. The two Strategic mixed-use residential sites chosen (Wyton Airfield and Lodge

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
						Farm) align with the Cambridgeshire and Peterborough Combined Authorities Local Growth Plan, meaning there is more potential with these sites to leverage infrastructure to facilitate delivery of these sites as part of the wider combined authority ambition. Infrastructure Funding priorities are also under development such as the new A141 allowing for greater certainty of infrastructure delivery.
CfS:263	Land North of Houghton Road (southern portion), St Ives (Wyton on the Hill)	14.47	Wyton on the Hill 4	Eastern Huntingdonshire	Site not progressed to Level 2 SFRA. This site is part of CfS: 198, which was taken forward as a draft allocation in the Preferred Options draft Local Plan as draft mixed use allocation St Ives 1.	Not allocated
CfS:198	Land to the North of Houghton Road (larger site), St Ives	23.91	Wyton on the Hill 5	Eastern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy. Progress to Level 2 SFRA.	Allocated - St Ives 1. The site was assessed in the Level 2 SFRA as 100% within flood zone one and surface water risk is predominantly very low/low, therefore it is a sequentially preferable site.
CfS:153	Land off Causeway Road, Broughton	0.75	Broughton 1	North East Huntingdonshire	The site was not tested by the Council as part of the Growth Strategy Options due to the settlement's. Site not within preferred growth option. Site not taken forward as an allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:141	Bury Industrial Estate, Old Station Road, Bury	0.96	Bury 1	North East Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk	Allocated - Bury 1.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy making it one of the most preferable locations for residential development. Only four sites in Bury and Ramsey were considered appropriate for residential development within the LAA and the SA. Progress to Level 2 SFRA.	
CfS:188	Land off Cheveril Lane, Bury	6.42	Bury 2	North East Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1 & 2. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site was put forward for open space and is therefore water compatible development. Progress to Level 2 SFRA.	Allocated - Bury 2.
CfS:84	RAF Upwood - Phase 3, Bury	17.69	Bury 7	North East Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy making it one of the most preferable locations for residential development. Only four sites in Bury and Ramsey were considered appropriate for residential development within the LAA and the SA. Progress to Level 2 SFRA.	Allocated - Bury 3.

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:189	Land End Farm, Pidley	1.01	Pidley-cum-Fenton 2	North East Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:190	Old Football Field, Warboys Road, Pidley	1.2	Pidley-cum-Fenton 3	North East Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:217	Bittens Field, North of Warboys Road, Pidely	1.2	Pidley-cum-Fenton 4	North East Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:214	Land North of Oldhurst Road, Pidley	1.62	Pidley-cum-Fenton 5	North East Huntingdonshire	The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development. Comments from Cambridgeshire Highways flagged that the site appears to have insufficient frontage to the public highway	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					to achieve an access for anything other than a single dwelling. Therefore the site was not taken forward as part of the growth strategy options testing, alternative sites Pidley 2, 3 and 4 were. Site not progressed to Level 2 SFRA.	
CfS:53	Ramsey Forty Foot Village rural mooring, Ramsey Forty Foot	1.4	Ramsey 14	North East Huntingdonshire	The site is put forward for open space and moorings. Progress to Level 2 SFRA.	Allocated - Ramsey Forty Foot 1. The Level 2 SFRA assessed the site as 31 % flood zone one with predominantly very low surface water risk . It is allocated for is allocated for leisure moorings, open space and land to safeguard against flooding which are water compatible development. Provision of safe and suitable access and escape to and from moorings and demonstration that the site can be safe for the lifetime of the development will be required.
CfS:272	Land at Bridge Farm, Ramsey Forty Foot	1.17	Ramsey 15	North East Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2 and 3. The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	Not allocated
CfS:271	Woodlane Farm, West of Ramsey Road, Ramsey Forty Foot, Ramsey	1.34	Ramsey 17	North East Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority	Allocated - Ramsey Forty Foot 2. The site was assessed in the Level 2 SFRA as 100% Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. T

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater flood risk should be investigated meaning it did not meet the criteria for consideration. Progress to Level 2 SFRA.	
CfS23-24252	Two Acre Stables, Middle Drove, Ramsey Heights	0.32	Ramsey 19	North East Huntingdonshire	High flood risk present on all of the site proposed for a 'more vulnerable' use. Built development is unlikely to be able to avoid high risk flood areas and unlikely to achieve safe access and escape routes. Site not progressed to Level 2 SFRA.	Not allocated
CfS:268	Land North of Hollow Lane, Ramsey	1.7	Ramsey 3	North East Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy. Progress to Level 2 SFRA.	Allocated - Ramsey 2. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site allocation includes criteria on how to address groundwater.
CfS:262	Land East of Wood Lane, Ramsey	8.3	Ramsey 4	North East Huntingdonshire	The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy making it one of the most preferable locations for residential development. Only four sites in Bury and Ramsey were considered appropriate for residential development within the LAA and the SA. Surface water and ground water risk is present, however the site is 100% within flood zone 1. Progress to Level 2 SFRA.	Not allocated - Site was allocated in the Preferred Options Local Plan as Ramsey 3. Upon review of the concerns and objections raised to the loss of community land at Ramsey 3, the site has been removed as a draft allocation despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses.
CfS:92	Land at Newtown Road, Ramsey	0.3	Ramsey 5	North East Huntingdonshire	High flood risk present on the majority of the site (flood zone 3a) proposed for a 'more vulnerable' use, alternative	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					sequentially preferable sites are available. Built development is unlikely to be able to avoid high or medium risk flood areas. Site not progressed to Level 2 SFRA.	
CfS:163	Dews Bus and Coach Depot, Chatteris Road, Somersham	2.15	Somersham 1	North East Huntingdonshire	This site falls within Strategic Recommendation C, where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2 & 3. A small portion of the site is identified as being at fluvial flood risk with climate change. However, the development could be sequentially located outside areas of risk. The site is also part previously developed land which the allocation of which could contribute towards the Governments requirement to make use of previously-developed or brownfield land. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	Allocated - Somersham 2. The site was assessed in the Level 2SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore a sequentially preferable site. The New National Model shows the site to be at risk in the future due to climate change. In the absence of detailed modelling, the risk area should be left free of development. As the site is part previously developed land the site was put forward for allocation to satisfy the Governments requirement to make use of previously-developed or brownfield land as part of Huntingdonshire's Preferred Options Local Plan as Somersham 1 and includes criteria on how to address groundwater and climate change.
CfS:184	Land South of 35 Church Street (larger site), Somersham	1.65	Somersham 10	North East Huntingdonshire	During the Autumn 2024 consultation on sites, comments were received from the Parish Council and Historic England expressing concern regarding impact on heritage assets. Following this, the site is no longer viewed as being potentially suitable for development due to impacts on heritage including the designated scheduled monument. Site not progressed to Level 2 SFRA.	Not allocated
CfS:339	Land to the west of Parkhall Road, College Farm, Somersham	6.33	Somersham 11	North East Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence	Allocated - Somersham 1. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site was tested by the council as part of

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	Growth Strategies 2,3 and 4. The site allocation includes criteria on how to address groundwater.
CfS23-24248	Pitches 5 - 8 Land of Chatteris Road Somersham (Legacy Park)	0.4	Somersham 18	North East Huntingdonshire	High flood risk present on all of the site proposed for a 'more vulnerable' use. Built development is unlikely to be able to avoid high risk flood areas and unlikely to achieve safe access and escape routes. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-24246	Pitches 9 - 15 Land of Chatteris Road Somersham (Legacy Park)	0.25	Somersham 19	North East Huntingdonshire	High flood risk present on all of the site proposed for a 'more vulnerable' use. Built development is unlikely to be able to avoid high risk flood areas and unlikely to achieve safe access and escape routes. Site not progressed to Level 2 SFRA.	Not allocated
CfS:55	Somersham Town Football Club and land to the south of the Football Club, Somersham	4.4	Somersham 2	North East Huntingdonshire	In response to the Autumn 2024 consultation, the site promoter submitted a Landscape and Visual Impact Assessment (November 2024) and Flood Risk Assessment (November 2024) in support of their proposal. The SFRA mapping update has shown the site is now 82% in Flood Zone 3a it is therefore no longer considered appropriate for residential development in the LAA. Site not progressed to Level 2 SFRA.	Not allocated
CfS:107	Land North of The Pasture and South of Rectory Lane, Somersham	0.95	Somersham 3	North East Huntingdonshire	Site discounted as it has been confirmed that the site has secured planning permission planning permission on the western parcel of the site (21/02111/OUT) for 11 dwellings and associated works (all matters reserved), approved in December 2022. Site not progressed to Level 2 SFRA.	Not allocated
CfS:233	Land to South of College Farm, Somersham (smaller site)	1.7	Somersham 6	North East Huntingdonshire	The Council's Land Availability Assessment and Sustainability Appraisal indicate that the site is appropriate for development, this site was combined with CfS 57 to form a larger site for assessment - CfS 213 Land to the West of College Farm	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					(larger site), Somersham. The site is assessed under CfS 213.	
CfS:213	Land to South of College Farm (larger site), Somersham	5.62	Somersham 7	North East Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site is formed by combination of CfS 233 and CfS 57. The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	Not allocated. The site was put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan as Somersham 2. The site was assessed in the Level 2 SFRA as 100% within Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. Following a review of comments received from residents and stakeholders, who cite concern regarding infrastructure capacity, cumulative impact of all draft allocations on the village, transport impacts, landscape harm and scale of the proposal, the site has been removed as a draft allocation.
CfS:270	College Farm, West of Newlands Industrial Estate, Somersham	1.8	Somersham 8	North East Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. This site is a current allocation (SM1) in Huntingdonshire's Local Plan to 2036. The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Carry forward allocation and progress to Level 2 SFRA.	Allocated - Somersham 3. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water therefore it is a sequentially preferable site.
CfS:173	Land South of 35 Church Street	0.44	Somersham 9	North East Huntingdonshire	Site was considered potentially appropriate for development through the LAA and SA. During the Autumn 2024	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
	(smaller site), Somersham				consultation on sites, comments were received from the Parish Council and Historic England expressing concern regarding impact on heritage assets. Following this, the site is no longer viewed as being potentially suitable for development due to impacts on heritage including the designated scheduled monument.	
CfS:82	RAF Upwood - Phase 4, Upwood	14	Upwood and The Raveleys 1	North East Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2, 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy making it one of the most preferable locations for development. The recommendations from the Economic and Employment Needs Assessment included for consideration for employment related development to provide opportunities for expansion of established employment areas. This site is adjacent to and capable of being integrated with Established Employment Area Upwood Air Park. Progress to Level 2 SFRA.	Allocated - Ramsey 1. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore it isa sequentially preferable site. The site allocation includes about 9.2 ha of land for green infrastructure to include a mixture of strategic green space, accessible natural green space and flood mitigation.
CfS:287	Village Field, Raveley Road, Great Raveley	0.99	Upwood and The Raveleys 2	North East Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:314	Manor Farm Buildings, Church Road, Warboys	0.68	Warboys 10	North East Huntingdonshire	The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and access is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway. Therefore the site is currently considered unachievable. Site not progressed to Level 2 SFRA.	Not allocated
CfS:85	Land off Fenton Road, Warboys	10.57	Warboys 12	North East Huntingdonshire	Site discounted. The Land Availability Assessment and Sustainability Appraisal assessed the site in isolation concluding that the site may be potentially suitable. When looking at the wider context that the site sits within, it is considered that the site is detached from the main built area of Warboys which would pose challenges for safe pedestrian access across the A141 to local services and facilities for development of this scale. It is therefore not suitable for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:172	Land East of Church Road, Warboys	4.8	Warboys 4	North East Huntingdonshire	From an individual site perspective the site was considered that it may be appropriate for development however, in the context of the whole settlement it was not considered appropriate to consider as an allocation as the site is not well connected to Warboys and there are concerns regarding safe access and exit to the site. Site not progressed to Level 2 SFRA.	Not allocated
CfS:148	Land North of Humberdale Way, Warboys	12.3	Warboys 6	North East Huntingdonshire	Although sites 'CfS104' and 'CfS148' have now been proposed as a single site, the deliverability of this site is dependent on providing appropriate access and connection to the public highways as stated by the Cambridgeshire County Council Highways Authority. Therefore the site is currently considered unachievable. Site not progressed to Level 2 SFRA. A	Not allocated
CfS:152	Land West of Harris Lane, Wistow	1	Wistow 1	North East Huntingdonshire	This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	
CfS:106	West of Wennington Road Wennington, Abbots Ripton	1.22	Abbots Ripton 1	Northern Central Huntingdonshire	Site discounted because it is located within an hamlet and therefore it was not tested in any of the Council's Growth Strategies due to the hamlets inherent lack of sustainability. The District's hamlets are classified together with the countryside, the Preferred Options Draft Local Plan to 2046 allows for only limited and specific opportunities where development in these locations would be acceptable. Site not progressed to Level 2 SFRA.	Not allocated
CfS:259	Home Farm South, Abbots Ripton	2.83	Abbots Ripton 3	Northern Central Huntingdonshire	The site is at flood risk, but presents the opportunity for small scale residential and business/employment opportunities with a Local Services Village which has some services and facilities. This site was the only site considered appropriate for assessment in Abbots Ripton through the LAA and the SA. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	Allocated - Abbots Ripton 1

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:197	Sapley Park Garden Village	579.66	Abbots Ripton 6	Northern Central Huntingdonshire	The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The site was considered to be less viable than other sites submitted. It has highly variable accessibility to services and facilities with the southern part being good whilst the northern parts of the site have poor accessibility and significant challenges in terms of active travel and public transport at present. Until there is greater certainty over the rerouting of the A141 (which will potentially run through the site impeding access) the ease and safety of potential connections to Huntingdon are challenging. The previous Local Plan Inspector expressed significant concern over the market absorption challenges. This site is very close to the existing strategic location of Alconbury Weald and likely to compete directly in the market. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets. Site not progressed to Level 2 SFRA.	Not allocated
CfS:164	Land South of Great North Road, Alconbury	1.4	Alconbury 1	Northern Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by	Allocated - Alconbury 1.

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. Progress to Level 2 SFRA.	
CfS:359	Land to the East of Globe Lane (smaller site), Alconbury	3.5	Alconbury 2	Northern Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. Progress to Level 2 SFRA.	Allocated - Alconbury 2.
CfS:329	Brooklands Farm, land to the East of A1 junction 13, Alconbury	5.68	Alconbury 4	Northern Central Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). The site is not sustainably located close to local	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					services and facilities or other employment uses, there are other available small scale employment sites that can meet this criteria. Site not progressed to Level 2 SFRA.	
CfS:321	Land North of B1043 and East of Alconbury, Alconbury	20	Alconbury 6	Northern Central Huntingdonshire	The site was not considered appropriate by the Highways Authority and was considered unacceptable as it does not accommodate walking or cycling. They also note that it will cause junction capacity pressures on the nearby roundabouts and junctions and that it is not clear if the north western half of the site will be connected to the south eastern half via the tree belt. If not, on the basis of the boundary line there is inadequate connection to the public highway. Therefore the site was not taken forward as a site within the growth strategy options due to these issues and is now considered inappropriate for development in the LAA. Site not progressed to Level 2 SFRA.	Not allocated
CfS:367	Fifty Acres, Land adjacent to Ermine Street and A1304, Alconbury	20	Alconbury 7	Northern Central Huntingdonshire	This site is located in proximity to Alconbury Weald. This site is very close to the existing strategic location of Alconbury Weald and likely to compete directly in the market. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets. It was considered that development at Alconbury Weald would need to be completed before the commencement of any nearby residential allocation, therefore the site was not taken forward as a site within the growth strategy options. Site not progressed to Level 2 SFRA.	Not allocated
CfS:232	Land at Weybridge Farm (Brampton Cross)	378.76	Alconbury 8	Northern Central Huntingdonshire	The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations. More sequentially preferable sites have been selected for strategic employment with regards to flood risk, these are North of A141 between the Racecourse and A1307 (immediately north of Huntingdon) and West of the A1 and South of Peterborough Motorway Services. These sites have also been chosen due to their locational distribution, ensuring that logistics and distribution uses spread the transport impact. In addition, the floorspace proposed for Brampton Cross would concentrate Huntingdonshire's employment need all in one location creates less opportunity for employment across the district. This is not to say that this site may not be deliverable in the future as part of the Combined Authority's Local Growth Plan. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to substantial accessibility challenges both by non-car modes of travel and through the capacity of the highway network to accommodate the volume and nature of vehicles expected to be generated by the proposed scheme. Significant concerns have also been raised by the Highways Agency with the need for significant highway improvements in relation to the scale of development proposed. No access should be permitted via the A14 east bound, Woolley Hill and Woolley Road as the route is not suitable to cater for high volumes of traffic and HCVs. There are also concerns regarding sustainable travel connections to wider centres of population and the site would not be acceptable for a	

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					development of this scale without significant improvements. Natural England also raise concerns citing the need careful consideration and likely requirement for additional assessments including as downstream impacts on internationally designated sites. Site not progressed to Level 2 SFRA.	
CfS:13	Land North West of Buckworth Road, Alconbury Weston	3.66	Alconbury Weston 1	Northern Central Huntingdonshire	The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered appropriate for allocation. This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater emergence risk at significant rates meaning it did not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	Not allocated
CfS:298	Land East of High Gables, Buckworth Road, Alconbury Weston	2.65	Alconbury Weston 2	Northern Central Huntingdonshire	This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered appropriate for allocation. This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:137	48 Old Great North Road, Alconbury Weston	1	Alconbury Weston 3	Northern Central Huntingdonshire	The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered appropriate for allocation. This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater emergence risk at significant rates meaning it did not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	Not allocated
CfS:178	48 Old Great North Road, Alconbury Weston	1	Alconbury Weston 3	Northern Central Huntingdonshire	The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:195	Land East of Vinegar Hill, Alconbury Weston	1.6	Alconbury Weston 5	Northern Central Huntingdonshire	This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					adjustments) and therefore sites in Alconbury Weston were not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	
CfS:327	Land to the North of the Crossways Distribution Centre, Alconbury Hill	52.88	Alconbury Weston 6	Northern Central Huntingdonshire	Site discounted. This site was originally considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However significant objections have been raised by Natural England who state that they "object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities." The site is now considered inappropriate for development in the LAA. Site not progressed to Level 2 SFRA.	Not allocated
CfS:43	Safefield Farm, North West of Alconbury Airfield	267.55	Alconbury Weston 8	Northern Central Huntingdonshire	This site has not been selected as a draft allocation. It was originally considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However significant objections have been raised by Natural England who state that they " object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities." National highways raised issues noting that "Development requires realignment of the A1 between Wansford Station overbridge and Elton Road (Water Newton)." which has the potential to impact viability and achievability. The site is therefore now considered inappropriate for development. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-249	Land Northwest of Chequers Close, Alconbury Weston	0.9965	Alconbury Weston 9	Northern Central Huntingdonshire	This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth	Not allocated

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	
CfS23-24310	Land at Manor Farm, Kings Ripton	0.53	Kings Ripton 1	Northern Central Huntingdonshire	A selection of sites were tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:11	Green End Field, Sawtry	0.62	Sawtry 1	Northern Central Huntingdonshire	Site was progressed to level 2 SFRA as mapping indicated the site was 100% flood zone 1 with surface water flood risk. Site progressed to Level 2 SFRA.	Not allocated - Updated level 1 SFRA mapping and site specific level 2 SFRA indicate site is no longer suitable for development, the site is now only 31% within flood zone 1 it is unclear how development can be located in areas at lower risk. More sequentially preferable sites are available to avoid locating 'more vulnerable' development in high and medium risk areas.
CfS:161	Land to the East of St Judith's Lane and west of Toll Bar Way and Green End Road (larger site), Sawtry	34.67	Sawtry 10	Northern Central Huntingdonshire	The smaller site (CfS 155) was selected to provide an element of separation from, and to address the impact on, Judith's Lane and potential impact on Aversley Wood SSSI. Site progressed to Level 2 SFRA.	Not allocated - Site discounted as the smaller site (CfS 155) was selected to provide an element of separation from, and to address the impact on, Judith's Lane and potential impact on Aversley Wood SSSI.

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:155	Land to the West of Toll Bar Way and Green End Road (smaller site), Sawtry	18.83	Sawtry 11	Northern Central Huntingdonshire	The larger version of this site (CfS 161) was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	Allocated - Sawtry 3. The larger site (CfS 161) was assessed in the Level 2 SFRA as 91.3% within flood zone one with low surface water risk. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. The site allocation requires built development to be located within flood zone 1 and the site area reduced. The site has the opportunity to provide betterment to flood risk through the allocation of about 3ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits. The final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 3ha safeguarded land considered the minimum requirement.
CfS:338	Land to the West of Toll Bar Way and North of Whitehall Farm, Sawtry	9.04	Sawtry 12	Northern Central Huntingdonshire	Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. This site is located on the western side of the A1(M) meaning that it is not locationally preferable and could contribute	Not allocated - Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses.

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					towards increased transport impact from commercial vehicles. Site not progressed to Level 2 SFRA.	
CfS:15	Land South of Old Great North Road Industrial Estate (larger site), Sawtry	12.31	Sawtry 13	Northern Central Huntingdonshire	Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with 25% of the site being within flood zone 3b. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. In response to the Autumn 2024 consultation, the site promoter submitted an Odour Report (August 2022) in support of their site. Site not progressed to Level 2 SFRA.	Not allocated. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with 25% of the site being within flood zone 3b. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. In response to the Autumn 2024 consultation, the site promoter submitted an Odour Report (August 2022) in support of their site.
CfS:384	Land South of Old Great North Road Industrial Estate (smaller site), Sawtry	1.26	Sawtry 14	Northern Central Huntingdonshire	Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. This site was considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites. Site not progressed to Level 2 SFRA.	Not allocated. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. This site was considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites.
CfS:335	Land East of B1043 and East of Keeper's Cottage, Sawtry	25.64	Sawtry 15	Northern Central Huntingdonshire	Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive	Not allocated. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with only 76% of site being within flood zone 1 and the remainder in flood zones 2, 3a and 3b. The location of fluvial flood risk is such that the southern extent is severely restricted and the northern half of the site is divided by flood zone 3b raising questions as to whether a comprehensive development could be achieved. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. This site was also considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites. Site not progressed to Level 2 SFRA.	of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. The location of fluvial flood risk is such that the southern extent is severely restricted and the northern half of the site is divided by flood zone 3b raising questions as to whether a comprehensive development could be achieved. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. This site was also considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites.
CfS23-24188	Land off Old North Road, Sawtry	4	Sawtry 17	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 2. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The site has the opportunity to focus employment development and opportunities near to Sawtry but focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Progress to Level 2 SFRA.	Allocated - Sawtry 4 - The site was assessed in the Level 2 SFRA as 100% flood zone one and not shown to be at risk of surface water flooding, therefore sequentially preferable site. The site has the opportunity to focus employment development and opportunities near to Sawtry but focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses.

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:88	Land to the West of Glatton Road, Sawtry	12.48	Sawtry 3	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	Allocated - Sawtry 1. The site was assessed in the Level 2 SFRA assessment as 99.4 % within flood zone one with predominately low surface water risk. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. The Level 2 SFRA confirms that it should be appropriate to develop the site for more vulnerable purposes should the risk areas be left as open greenspace and allowed to flood whilst accounting for climate change. The site allocation requires built development to be located within flood zone 1. The site has the opportunity to provide betterment to flood risk through the allocation of about 2ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits, the final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 2ha safeguarded land considered the minimum requirement.
CfS:52	Land East of Glatton Road and North of Brookside Industrial Estate, Sawtry	6.5	Sawtry 4	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment	Allocated - Sawtry 2. The site is 82.4 % flood zone one with a low to medium risk of surface water risk. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. The Level 2 SFRA confirms that it should be appropriate to develop the site for more vulnerable purposes should the risk areas be left as open greenspace and allowed to flood whilst accounting for climate change. The site has the opportunity to provide betterment to flood risk through the allocation of about 1ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits, this should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 1ha safeguarded land considered the minimum requirement.
CfS:330	Glebe Farm, Sawtry	48.87	Sawtry 6	Northern Central Huntingdonshire	The site now has a conservation covenant on it which means biodiversity net gain credits can be purchased from the site as off-site credits for development. Site not progressed to Level 2 SFRA.	Not allocated
CfS:380	Land at Little Common Farm, Sawtry	14.56	Sawtry 7	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the	Allocated - Sawtry 5. The site was assessed in the Level 2 SFRA as 98.6 % within flood zone one with predominately low surface water risk. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The site has the opportunity to focus employment development and opportunities near to Sawtry but focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. The Level 2 SFRA notes that this site is not required to pass part b) of the exception test as the development proposed is less vulnerable. It must still be proven that the development can be safe for its lifetime, which is 75 years for non-residential development. It must also be made clear that this site cannot be developed until the required information from the Middle Level Catchwater Drain and Black Horse Drain are fully ascertained. The site allocation will require built development to be located within flood zone 1. The site has the opportunity to provide betterment to flood risk through the allocation of about 2.5ha of open space to safeguard against flooding and to be used as a blue green corridor which can provide multiple benefits alongside flood risk, including ecological, social and amenity benefits, the final site area should be determined through a flood risk assessment taking into account all sources of flood risk now and in the future, with 2ha safeguarded land considered the minimum requirement. The site will require modelling of Middle Level Catchwater Drain and allow for maintenance and mitigation and development must not commence until this is resolved.
CfS:385	Land North of Black Horse Industrial Estate (smaller site), Sawtry	1.35	Sawtry 9	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment	Allocated - Sawtry 6.The site was assessed in the Level 2 SFRA as 96.6 % within flood zone one with predominantly low surface water risk and therefore falls within the second most sequentially preferable site category. The site was tested by the council as

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. The site has the opportunity to focus employment development and opportunities near to Sawtry but focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. Progress to Level 2 SFRA to determine if development can be sequentially located outside of areas at flood risk.	part of Growth Strategies 2,3 and 4. The site was put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Therefore, in cases where the proportion of the site at flood risk is small, a sequential approach at the site level would be appropriate and enable development to be located in areas of low risk of flooding. The Level 2 SFRA notes that this site is not required to pass part b) of the exception test as the development proposed is less vulnerable. It must still be proven that the development can be safe for its lifetime, which is 75 years for non-residential development. It must also be made clear that this site cannot be developed until the required information from the Middle Level Catchwater Drain and Black Horse Drain are fully ascertained. The allocation requires built development to be located outside areas of flood risk and that development cannot be commenced until modelling Middle Level Catchwater Drain and Black Horse Drain to evaluate current and future fluvial and surface water flood risk is completed and mitigated. The site will require about 0.3ha open space to safeguard against flood risk along Middle Level Catchwater Drain and allow for maintenance.
CfS:86	Land at Thrapston Road, Spaldwick	2.83	Spaldwick 1	Northern Central Huntingdonshire	The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. In addition, over half the site is at fluvial flood risk, more sequentially preferable site are available. In the Autumn 2024 consultation, the site promoters commented wishing to clarify the proposed site area for development. They confirm it should be 2.04ha rather than 2.83ha and the capacity calculations should be adjusted as a result. This has resulted in a slight reduction in the commercial floorspace that could be delivered on site as set out above (down to 4,284sqm from 5,943sqm). Site not progressed to Level 2 SFRA.	
CfS:351	Rear of Manor Farmyard, Spaldwick	1.5	Spaldwick 2	Northern Central Huntingdonshire	Over three quarters of the site is at risk of fluvial flood risk, more sequentially preferable sites are available. Site not progressed to Level 2 SFRA.	Not allocated
CfS:353	Church Field, Spaldwick	3.4	Spaldwick 3	Northern Central Huntingdonshire	Concern over the impact on the character of the area (including views to the church) which would not be the case with the CfS 305. The Growth Strategy allows for limited development in Local Services Villages, therefore CfS 305 is a more preferable development within Spaldwick, being located next to a primary school and near to services and facilities. Site not Progressed to Level 2 SFRA.	Not allocated
CfS:305	Land to East of Stow Road, Spaldwick	6.1	Spaldwick 4	Northern Central Huntingdonshire	The site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Progress to Level 2 SFRA.	Allocated - Spaldwick 1. The site was assessed in the Level 2 SFRA as 100% flood zone one, with surface water flood risk to the site predominantly very low.
CfS23-24285	Land South of the A14, Spaldwick (modest employment)	1.67	Spaldwick 5	Northern Central Huntingdonshire	Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More that 99% of the site is now at risk of fluvial flooding, and the majority of the site is also at high risk from surface water flooding. More sequentially preferable sites are available. Site not progressed to Level 2 SFRA.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS23-24284	Land South of the A14, Spaldwick (modest residential)	0.98	Spaldwick 6	Northern Central Huntingdonshire	Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More that 99% of the site is now at risk of fluvial flooding, and the majority of the site is also at high risk from surface water flooding. More sequentially preferable sites are available. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-24286	Land South of the A14, Spaldwick (larger scale residential)	7.75	Spaldwick 7	Northern Central Huntingdonshire	Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More than half of the site is now at risk of fluvial flooding concentrated in the northern half with the potential to make safe access and escape problematic. More sequentially preferable sites are available. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-24322	Land to the South of High Street, Spaldwick	0.83	Spaldwick 8	Northern Central Huntingdonshire	Updated level 1 SFRA mapping and site specific level 2 SFRA indicate that site is no longer suitable for development. More sequentially preferable sites are available to avoid locating 'more vulnerable' development in high and medium risk areas. This site is 19% Flood Zone one with the remaining site within flood zones 2 and 3a and surface water risk predominantly high. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to significant flood risk. Site progressed to Level 2 SFRA.	Not allocated
CfS:77	Land North East of Ermine Street (adjoining Huntingdon)	33.96	The Stukeleys 1	Northern Central Huntingdonshire	The site is included within the Preferred Options Draft Local Plan within the chapter 'North Huntingdon Growth Cluster Opportunity Zones' as an existing commitment. An outline planning application (reference 20/00847/OUT) was submitted on 6th May 2020 which is awaiting a decision as of September 2025 once issues with Anglian Water are resolved. The site retains the principle of the site being appropriate for development in case works have not started before this Local Plan is adopted.	Site is allocated in the currently local plan to 2036 and has been included in the Local Plan to 2046 to outline its existing commitment and is identified as North Huntingdon Existing 2: Ermine Street
CfS:36	Nook Farm, Little Stukeley	375.77	The Stukeleys 2	Northern Central Huntingdonshire	Site discounted. The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					strategic growth options. This site was tested through strategic Growth Option 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The site is the least sequentially preferable strategic site when considering flood risk and the Huntingdonshire Transport Strategy ranks the site as one of the least accessible. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets. Site did not progress to level 2 SFRA.	
CfS:28	Land between 76 and 86 Owl End, Great Stukeley	0.3	The Stukeleys 3	Northern Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1, 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain	Allocated - The Stukeleys 1. The site was assessed in the Level 2 SFRA as a site at nominal risk. The site is 100% Flood Zone one and not shown to be at risk of surface water flooding, therefore a sequentially preferable site. The site allocation includes criteria on surface water.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site meets this criteria. Progress to Level 2 SFRA.	
CfS:221	Land North of A141, between Huntingdon Racecourse and A1307	103.58	The Stukeleys 5	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2, 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy and has the opportunity to provide sustainably located employment opportunities in close proximity to employment and residential areas. The site is 94.5% within flood zone 1. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Progress to Level 2 SFRA. to assess if development can be sequentially located outside areas of flood risk.	Allocated - North Huntingdon 2. The site was assessed in the Level 2 SFRA as 93 % within flood zone one with predominately very low surface water risk. The site is for less vulnerable use. The Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. The Level 2 SFRA notes that it should be appropriate to develop this site for more vulnerable purposes given its location within Flood Zone 1 and nominal surface water flood risk. The site was allocation includes criteria on the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy. The site has outline planning permission - 25/01922/OUT .
CfS:276	Huntingdon Racecourse	69	The Stukeleys 6	Northern Central Huntingdonshire	The site was tested by the council as part of Growth strategy 1 and 2, it is previously developed land. The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy with access to multiple services and facilities. It presents the opportunity redevelop previously developed land and contribute towards the Governments need to make use of previously-developed or brownfield land whilst decreasing flood risk through redevelopment. The site has the opportunity to enhance facilities, employment and job opportunities at Huntingdon Racecourse an increase the viability and vitality of an important economic and tourism location within the	Allocated - North Huntingdon 1. The site is 80 % in flood zone 3b with predominately low surface water risk. The site includes criteria for a development strategy that seeks to sequentially locate development and relocate existing uses to lower flood risk parts of the site wherever possible in order to reduce overall exposure to flood risk.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					District. It will support the continued use of the site for the racecourse, equine support facilities and Huntingdon and District Rugby Football Club. Progress to Level 2 SFRA.	
CfS:34	Land to South West of South Farm, Upton	0.39	Upton and Coppingford 1	Northern Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1, 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site meets this criteria. Progress to Level 2 SFRA.	Allocated - Upton 1. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water therefore a sequentially preferable site. The site allocation includes criteria on flood risk.
CfS23-2420	Land at Christ's College Farm, Upton	0.41	Upton and Coppingford 3	Northern Central Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). A more sequentially preferable site has been chosen in Upton 'CfS34' which has less flood risk.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:299	Land adjacent Winwick Village Hall, Thurning Road, Winwick	0.6	Winwick 1	Northern Central Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not Progressed to Level 2 SFRA.	Not allocated
CfS23-24298	Land North Of 23 To 33 Oundle Road, Alwalton (larger site)	12.9	Alwalton 2	Northern Huntingdonshire	This site has the benefit of being an extension to Peterborough providing access to substantial services and facilities. Built development on this site has the potential to be located within areas not at flood risk, with the extended site providing additional opportunities for flood mitigation associated with the River Nene and flood betterment. It is recommended that this site progresses to a Level 2 SFRA.	Site was allocated in the Preferred Options Local Plan as Alwalton 1. Following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal, the site has been removed as a draft allocation.
CfS:209	Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon	89.05	Chesterton 1	Northern Huntingdonshire	The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. The site was tested by the council as part of Growth Strategies 1 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The site was promoted variously for employment and for residential led development and tested for residential through the Strategic Transport Study. This identified that the site has poor accessibility for pedestrians in particular. As Part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					road network into Peterborough to accommodate the extra traffic likely to be generated.. The Highways Authority raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough. National Highways also raised significant concerns noting that J17 A1(M) is a potential crash cluster, therefore safety improvements may be required. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to high and/or medium risk from surface water sources and groundwater flood risk, particularly emergence to subsurface assets. Site not progressed to Level 2 SFRA.	
CfS23-2414	Chesterton Garden Village	128.32	Chesterton 2	Northern Huntingdonshire	The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The site is at risk of groundwater emergence to both surface and subsurface assets and has limited accessibility by active travel. Site was progressed to level 2 SFRA. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. Other concerns from statutory consultees are from the Highways Authority who note that significant highway improvements are required, due to scale and that it is unclear if a corridor linking the site to Oundle Road can be achieved across the	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					A1 to link the development with Peterborough. As the site is on the wrong side of the A1 it would be very reliant on vehicles and there are existing issues with bridge over A1. Historic England raised concerns about the nearby (metres away) grade I listed church. There are potential adverse impact on the extensive scheduled monument of the Roman Town of Durobrivae located just 80 metres to the north of the site boundary. They also have considerable concerns about this site as a potential site allocation. A detailed heritage impact assessment would be needed to assess this and determine whether the site is suitable and if it is to make clear recommendations for protection, enhancement of the heritage assets and appropriate mitigation for any impacts. Highways England note that the junction is a potential crash cluster area therefore might need to consider safety improvement.	
CfS23-24296	Bottom Lodge Farm / Land at A1 West (North)	115	Chesterton 3	Northern Huntingdonshire	Site discounted. The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. Site did not progress to Level 2 SFRA.	Not allocated
CfS:382	Land West of Conington Airfield	9.63	Conington 3	Northern Huntingdonshire	Site discounted as the combination of outcomes of the Council's Land Availability Assessment and Sustainability Appraisal indicate that the site is inappropriate for	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					development as it would not support sustainable place-making. In response to the Autumn 2024 consultation the site promoter confirmed that it is intended this site will offset any development coming forward on their other proposed development sites. However, due to the nature of the site 'Priority Habitat – Deciduous Woodland', biodiversity net gain enhancements may not be achievable due to the high level of biodiversity already present on site. Site not progressed to Level 2 SFRA	
CfS:58	Land between Middle Street and Highgate Green, Elton	0.5	Elton 1	Northern Huntingdonshire	CfS 58 was proposed for natural green and open space uses. As it is currently a green space it is not considered that allocation is required as its use will be protected through complementary planning policies in the local plan such as “Protecting our open spaces, outdoor sport and recreational facilities	Not allocated
CfS:59	Land between Duck Street and Wansford Road, Elton	2.78	Elton 5	Northern Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:30	Land West of Peterborough Road and North of Grazeley Gardens, Farcet	8.74	Farcet 1	Northern Huntingdonshire	The site was tested by the Council as part of growth strategy 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. In response to the Autumn 2024 consultation, the site promoter submitted a Vision document	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					in support of their site setting out proposed layout, uses and mitigations. Site not progressed to Level 2 SFRA.	
CfS:108	Land West of Peterborough Road and South of Grazeley Gardens, Farcet	8.3	Farcet 2	Northern Huntingdonshire	Site discounted as the combination of outcomes of the Council's Land Availability Assessment and Sustainability Appraisal note that it is significantly constrained by fluvial flooding with the majority of the site within flood zone 2 and 3a. The site was also put forward by a third party for proposed open space uses which the Council considered would be appropriate, however as this use was not put forward by the landowner, this proposed use is considered unachievable. The third party also proposed cemetery or parking uses the former of which is incompatible with the level of flood risk on the site and the latter was not put forward by the landowner rendering this proposed use is considered unachievable. The LAA and SA originally found that the site may be appropriate for development, but did raise concerns regarding point of access and road network capacity. Comments from Cambridgeshire Highways flagged the site as inappropriate for development due to no connection to the public highway, Haddon Way. They also noted that Haddon Way is insufficient in width meaning that improvements may not be achievable to facilitate access. They also raised concerns regarding the possibility for junction capacity issues. The site is therefore now considered inappropriate for development. Site not progressed to Level 2 SFRA.	Not allocated
CfS:149	Land East of Peterborough Road, Farcet (cross boundary site with Peterborough City Council)	47.84	Farcet 3	Northern Huntingdonshire	The site was tested by the Council as part of growth strategies 1 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. In response to the Autumn 2024 consultation, the site promoter submitted a revised planning statement which set out a reduced proposal of up to 200	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					dwellings, a local centre and access from Peterborough Road. They state the site will also solely be within Huntingdonshire District Council's authority area but no amended location plan was received. The statement also included pre-application advice that has been sought form the Local Authority, LLFA and County Highways. Site not progressed to Level 2 SFRA. The	
CfS:177	Former PH Plant Hire and 9 Cross Street, Farcet	0.63	Farcet 4	Northern Huntingdonshire	This site has not been selected as a draft allocation as planning permission (23/02383/FUL) has been secured for the demolition of existing commercial buildings and erection of 17 dwellings including public open space, approved in May 2024. Site not progressed to Level 2 SFRA.	Not allocated
CfS:132	Land off Hawthorn Road, Folksworth (smaller site)	1.87	Folksworth and Washingley 1	Northern Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:130	Land adjacent A1 at Norman Cross, Folksworth	11.47	Folksworth and Washingley 2	Northern Huntingdonshire	Site discounted. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations with the nearest settlement - Stilton' classified as a Local services Village. Site did not progress to Level 2 SFRA.	Not allocated
CfS23-245	Hawthorn/Manor Road, Folksworth (larger site)	31.69	Folksworth and Washingley 4	Northern Huntingdonshire	This site has not been selected as a draft allocation. The smaller site (Folksworth and Washingley 1: Land off Hawthorn Road, Folksworth -smaller site) was tested by the Council as part of growth strategy 3 which includes land within this site	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and therefore provides an indication of suitability in relation to the growth strategy on a locational and capacity basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	
CfS:193	Land south of Great Gidding Village Hall, Great Gidding	0.667	Great Gidding 2	Northern Huntingdonshire	Site not progressed to Level 2 SFRA, or tested through the Councils Growth Strategy Option as the site located away from main built area of Great Gidding and therefore not considered as sustainably located as other village sites put forward.	Not allocated
CfS:307	Orchard Field Allotment, Haddon Road, Haddon	0.32	Haddon 2	Northern Huntingdonshire	This site has not been selected as a draft allocation because it is located within an hamlet and therefore it was not tested in any of the Council's Growth Strategies due to the hamlets inherent lack of sustainability. The District's hamlets are classified together with the countryside, the Preferred Options Draft Local Plan to 2046 allows for only limited and specific opportunities where development in these locations would be acceptable. Site not progressed to Level 2 SFRA.	Not allocated
CfS:206	Land West of A1 (North of Peterborough Motorway Services) - Option B (smaller site), Haddon	45.97	Haddon 4	Northern Huntingdonshire	The site is 100% Flood Zone one and therefore a sequentially preferable site. The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					(with some adjustments) and therefore this site was not considered appropriate for allocation. The site was promoted variously for employment and for residential led development and tested for residential through the Strategic Transport Study. This identified that the site has poor accessibility for pedestrians in particular. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. The Highways Authority Raised significant concerns noting that the site is likely to require significant highways improvements due to scale, and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough. Site not progressed to Level 2 SFRA.	
CfS:212	Land at A1 West (South) - South of Peterborough Motorway Services, Haddon	48.24	Haddon 5	Northern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested in Growth Strategy Option 1. The Economic and Employment Needs Assessment recommends the allocation of at least 1 strategic employment site for strategic scale logistics in a few optimal nodes. This site is appropriately located on the A1(M) providing quick access to the Strategic Road Network. Progress to Level 2 SFRA	Allocated - Peterborough Services 1. The Level 2 SFRA assessed the site as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site.
CfS:157	Land at Church Street/Short Drove, Holme	1.1	Holme 2	Northern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83).	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					This site was assessed as being 100% flood zone 1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. However, site 'CfS 75 ' also met this criteria. 'CfS 75 ' was selected in Colne as a draft residential allocation as it had no flood risk as opposed to this site (CfS215) which has very low surface water flood risk.	
CfS23-243	Land to North of Station Road, Holme	290073	Holme 5	Northern Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 1,2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was at the lowest flood risk of all sites in Holme that could potentially meet this criteria for consideration and therefore it is recommended that this site progresses to a Level 2 SFRA.	Allocated - Holme 1. The site was assessed in the Level 2 SFRA as 100% Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site allocation includes criteria on flood risk.
CfS:348	Sibson Garden Community	260.9	Sibson-cum-Stibbington 1	Northern Huntingdonshire	The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and progressed to level 2 SFRA The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. There is a significant hazard posed by the ordinary watercourses culverted underneath the A1. The site was also scrutinised through the Strategic Transport Study and Viability Assessments which identified that it has poor accessibility and that the mitigation required to the A1 to provide access would not be viable for the proposed development. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. . The Highways Agency also raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that Elton Road is not suitable for connection or intensification without significant improvement. They noted that it is unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. They continued that, this road also joins with the A1 at its northern extent; the existing junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway. As there are limited sustainable connections to Peterborough, given the remote location of this site and existing infrastructure crossing the A1, it is unclear how this would be achieved. The Whole Plan Viability Assessment also demonstrates the site to be the most unviable of all sites put forward.	
CfS:51	Goldthorns, Stilton	0.48	Stilton 1	Northern Huntingdonshire	The site was tested by the Council as part of growth strategies 2 and 3. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					to local services and facilities whilst this site is located within open countryside. Site not progressed to Level 2 SFRA.	
CfS:165	Land to the rear of The Stilton Cheese Inn	0.44	Stilton 2	Northern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. This site is one of two sites in Stilton which are located within the built area with immediate access to services and facilities. Other sites put forward within Stilton were on the edge of the settlement with lesser accessibility to services and facilities. Progress to Level 2 SFRA	Allocated - Stilton 1.The site was assessed in the Level 2 SFRA as 100% within Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site.
CfS:131	Land off High Street, Stilton	2.6	Stilton 3	Northern Huntingdonshire	The Growth Strategy allows for limited development in Local Services Villages Sites 'CfS 165: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'CfS 186: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to local services and facilities whilst this site is located within open countryside. Site not progressed to Level 2 SFRA.	Not allocated
CfS:142	Land off Caldecote Road, Stilton	7.8	Stilton 4	Northern Huntingdonshire	Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					be locationally preferable due to being infill development within the built area of Stilton and in proximity to local services and facilities whilst this site is located within open countryside. Site not progressed to Level 2 SFRA.	
CfS:186	Land rear of 16 to 58 North Street, Stilton	2.98	Stilton 5	Northern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. This site is one of two sites in Stilton which are located within the built area with immediate access to services and facilities. They are contiguous sites. This site in particular is also a continuation of a recently built scheme with access already in place. Other sites put forward within Stilton were on the edge of the settlement with lesser accessibility to services and facilities. Progress to Level 2 SFRA	Allocated - Stilton 2.The site was assessed in the Level 2 SFRA as 100% within Flood Zone one and therefore a sequentially preferable site. Surface water risk is very low/low on 50% of the site. The site allocation will provide surface water mitigation.
CfS23-2412	Land to the South and West of 61 Church Street, Stilton	2.4308	Stilton 6	Northern Huntingdonshire	Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to local services and facilities whilst this site is located within open countryside. In response to the Autumn 2024 consultation on sites, the landowner's commented that the dwelling on the site could either be retained or demolished to improve access and screening and the right of way could be incorporated into public open spaces for residents. They confirm a surface water mitigation strategy will be developed and that development could be focused on the eastern half with the western half providing open green space and biodiversity net gain. Site not progressed to Level 2 SFRA.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:18	Eagle Business Park, Phase 3, Yaxley	16	Yaxley 1	Northern Huntingdonshire	The site was tested by the council as part of Growth Strategies 1,2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site was put forward for a less vulnerable use with no reasonably alternative sites available for the local employment in a sustainable location close to existing residential development in Yaxley. The site presents an opportunity for expansion of an established employment area. Progress to Level 2 SFRA.	Allocated - Yaxley 1. The site was assessed in the Level 2 SFRA as 88 % within flood zone one with 3% flood zone 2, 5% flood zone 3a and 1 % 3b running along the eastern boundary with predominately low surface water risk. Flood risk from the site is predominantly from tidal sources. The site was put forward for a less vulnerable use with no reasonably alternative sites available for local employment in a sustainable location close to existing residential development in Yaxley. The site presents an opportunity for expansion of an established employment area. Less vulnerable uses are compatible with flood zones 2 and 3a. The findings of the SFRA level 2 note that the nominal area of functional floodplain onsite should not trigger the exception test nor negate any development plans. Development will be required be located away from the eastern edge of the site.
CfS:273	Land South of Main Street, Yaxley	3.52	Yaxley 3	Northern Huntingdonshire	Significant concerns were raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time. Site not progressed to Level 2 SFRA.	Not allocated
CfS:228	Folly Farm, London Road, Yaxley	4.6	Yaxley 4	Northern Huntingdonshire	Site discounted as the combination of outcomes of the LAA and SFRA indicate that the site is inappropriate for development of housing through the Council's Land Availability Assessment as it was considered important to support the proposed neighbouring land uses and to reduce coalescence between Yaxley and Great Haddon. The site progressed to sustainability appraisal on the basis of assessment as open space and biodiversity net gain opportunities, where it was considered suitable. However, the land was not put forward for this use and therefore development as open space was not considered achievable. In response to the Autumn 2024 consultation, the site	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					promoter commented that if residential development does not occur, the equestrian use is likely to continue. They also state the site does not contain any agricultural structures and is entirely previously developed land. All relevant planning application documents, including a letter addressing perceived coalescence, have been submitted. The planning application on site was refused but is now awaiting the outcome of a Public Inquiry. Site not progressed to Level 2 SFRA.	
CfS23-241	Land South of 25 West End, Yaxley	5.9507	Yaxley 7	Northern Huntingdonshire	Significant concerns were raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time. Site not progressed to Level 2 SFRA.	Not allocated
CfS:21	Land at Potton Road (Rectory Farm), Eynesbury Hardwick, St Neots	53	Abbotsley 1	Southern Huntingdonshire	The site was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. In response to the Autumn 2024 consultation, the site promoter submitted additional documents and plans in support of their proposal. As identified in the capacity calculation for the site, the capacity is indicative and subject to review based on further information on potential routes for East West Rail. Since the Council's Land Availability Assessment was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown. Site not progressed to Level 2 SFRA.	Not allocated
CfS:208	Land East of Wintringham Park, St Neots	54.47	Abbotsley 2	Southern Huntingdonshire	The site was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the Land Availability Assessment was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					development is therefore unknown. Site not progressed to Level 2 SFRA.	
CfS:253	Land East of St Neots	31	Abbotsley 3	Southern Huntingdonshire	It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown. Site not progressed to Level 2 SFRA.	Not allocated
CfS:103	Pear Tree Solar Farm, Abbotsley	72	Abbotsley 4	Southern Huntingdonshire	Site discounted as it has been confirmed that the site has secured planning permission for the Erection of a Solar Photovoltaic Farm through application 23/01507/FUL which was approved on 31 January 2025 and therefore does not require allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:278	North of Wintringham Hall, Cambridge Road, St Neots	19	Abbotsley 5	Southern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). However, the site is in close proximity to a Market Town, the most sustainable of settlements in the Settlement Hierarchy and has the opportunity to provide local employment opportunities in a highly sustainable location. Progress to Level 2 SFRA.	Allocated - Abbotsley 1.
CfS:143	Cell Energy, Vicarage Lane, Diddington	47.17	Diddington 1	Southern Huntingdonshire	It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, this site has a planning application 23/00258/FUL	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					for the installation of solar photovoltaic park which is currently pending consideration. Site not progressed to Level 2 SFRA.	
CfS:257	Land West of West Street, Great Gransden	4.4	Great Gransden 1	Southern Huntingdonshire	It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However the Great Gransden Neighbourhood Plan has identified the site as part of the Gransden Brook Corridor. Policy G6 of the neighbourhood plan identifies this area as an opportunity to restore or enhance existing ecological network access. It is therefore now considered inappropriate for development due to potential ecological impact. Site not progressed to Level 2 SFRA.	Not allocated
CfS:249	Land West of Eltisley Road, Great Gransden	0.7	Great Gransden 2	Southern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. Site not progressed to Level 2 SFRA.The site is removed from the main built up area of Great Gransden, other village sites chosen are more sustainably located.	Not allocated
CfS:202	Land South of Caxton Road, Great Gransden	1.8	Great Gransden 3	Southern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). However, this site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance	Allocated - Great Gransden 1. The site was assessed in the Level 2 SFRA as 100% flood zone one and the majority of the site is at very low risk of surface water, therefore a sequentially preferable site. The allocation includes criteria to address flood risk.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					or maintain their vitality especially where this will support local services. This site presents the opportunity for the expansion for an established employment area 'Sand Road Industrial Estate' which will facilitate increased employment opportunities within a Local Services Village. Progress to Level 2 SFRA.	
CfS23-24234	Land adjacent to Meadow Road and Hall Farm Road, Great Gransden	1.93	Great Gransden 6	Southern Huntingdonshire	The site was tested by the Council as part of growth strategy option 1, 2, 3 and 4. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, during the consultation on additional sites in the Spring of 2025, additional evidence was provided that demonstrated the site is subject to a restrictive covenant which limits the site to agricultural use up to 2047. The site is therefore not immediately available for development without amending this covenant. Site not progressed to Level 2 SFRA	Not allocated
CfS:14	West of High Street, Great Paxton	0.5	Great Paxton 1	Southern Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site meets this criteria Level 2 SFRA not required. Most sequentially preferable site (Strategic Recommendation A).	Allocated - Great Paxton 1. The site is 100% Flood Zone one and not shown to be at risk of surface water flooding, therefore a sequentially preferable site. The site was tested by the council as part of Growth Strategies 1,2 and 3.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:309	Land to the West of High Street, Great Paxton	1.12	Great Paxton 2	Southern Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). More sequentially preferable site in Great Paxton Allocated (CfS14) which has very low flood risk now and in the future. This site has medium fluvial risk and groundwater and reservoir risk making it less sequentially preferable. Site not progressed to Level 2 SFRA.	Not allocated
CfS:368	Land East of Dovecote Lane, Great Paxton	0.47	Great Paxton 3	Southern Huntingdonshire	It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Comments from the Highways Authority note that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements meaning achievability of the site may be compromised. It was therefore not taken forward for testing as part of the growth strategy options. In addition the site was assessed as having high fluvial flood risk. More sequentially preferable sites were available in Great Paxton. Site not progressed to Level 2 SFRA.	Not allocated
CfS:302	Land North of Harley Industrial Park, Paxton Hill, Great Paxton	3.6	Great Paxton 4	Southern Huntingdonshire	The site was tested by the council as part of Growth Strategies 3 and 4, but has been included for consideration for employment related development to provide opportunities for expansion of established employment areas as per the recommendations of the Economic and Employment Needs Assessment. Progress to Level 2 SFRA.	Allocated - Great Paxton 2. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water therefore a sequentially preferable site. The site will to provide opportunities for local employment expansion and job opportunities in an established employment location.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:78	Land North of St James Road, Little Paxton	1.3	Little Paxton 1	Southern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	Allocated - Little Paxton 1. The site was assessed in the Level 2 SFRA as a site at nominal risk. The site is 100% flood zone one and not shown to be at risk of surface water flooding, therefore it is a sequentially preferable site. The site allocation includes criteria on how to address groundwater.
CfS:203	Land West of Little Paxton	20.36	Little Paxton 2	Southern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	Allocated - Little Paxton 2. The site was assessed in the Level 2 SFRA as 100% flood zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. The site allocation includes criteria on how to address groundwater.
CfS:331	Midloe Grange Farm, Midloe	20.26	Southoe and Midloe 1	Southern Huntingdonshire	The site now has a conservation covenant on it which means biodiversity net gain credits can be purchased from the site as off-site credits for development. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-24237	Land North of Rectory Lane, Southoe	0.38	Southoe and Midloe 4	Southern Huntingdonshire	It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Comments from the Highways Authority note that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements meaning achievability of the site may be compromised. It was therefore not taken forward for testing as part of the growth strategy options. In addition the site was assessed as having high fluvial flood risk. More sequentially preferable sites were available in Great Paxton. Site not progressed to Level 2 SFRA.	
CfS:239	Land North of Priory Park, St Neots	89	St Neots 1	Southern Huntingdonshire	It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would not support sustainable place-making. High/medium fluvial flood risk is present on the site. In addition, the achievability of the development is unclear because of the presence of overhead powerlines, odour and flood mitigation, noise and vibrational mitigation resultant from proximity to the railway line. It was however considered that it may be appropriate for green infrastructure, biodiversity net gain and potential extension to Priory Park subject to provision of safe crossing(s). In response to the Autumn 2024 consultation, the site promoter submitted several documents in support of their site. While these technical documents provide some further information and clarification on some of the issues identified in bringing forward this site including those related to flooding, connectivity, odour, landscape and utilities, the fundamental issues and constraints that impact the site have not been overcome. Therefore, the site is still considered to be inappropriate for built development but green infrastructure and biodiversity uses are still supported. Site not progressed to Level 2 SFRA.	Not allocated
CfS:317	Land South West of Potton Road, Eynesbury, St Neots	3.87	St Neots 6	Southern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2,& 3. The findings from the Sustainability	Allocated - St Neots 2. The site was assessed in the Level 2 SFRA as 100% within flood zone one and the majority of the site is at very low risk of surface water, therefore a sequentially preferable site. T

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Market Town, the most sustainable of settlements in the Settlement Hierarchy. Progress to Level 2 SFRA.	
CfS:362	Land North East of Wintringham, St Neots	0.3	St Neots 7	Southern Huntingdonshire	The site was put forward for multiple uses. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as amenity levels would be inadequate. During the Autumn 2024 consultation, the site promoter commented stating that St Neots 7 is now in the same ownership as St Neots 8 (Urban and Civic) so can be considered together and which can allow for improved access options. Access to the site by vehicle in a safe manner was also considered a barrier to the safety of road users and pedestrians if residential or commercial options were chosen due to proximity to the roundabout. Commercial uses were considered potentially appropriate however access remains an issue and therefore the site was not taken forward for testing as part of the growth strategy options. Site not progressed to Level 2 SFRA.	Not allocated
CfS:16	Land East of Loves Farm (Tithe Farm Extension), St Neots	99.55	St Neots 8	Southern Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1,2,3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is	Allocated - St Neots 1. The site was assessed in the level 2 SFRA as within 100% Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is considered a sequentially preferable site.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					in a Market Town, the most sustainable of settlements in the Settlement Hierarchy. Progress to Level 2 SFRA.	
CfS23-24239	Land between the West Lodge and Home Farm, Waresley	1.6	Waresley-cum-Tetworth 1	Southern Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 1,2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This could potentially meet this criteria for consideration and therefore it is recommended that this site progresses to a Level 2 SFRA.	Allocated - Waresely 1. The site was tested in the Level 2 SFRA as a nominal risk site. The assessment concluded that the site is 100% within flood zone one and not shown to be at risk of surface water flooding, therefore it is a sequentially preferable site. .
CfS:269	Land West of Manor Farm, Yelling	1.09	Yelling 1	Southern Huntingdonshire	Site not progressed to Level 2 SFRA. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation	Not allocated
CfS:310	Land North and East of Hill Place, Brington	0.98	Brington and Molesworth 3	Western Huntingdonshire	This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	
CfS23-24304	Land at High Street, Brington	1.76	Brington and Molesworth 4	Western Huntingdonshire	During the consultation on additional sites in the Spring of 2025, the site promoter withdrew the site. It therefore will not be considered further.	Not allocated
CfS:98	Land West of Warren Lane, Bythorn	0.5	Bythorn and Keyston 1	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 1,2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was at the lowest flood risk of all sites in Bythorn that could potentially meet this criteria for consideration and therefore it is recommended that this site progresses to a Level 2 SFRA.	Site was allocated in the Preferred Options Local Plan as Bythorn 1. The Parish council stated preference for an alternative allocation at Home Farm because it has an existing access, is more centrally located in the village and could offer a high quality heritage lead redevelopment of the site. The site has been removed as a draft allocation.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:158	Land South West Of Old Toll Bar House Toll Bar Lane, Keyston	3	Bythorn and Keyston 2	Western Huntingdonshire	The Highways Agency noted that Toll Bar Lane appears to be around 130m in length, between the A14 and the bend. There is a road safety risk heading north with the potential for overtaking slow moving vehicles risking head on collisions or rear end shunts as commercial vehicles turn into the site. Due to these serious concerns the site was therefore considered inappropriate for development. Site not progressed to Level 2 SFRA.	Not allocated
CfS:111	Home Farm, Bythorn	0.98	Bythorn and Keyston 3	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Progress to Level 2 SFRA.	Allocated - Bythorn 1. The site was assessed in the Level 2 SFRA as 100% within flood zone 1, surface water risk to the site is predominantly very low. It is currently built development with the opportunity for residential conversion and residential development.
CfS:113	Land East of Clack Lane, Bythorn	0.33	Bythorn and Keyston 5	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	Not allocated - This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration. More locationally sequentially preferable site selected – CfS 111.
CfS:12	Fruit Field opposite Victory Playing Field, Catworth	2.12	Catworth 1	Western Huntingdonshire	Preferred draft allocations within villages will only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in	Allocated - Catworth 1. The site was assessed in the Level 2 SFRA as 100% within flood zone 1, surface water risk to the site is predominantly very low.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Site progressed to Level 2 SFRA.	
CfS:64	Land West of Catworth	0.83	Catworth 2	Western Huntingdonshire	The Highways Authority raised significant concerns in relation to the narrow road and the feasibility of providing carriageway widening to accommodate two way traffic and suitable access. Site not progressed to Level 2 SFRA.	Not allocated
CfS:63	Land South of A14, Catworth	6.73	Catworth 3	Western Huntingdonshire	This site was tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. In addition, the Highways Agency noted that the suitability of the approach road network will need to be assessed in relation to the suitability to cater specifically for HCVs, as no further information was submitted the site was not progressed. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations. Site not progressed to Level 2 SFRA.	Not allocated
CfS:17	Land East of Fox Road, Catworth	8.2	Catworth 4	Western Huntingdonshire	The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development as it would not support sustainable place-making and has limited potential for open space uses such as biodiversity net gain in the south eastern and northern portions of the site in conjunction with existing areas of trees at The Grange and Little Wood. The	Site not progressed to Level 2 SFRA. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development as it would not support sustainable place-making and has limited potential for open space uses such as biodiversity net gain in the south

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain.	eastern and northern portions of the site in conjunction with existing areas of trees at The Grange and Little Wood. The site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain.
CfS:356	Land West of Fox Road, Catworth	5.8	Catworth 5	Western Huntingdonshire	The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development but has potential to accommodate a variety of open space uses and biodiversity net gain which should be restricted to the southern portion of the site which could be laid out to relate to the physical form of the existing village. The site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain. Site not progressed to Level 2 SFRA.	Not allocated
CfS:358	Triangular land South of Church End, Catworth	2.9	Catworth 6	Western Huntingdonshire	The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development, but has the potential as a biodiversity net gain site. The site has the potential to come forward outside the Local Plan process for open space/or biodiversity net gain. Site not progressed to Level 2 SFRA.	Not allocated
CfS:35	Land west of Grafham Road Ellington	1.87	Ellington 3	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone	Allocated - Ellington 2

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. Progress to Level 2 SFRA	
CfS23-2421	Old Sheds at Manor Farm	2	Ellington 4	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 1,2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments)This site was at the lowest flood risk of all sites in Ellington that could potentially meet this criteria for consideration and therefore it is recommended that this site progresses to a Level 2 SFRA.	Allocated - Ellington 1. The site was assessed in the Level 2 SFRA as a site at nominal risk. The assessment concluded that the site is 100% within flood one one and not shown to be at risk of surface water flooding, therefore it is a sequentially preferable site.
CfS23-2422	Land between Thrapston Road East of Ellington and A14	1.2	Ellington 5	Western Huntingdonshire	The Highways Authority states the site is likely to require significant highway improvements in relation to the scale of development proposed and will require further technical work and engagement with National Highways. No further information has been received to ascertain whether highways improvements would be achievable and therefore the site was not taken forward for further testing through the growth strategy options. Fluvial flood zones, 2, 3a and 3b are present on the site along the site frontage which may also impede access and escape to and from the site. Site not progressed to Level 2 SFRA.	Not allocated
CfS23-2424	Land South East of Ellington	3.2	Ellington 6	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83).	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					More sequentially preferable sites were available in Ellington. CfS23-2421 and CfS:35	
CfS:303	Land adjacent to 24 Cedar Close, Grafham	1.14	Grafham 2	Western Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 1, 2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site meets this criteria. Progress to Level 2 SFRA.	Allocated - Grafham 1. The site was assessed in the Level 2 SFRA as 100% Flood Zone one and the majority of the site is at very low risk of surface water, therefore it is a sequentially preferable site. It includes criteria to address flood risk.
CfS23-2481	Field south of Village Farm, Grafham	1.62	Grafham 4	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flooding meaning it could meet the criteria for consideration. Progress to Level 2 SFRA.	Allocated - Grafham 2. The site was assessed in the Level 2 SFRA This site was assessed as being 100% flood zone 1 with low risk of surface water flooding meaning it could meet the criteria for consideration.

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CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:125	Land East of B661, The Green, Great Staughton	0.9	Great Staughton 1	Western Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). However, the site is in a Local Services Village which has some services and facilities. The NPPF (paragraph 83) encourages the promotion of sustainable development in rural areas, where it will enhance or maintain their vitality especially where this will support local services. Progress to Level 2 SFRA.	Allocated - Great Staughton 1. The site was assessed in the Level 2 SFRA as within 100% Flood Zone one with surface water risk to the site predominantly very low therefore this is a sequentially a preferable site.
CfS:150	Land South of 29 The Green, Great Staughton	0.71	Great Staughton 2	Western Huntingdonshire	The site is allocated in the Great Staughton Neighbourhood Plan for housing. Site not progressed to Level 2 SFRA.	Not allocated. The site is allocated in the Great Staughton Neighbourhood Plan for housing.
CfS:373	Brook Farmyard (central site), Great Staughton	0.79	Great Staughton 4	Western Huntingdonshire	The site is allocated in the Great Staughton Neighbourhood Plan for provision of a healthcare facility and enabling housing development. Site not progressed to Level 2 SFRA.	Not allocated. The site is allocated in the Great Staughton Neighbourhood Plan for provision of a healthcare facility and enabling housing development.
CfS:375	Brook Farmyard (with western expansion), Great Staughton	0.98	Great Staughton 4	Western Huntingdonshire	The majority of the site is allocated in the Great Staughton Neighbourhood Plan for provision of a healthcare facility and enabling housing development. Site not progressed to Level 2 SFRA.	Not allocated. The majority of the site is allocated in the Great Staughton Neighbourhood Plan for provision of a healthcare facility and enabling housing development.
CfS:39	Land West of 5 High Street, Hail Weston	0.8	Hail Weston 1	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 1,2 & 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option	Allocated - Hail Weston 1. The site is 100% Flood Zone one and not shown to be at risk of surface water flooding, therefore a sequentially preferable site. The site was tested by the council as part of Growth Strategies 1,2 and 3.

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					(with some adjustments). The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site meets this criteria. Level 2 SFRA not required. Most sequentially preferable site (Strategic Recommendation A).	
CfS:187	The Walnuts, 113 High Street, Hail Weston	0.47	Hail Weston 3	Western Huntingdonshire	The Council will, apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with no flood risk meaning it could meet the criteria for consideration. However, site 'CfS39' also met this criteria by not being at risk of flooding. 'CfS 39' was selected as a draft residential allocation as it is closer to local services and facilities and will not impact the setting of an heritage asset. This site 'CfS 187' is directly over the road from the grade II* listed St Nicholas's Church and any development scheme would need to be sensitive to the setting of this building. Site not progressed to Level 2 SFRA.	Not allocated
CfS:182	Land South of 143 High Street, Hail Weston	1.52	Hail Weston 4	Western Huntingdonshire	The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Site not progressed to Level 2 SFRA.	
CfS:296	Land opposite Brook End Farm, 17-19 Ford End, Hail Weston, PE19 5JR	1.68	Hail Weston 6	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'CfS 39' which has no flood risk. Site not progressed to Level 2 SFRA.	Not allocated
CfS:267	Land South West of Pound Close, Hail Weston	0.71	Hail Weston 7	Western Huntingdonshire	The Council will apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages will only be selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk across the majority of the site. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'CfS 39' which has no flood risk. Site not progressed to Level 2 SFRA.	Not allocated
CfS:7	Brittens Farm, Station Road, Kimbolton	1.4	Kimbolton 1	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Options 2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that	Allocated - Kimbolton 1. The site was assessed in the Level 2 SFRA as 84.8 % within flood zone one with predominately low surface water risk with some high risk areas in association with the River Kym to the south. Fluvial flood risk is limited to the south of the site in association with the River Kym. The

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. No other sequentially preferable sites were available for residential development within Kimbolton. The site has elements of medium and high flood risk in association with the River Kym, however the Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. Progress to Level 2 SFRA to determine whether development can be sequentially located outside areas of flood risk.	Environment Agency's Flood Risk Assessment Standing Advice (22 October 2025) states that "you may not need a sequential test if development can be laid out so that only elements such as public open space, biodiversity and amenity areas are located in areas at risk of any source of current or future flooding." The premise of this was subsequently included within Paragraph 175 of the NPPF which was updated in December 2024. The Level 2 SFRA demonstrates that built development can be located within flood zone one. A third of the site will be reserved specifically for open space to safeguard against flooding and remain as a blue/green corridor offering multifunctional benefits including ecological, social and amenity value to the site.
CfS:365	Land South East of Bicton Industrial Estate Kimbolton	3.48	Kimbolton 10	Western Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the Council as part of the Growth Strategy Options 2, 3 & 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities. Progress to Level 2 SFRA.	Allocated - Kimbolton 2. The site is 100% Flood Zone one and the majority of the site is at very low risk of surface water, therefore sequentially preferable site. T
CfS23-24319	Stonely Grange, South of Easton Road - plot 1	0.2809	Kimbolton 13	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments), therefore the site is considered inappropriate for allocation. This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.	
CfS:31	Land East of Stow Road, Kimbolton	17.18	Kimbolton 2	Western Huntingdonshire	25/01543/OUT, outline planning application with all matters reserved except for site access for the erection of up to 190 homes, provision of public open space and landscaping, surface water attenuation and associated infrastructure is currently pending consideration. Progress to Level 2 SFRA.	Not allocated. Site has not been proposed as an allocation. 25/01543/OUT, outline planning application with all matters reserved except for site access for the erection of up to 190 homes, provision of public open space and landscaping, surface water attenuation and associated infrastructure is currently pending consideration.
CfS:364	Land North of Gimbers End, Stonely	0.8	Kimbolton 6	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments)and therefore sites in Stonley were not considered suitable for allocation. This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration. Site not progressed to Level 2 SFRA.	Not allocated
CfS:354	Land North of Station Road/Stow Road, Kimbolton	0.43	Kimbolton 8	Western Huntingdonshire	Site discounted as the combination of outcomes of the Council's Land Availability Assessment and Sustainability Appraisal indicate that the site is inappropriate for development until the current allocation is completed due to its isolated location within the open countryside and low potential for integration into the village. Site not progressed to Level 2 SFRA.	Not allocated

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
CfS:361	Land North of Easton Road Stonely	0.98	Kimbolton 9	Western Huntingdonshire	The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Stonley were not considered appropriate for allocation. Site not progressed to Level 2 SFRA. This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.	Not allocated
CfS:24	Land South of Manor Farm, Old Weston	3.52	Old Weston 1	Western Huntingdonshire	Site not within preferred growth option. Site not taken forward as an allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:319	Land South of Spaldwick Road, Stow Longa	0.48	Stow Longa 2	Western Huntingdonshire	The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered appropriate for allocation. Site not progressed to Level 2 SFRA.	Not allocated
CfS:371	Land adjacent to London Road (A1198), adjoining Bleakley Farm, Godmanchester	4.91	Godmanchester 9	Central Huntingdonshire	This site falls within Strategic Recommendation C, the third most sequentially preferable category of site where many of the sites submitted fall. The site was tested by the council as part of Growth strategy 1,2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The site is	Allocated - Godmanchester 2. The allocation includes at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street (areas at flood risk) to sequentially located built development in flood zone 1 and green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. This will provide a strategic approach to flood risk in association with

Appendix 5- Assessment of Reasonable Alternative Sites

CfS Ref	Site Name	Hectares (ha)	LAA Ref	LAA Doc	Council Comments including SA outcomes and technical evidence gathering including SFRA	Council Decision on Site for Local Plan
					in a Service Centre, the second most sustainable of settlement categories in the Settlement Hierarchy with access to multiple services and facilities and in proximity to a Market Town (Huntingdon) with enhanced services and facilities. The site in isolation had previously been discounted as the combination of outcomes of the LAA and SA indicated that the site is inappropriate for development on its own as the necessary intervening land to integrate the site into Godmanchester was not in the site promoter's control and has integration challenges of its own. This site has been combined with Cfs87, 139, 285, 371, 372, 23-24180 to promote a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and provide betterment. Progress to Level 2 SFRA.	Stoneyhill Brook and provide flood risk betterment to the wider area.
CfS23-2412	Land to the South and West of 61 Church Street, Stilton	2.43	Stilton 6	Northern Huntingdonshire	The Growth Strategy allows for limited development in Local Services Villages Sites 'CfS 165: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'CfS 186: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to local services and facilities whilst this site is located within open countryside.	Not allocated

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

12.1 The following table sets out all the proposed policies in the Regulation 18 Preferred Options Local Plan and whether these have progressed into the Regulation 19 Local Plan. It identifies where policies have been removed and the new policies that have been added. A brief reason for the exclusion and inclusion of policies is also given in the table below. The table also identifies where policy references have been updated for ease of comparing policies between versions of the Local Plan

Table 15

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 1 - How much development do we expect?	Retained	LP 1 - How much development do we expect?	No	N/A	No changes made
LP 2 - Our Strategy for Change	Retained	LP 2 - Our Strategy for Change	Yes	No	Minor wording updates. Inclusion of grade 1 agricultural land and more emphasis on defence sector made to policy.
	ADDITION - split out from a former policy	LP 3 – Distribution of Growth	Yes	No	The policy text had formerly been in LP2 but has been moved into its own policy for clarity.
	ADDITION - split out from a former policy	LP 4 - Green and Blue Infrastructure Priority Areas	Yes	No	The policy text had formerly been within LP12 but has been split into two green and blue infrastructure priorities for clarity. This policy designates areas.
LP 3 - How will infrastructure be provided	Retained – reference updated	LP 12 - How will infrastructure be provided	Yes	No	Minor wording updates.
LP 4 - Securing infrastructure provision	Retained – reference updated	LP 13 - Securing infrastructure provision	Yes	No	Updates to references to appendices. Community facilities including public meeting halls and places of worship added.
	ADDITION	LP 14 – Supporting and enabling strategic infrastructure	Yes	Yes	This is a new strategic policy so is considered to be a significant change.

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 5 - Settlement Hierarchy	Retained	LP 5 - Settlement Hierarchy	Yes	No	Some amendments to order in table and change of categorisation of Great Gransden from Local Service Village to Village.
LP 6 - Market Towns	Retained	LP 6 - Market Towns	Yes	No	Minor wording updates and updates to use classes.
LP 7 - Service Centres	Retained	LP 7 - Service Centres	Yes	No	Minor wording updates and updates to use classes.
LP 8 - Local Services Villages	Retained	LP 8 - Local Services Villages	Yes		Minor wording updates and inclusion of class E and F development.
LP 9 - Villages	Retained	LP 9 - Villages	Yes	No	Minor wording updates. Removal of thresholds relating to rural exceptions housing.
LP 10 - Hamlets and the Countryside	Retained	LP 10 - Hamlets and the Countryside	Yes	No	Minor wording updates.
LP 11 - Health and well-being	Retained – reference updated	LP 17 - Health and well-being	Yes	**Yes**	Threshold for criteria amended to 50 from 100 homes and includes commercial development. Additional thresholds added for 50-199 homes and for 200 or more homes.
LP 12 - Green and Blue Infrastructure	Retained – reference updated	LP 19 - Green and Blue Infrastructure	Yes	No	Policy shortened to remove element designating priority areas to a separate policy.
LP 13 - Managing Flood Risk	Retained – reference updated	LP 21 - Managing Flood Risk	Yes	No	Policy checked against the NPPF and PPG, minor changes made where applicable. Amendments relating to critical drainage areas, hydraulic modelling, groundwater, water compatible development and land in defended areas
LP 14 - Managing Waste Water	Retained – reference updated	LP 22 - Managing Waste Water	Yes	No	Additional criteria included to address non-mains connection. Wording updates seeking agreement with Anglian Water on waste water capacity.

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 15 - Managing Surface Water	Retained – reference updated	LP 23 - Managing Surface Water	Yes	No	Reference within the policy included to address Critical Drainage Areas. Surface water hierarchy added.
LP 16 - Water Efficiency	Retained – reference updated	LP 24 - Water Efficiency	Yes	No	Minor wording updates and inclusion of support for water efficiency measures in non-household development.
LP 17 - Approach to renewable energy schemes	Retained – reference updated	LP 16 -Approach to renewable energy schemes	Yes	Yes	Policy shortened to provide clarity for ease of implementation and links to supporting evidence documents moved to supporting text. Reference to critical utilities infrastructure added.
LP 18 - Transport, Travel and Connectivity	Retained – reference updated	LP 15 - Facilitating Transport, Travel and Connectivity	Yes	No	Minor wording changes to include inclusive and accessible transport and address cross boundary impacts with neighbouring authorities.
LP 19 - Design context and character	Retained – reference updated	LP 25 - Design context and character	Yes	No	Neighbourhood plan design guides added to policy.
LP 20 - Creating high quality places and spaces	Retained – reference updated	LP 26 - Creating high quality places and spaces	Yes	No	Headings added to the policy for ease of interpretation and criteria reordered.
LP 21 - Placemaking for larger scale developments	Retained – reference updated	LP 11 - Placemaking for larger scale developments	Yes	Yes	Policy moved to the strategy section of the Local Plan. The SA at Regulation 18 had been undertaken using the policies SA questions, it will need to be reappraised using the Strategy SA questions.
LP 22 - Ensuring amenity for new buildings and neighbours	Retained – reference updated	LP 27 - Ensuring amenity for new buildings and neighbours	Yes	No	Vibration added to the list of sources of pollution.

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 23 - Minimising embodied carbon in new buildings	Retained – reference updated	LP 28 - Minimising embodied and operational carbon in new buildings	Yes	**Yes**	The policy has been merged with the below policy to include operational carbon and requirements amended to align with national standards in a single policy. Updated SA required.
LP 24 - Minimising operational energy consumption in new buildings	DELETED – merged with above policy	N/A	Yes	**Yes**	See above.
LP 25 - Making existing buildings more energy efficient	Retained – reference updated	LP 29 - Making existing buildings more energy efficient	Yes	No	Principle of policy remains unchanged but text amended to clarify that proposals that involve change of use, conversions or extension to an existing building must demonstrate how they have considered energy efficiency in their proposals.
LP 26 - Supporting carbon capture through nature	Retained – reference updated	LP 20 - Supporting carbon capture through nature	Yes	**Yes**	Policy moved to the strategy section of the Local Plan. The SA at Regulation 18 had been undertaken using the policies SA questions, it will need to be reappraised using the Strategy SA questions. Policy shortened and amended for clarity.
LP 27 - Supporting active and sustainable travel	Retained – reference updated	LP 30 - Supporting active and sustainable travel	Yes	No	Minor wording changes for clarity. Addition of equestrian users to policy.
LP 28 - Parking and Vehicle Movement	Retained – reference updated	LP 31 - Parking Provision and Vehicle Movement	Yes	No	Criterion added for communal cycle parking.
LP 29 - Electric vehicle charging points	Retained – reference updated	LP 32 – Providing electric vehicle charging points	Yes	No	Minor wording changes for clarity. Addition of heritage criteria.
LP 30 - Preventing and reducing air pollution	Retained – reference updated	LP 33 - Preventing and reducing air pollution	Yes	No	Criteria adding requiring air quality assessment where development will increase traffic on roads within 200m of internationally and nationally protected nature sites.

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 31 - Preventing and reducing ground contamination and groundwater pollution	Retained – reference updated	LP 34 - Preventing and reducing ground contamination and groundwater pollution	No	N/A	No changes made
LP 32 - Protecting and enhancing Established Employment Areas	Retained – reference updated	LP 35 - Protecting and enhancing Established Employment Areas	Yes	No	Amendments to terminology for consistency across the Local Plan. Removal of impact on internationally protected sites as addressed through LP52 (formerly LP49).
LP 33 - Expansion and diversification of rural businesses	Retained – reference updated	LP 36 - Expansion and diversification of rural businesses	Yes	No	Minor wording amendments.
LP 34 - Shaping new businesses in the countryside	Retained – reference updated	LP 37 - Shaping new businesses in the countryside	Yes	No	Minor amendments made to some criteria. Criterion added to avoid irreversible loss of best and most versatile agricultural land.
LP 35 - Enabling key clusters and innovation-led growth	Retained – reference updated	LP 38 - Enabling key clusters and innovation-led growth	Yes	No	Minor amendments made to some criteria. Inclusion of criteria regarding proven need of a strategic business cluster.
LP 36 - Enabling logistics and distribution	Retained – reference updated	LP 39 - Enabling logistics and distribution	Yes	No	Policy amended for clarity with updated site references.
LP 37 - Helping tourism and recreation in the countryside	Retained – reference updated	LP 40 - Helping tourism and recreation in the countryside	Yes	No	Minor typographical amendments made.
LP 38 - Defining our Retail Hierarchy	Retained – reference updated	LP 41 - Defining our Retail Hierarchy	Yes	**Yes**	Local Service Villages element removed. Criteria regarding floorspace size removed from policy to supporting text. Use classes removed to provide flexibility on appropriate uses.

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 39 - Promoting Town Centre Vitality	Retained – reference updated	LP 42 - Promoting Town Centre Vitality and Viability	Yes	Yes	Inclusion of viability and C1 Hotels to policy. Removal of requirement of hot food takeaways will only be supported within defined Local Centre of a market town.
LP 40 - Supporting Local Services and Facilities	Retained – reference updated	LP 43 - Supporting Local Services	Yes	Yes	The loss of facilities outside designated areas is now addressed as a separate element in the policy to distinguish between the loss of facilities in areas with no defined town or local centre. Hot food takeaway policy expanded to include market towns.
	ADDITION	LP 44 - Services and facilities outside Designated Centres	Yes	Yes	This is a new policy so is considered to be a significant change.
LP 41 - Providing affordable homes	Retained – reference updated	LP 18 - Providing affordable homes	Yes	Yes	Policy moved to the strategy section of the Local Plan. The SA at Regulation 18 had been undertaken using the policies SA questions, it will need to be reappraised using the Strategy SA questions. Requirement for affordable housing within specialist older persons housing schemes removed. Reference to the nationally described space standards and M4(2)/M4(3) standards removed. Additional policy wording on overage clauses, exception for military housing and clustering guidance.
LP 42 - Promoting a mix of housing	Retained – reference updated	LP 45 - Promoting a mix of housing	Yes	No	Wording added to policy to clarify that some of the documents listed in the policy may only apply based on the location of a development site and any local assessment of housing need demand within a relevant town or parish council to the proposed scheme.
LP 43 - Ensuring accessible and adaptable homes	Retained – reference updated	LP 46 - Ensuring accessible and adaptable homes	Yes	Yes	The policy simplified and amended to set out requirements for scales of development: 50 or more homes, 20-49 homes and less than 20 homes to reflect what may be more viable at these scales of development. The revised policy clearly sets out

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
					requirements for M4(3(2)(a) and M43(2)(b) for market and affordable homes with remaining homes being built to M4(2).
LP 44 - Facilitating self and custom build homes	Retained – reference updated	LP 47 - Facilitating self and custom build homes	Yes	**Yes**	Removal of requirement of 5% of homes on sites of 100 or more homes to provide self and custom build homes. Inclusion of criteria for respecting local character and reference to neighbourhood plans. Marketing criteria simplified. Plot passports added to policy.
LP 45 - Supporting specialist housing	Retained – reference updated	LP 48 - Supporting specialist housing	Yes	**Yes**	Threshold for provision of affordable housing on specialist housing increased from 10 homes to 50 homes.
LP 46 - Supporting houses in multiple occupation	Retained – reference updated	LP 49 - Supporting houses in multiple occupation	No	N/A	No changes made
LP 47 - Promoting Rural Exceptions Housing	Retained – reference updated	LP 50 - Promoting Rural Exceptions Housing	Yes	**Yes**	Policy criteria amended to apply to sites on land well related to an existing settlement, rather than within. Criterion added to require sensitive development to surrounding landscape and townscape. Text added regarding gypsy and traveller provision on rural exceptions sites
LP 48 - Gypsies, Travellers and Travelling Showpeople	Retained – reference updated	LP 51 - Gypsies, Travellers and Travelling Showpeople	Yes	No	Amendments to terminology for consistency across the Local Plan. Additional criteria regarding not adversely impacting existing infrastructure.
LP 49 - Protecting our nature conservation sites	Retained – reference updated	LP 52 - Protecting our nature conservation sites	Yes	No	Policy reworded to align with legislation on internationally protected sites. Inclusion of Local Nature Reserves to policy and reference to Local Nature Recovery Network.

Appendix 6 - Table of policy changes between Preferred Options and Pre-Submission

Preferred Options Policy Reference	Retained/ deleted	Submission Local Plan Policy Reference	Changed?	Significant?	Commentary of key changes
LP 50 - Enhancing Biodiversity and Geodiversity	Retained – reference updated	LP 53 - Enhancing Biodiversity and Geodiversity	Yes	Yes	The policy no longer encourages a minimum of 20% BNG but now aligns with national policy and legislation on BNG and encourages in excess of 10% where possible.
LP 51 - Protecting our trees, woodlands, hedges and hedgerows	Retained – reference updated	LP 54 - Protecting our trees, orchards, woodlands, hedges and hedgerows	Yes	Yes	Inclusion of orchards to the policy. Value defined to include arboricultural, ecological or landscape value.
LP 52 - Protecting our Open Spaces	Retained – reference updated	LP 55 - Protecting our open spaces, outdoor sport and recreational facilities	Yes	Yes	Inclusion of outdoor sport and recreational facilities to the policy. Policy simplified regarding loss of such facilities and compensatory measures.
LP 53 - Heritage Assets and their Settings	Retained – reference updated	LP 56 - Heritage Assets and their Settings	Yes	No	Archaeology element amended to align more closely with national requirements.
LP 54 - Water related Development	Retained – reference updated	LP 57 - Water related Development	Yes	No	Amendments to terminology for consistency across the Local Plan. Criterion added regarding berths outside of a built-up area must be in a sustainable location. Minor amendment to Grafham Water element of the policy to include a resilience to water supply to support growth.

Appendix 7 - Table of site changes between Preferred Options and Pre-Submission

13.1 The following table sets out all the proposed allocation sites in the Regulation 18 Preferred Options Local Plan and whether these have progressed into the Regulation 19 Local Plan. It identifies where sites have been removed and the new sites that have been added. A brief reason for the exclusion and inclusion of sites is also given in the table below. The table also identifies where policy references have been updated for ease of comparing sites between versions of the Local Plan.

Table 16

Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
North Huntingdon 1: Huntingdon Racecourse	Retained	North Huntingdon 1: Huntingdon Racecourse	Yes	No	Archaeology criterion added
North Huntingdon 2: Land North of A141 between the Racecourse and A1307	Retained	North Huntingdon 2: Land North of A141 between the Racecourse and A1307	Yes	**Yes**	Rewording of proposed uses for clarity and inclusion of 1,000 sqm of sui generis floorspace for a bus depot. Wording amendments referencing Great Ouse Valley and requirement for assessment of impact on SSSIs and early engagement with Anglian Water and Environment Agency on waste water
North Huntingdon 3: Lodge Farm, North of A141	Retained	North Huntingdon 3: Lodge Farm, North of A141	Yes	**Yes**	The site boundary has been amended to omit land around Lodge Farm and the parcel on the eastern side of the A141, capacity of 4,900 homes retained. Archaeology criterion and employment and skills plan requirement added. Education provision made more flexible. Inclusion of a mobility hub and an innovation quarter. Further criteria on A141 including land for active travel Proposed care home criteria amended requiring an up to date assessment to inform the quantity of care beds to be provided.
North Huntingdon 4: Wyton Airfield	Retained	North Huntingdon 4: Wyton Airfield	Yes	**Yes**	4,000 home capacity retained; allows ancillary/"last mile" B8; integrated water

Appendix 7 - Table of site changes between Preferred Options and Pre-Submission

Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
					strategy strengthened to include natural flood management; stronger settlement separation wording between the site and Houghton and Wyton. Archaeology criterion added. Proposed care home criteria amended requiring an up to date assessment to inform the quantity of care beds to be provided.
Huntingdon 1: Hinchingbrooke Hospital	Retained	Huntingdon 1: Hinchingbrooke Hospital	Yes	**Yes**	Expanded policy requirements including affordable key worker housing, health-related R&D space, day nursery, public worship space, open space provision to mitigate recreational impacts on nearby nature sites and biodiversity mitigation. Archaeology criterion and integration of existing Anglian Water infrastructure added
Huntingdon 2: Amber Centre, Mayfield Road	Retained	Huntingdon 2: Amber Centre, Mayfield Road	Yes	No	Integration of existing Anglian Water infrastructure criterion added.
St Neots 1: East of Loves Farm (Tithe Farm)	Retained	St Neots 1: East of Loves Farm (Tithe Farm)	Yes	No	Minor wording amendments for clarity. Archaeology criterion added. Liaison with East West Rail Co regarding safeguarding land for delivery of East West Rail.
St Neots 2: South West of Potton Road	Retained	St Neots 2: South West of Potton Road	Yes	No	Minor wording amendments for clarity.
St Ives 1: North of Houghton Road	Retained	St Ives 1: North of Houghton Road	Yes	No	Requirement for a masterplan added and minor wording amendments for clarity Archaeology criterion added. Refines, clarifies and strengthens mitigation measures

Appendix 7 - Table of site changes between Preferred Options and Pre-Submission

Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
Bury 1: Bury Industrial Estate, Old Station Road	Retained	Bury 1: Bury Industrial Estate, Old Station Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Criterion added requiring 15m to pumping station to allow future maintenance.
Bury 2: Off Cheveril Lane	Retained	Bury 2: Off Cheveril Lane	Yes	No	Removal of open space from uses retaining it solely for biodiversity net gain. Inclusion of heritage criterion identifying sensitivity to Ramsey Conservation Area and wider rural setting to be supported by a heirtage assessment.
Bury 3: RAF Upwood - Phase 3, Bury	Retained	Bury 3: RAF Upwood - Phase 3, Bury	Yes	No	Minor wording amendments for clarity.
Ramsey 1: RAF Upwood phase 4	Retained	Ramsey 1: RAF Upwood phase 4	Yes	No	Minor wording amendments for clarity. Safeguarding access to existing Anglian Water infrastructure criterion added.
Ramsey 2: North of Hollow Lane	Retained	Ramsey 2: North of Hollow Lane	Yes	No	Minor wording amendments for clarity. Archaeology criterion added and the setting of the Abbey and associated assets added to heritage criterion.
Ramsey 3: East of Wood Lane	DELETED	N/A	Yes	N/A	Upon review of the concerns and objections raised to the loss of community land at Ramsey 3, the site has been removed as a draft allocation despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses.
Brampton 1: Wallis Land, Thrapston Road	Retained	Brampton 1: Wallis Land, Thrapston Road	Yes	No	Minor wording amendments and reordering of criteria for clarity. Criterion added regarding minerals.
Brampton 2: Land off Huntingdon Road	Retained	Brampton 2: Land off Huntingdon Road	Yes	No	Criterion amended identifying incorporation of public right of way, access from Huntingdon Road. Criterion added requiring heritage assessment. Criterion added regarding waste water flows

Appendix 7 - Table of site changes between Preferred Options and Pre-Submission

Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
Fenstanton 1: Galley Hill	Retained	Fenstanton 1: Galley Hill	Yes	No	Archaeology criterion and safeguarding access to existing Anglian Water infrastructure added. Inclusion of Natural Flood Management to reduce flood risk Wording amendments referencing landscape and visual impact assessment and requirement for assessment of impact on SSSIs.
Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue	Retained	Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue	Yes	No	Safeguarding access to existing Anglian Water infrastructure criterion added. Inclusion of Natural Flood Management to reduce flood risk. New text securing connectivity to footbridge and common land.
Godmanchester 2: South of Godmanchester, off the A1198	Retained	Godmanchester 2: South of Godmanchester, off the A1198	Yes	**Yes**	The site area has been expanded to include additional land at Bluegate which increases the capacity of the site by 30 homes and also to include land on the southern edge to provide a more comprehensive approach to landscaping and flood mitigation along Stoneyhill Brook. Inclusion of Natural Flood Management to reduce flood risk. Safeguarding access to existing Anglian Water infrastructure criterion and archaeology criterion added. Minor wording amendments for clarity
Godmanchester 3: Former A14 Compound, North of A1198 Roundabout	Retained	Godmanchester 3: Former A14 Compound, North of A1198 Roundabout	Yes	No	Minor wording amendments. Safeguarding access to existing Anglian Water infrastructure criterion added
Kimbolton 1: Brittens Farm, Station Road	Retained	Kimbolton 1: Brittens Farm, Station Road	Yes	No	Minor wording amendments to criteria and proposed uses for clarity. Archaeology criterion added. Criterion added regarding minerals
Kimbolton 2: South East of Bicton industrial Estate, Stow Road	Retained	Kimbolton 2: South East of Bicton industrial Estate, Stow Road	Yes	No	Minor amendments regarding on site drainage and wastewater solutions.

Appendix 7 - Table of site changes between Preferred Options and Pre-Submission

Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
Little Paxton 1: North of St James Road	Retained	Little Paxton 1: North of St James Road	Yes	No	Minor wording amendments for clarity. Criterion added requiring provision of open space to mitigate recreational impacts on nearby nature sites. Mineral extraction criterion amended to avoid adverse impact in Little Paxton Quarry
Little Paxton 2: West of Great North Road	Retained	Little Paxton 2: West of Great North Road	Yes	Yes	Site capacity has been increased from 220 to 410. The original SA for the site undertaken as part of the in combination LAA and SA assessment was based on 410 homes (as submitted by the site promoter). An update to the SA was recorded at Regulation 18 dropping the capacity to 220 in line with CCC Education comments. Minor wording amendments for clarity. Criterion added requiring provision of open space to mitigate recreational impacts on nearby nature sites. Archaeology criterion and safeguarding access to existing Anglian Water infrastructure criterion added
Sawtry 1: West of Glatton Road	Retained	Sawtry 1: West of Glatton Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion added
Sawtry 2: East of Glatton Road and North of Brookside Industrial Estate	Retained	Sawtry 2: East of Glatton Road and North of Brookside Industrial Estate	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion added
Sawtry 3: West of Toll Bar Way and Green End Roa	Retained	Sawtry 3: West of Toll Bar Way and Green End Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion added
Sawtry 4: Off Old North Road	Retained	Sawtry 4: Off Old North Road	Yes	No	Minor wording amendments to criteria for clarity and to proposed uses to provide some additional flexibility for site developer. Archaeology criterion added

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Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
Sawtry 5: Little Common Farm	Retained	Sawtry 5: Little Common Farm	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion and safeguarding access to existing Anglian Water infrastructure criterion added.
Sawtry 6: North of Black Horse Industrial Estate	Retained	Sawtry 6: North of Black Horse Industrial Estate	Yes	No	Minor wording amendments to criteria for clarity and to proposed uses to provide some additional flexibility for site developer. Archaeology criterion and safeguarding access to existing Anglian Water infrastructure criterion added.
Somersham 1: College Farm, West of Parkhall Road	Retained	Somersham 1: College Farm, West of Parkhall Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion and safeguarding access to existing Anglian Water infrastructure criterion added.
Somersham 2: South of College Farm	DELETED	N/A	Yes	N/A	Following a review of comments received from residents and stakeholders, who cite concern regarding infrastructure capacity, cumulative impact of all draft allocations on the village, transport impacts, landscape harm and scale of the proposal, the site has been removed as a draft allocation.
Somersham 3: Dews Bus and Coach Depot, Chatteris Road	Retained – reference updated	Somersham 2: Dews Bus and Coach Depot, Chatteris Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion and added. Criterion added requiring provision of open space to mitigate recreational impacts on nearby nature sites.
Somersham 4: College Farm, West of Newlands Industrial Estate	Retained – reference updated	Somersham 3: College Farm, West of Newlands Industrial Estate	Yes	No	Minor wording amendments to criteria for clarity.
Yaxley 1: Eagle Business Park, phase 3, Broadway	Retained	Yaxley 1: Eagle Business Park, phase 3, Broadway	Yes	No	Minor wording amendments to criteria for clarity. Safeguarding access to existing Anglian Water infrastructure criterion added.

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Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
Abbots Ripton 1: Home Farm South	Retained	Abbots Ripton 1: Home Farm South	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion and added. Criterion added requiring 15m to pumping station to allow future maintenance.
Alconbury 1: South of Great North Road	Retained	Alconbury 1: South of Great North Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Safeguarding access to existing Anglian Water infrastructure criterion added.
Alconbury 2: East of Globe Lane	Retained	Alconbury 2: East of Globe Lane	Yes	No	Minor wording amendments to criteria for clarity.
Bluntisham 1: South of Rectory Road	DELETED	N/A	Yes	N/A	Following a review of comments received from residents and stakeholders, who cite concern regarding heritage and impact on the Grade II* Bluntisham House as well as potential impact to ridge and furrow land, alongside concerns about the cumulative impact of development on services and infrastructure within Bluntisham, the site has been removed as a draft allocation.
Bluntisham 2: Land off 18 Holliday's Road	Retained – reference updated	Bluntisham 1: Land off 18 Holliday's Road	Yes	No	Minor wording amendments to criteria for clarity. Archaeology criterion and added.
Bluntisham 3: West of Colne Road	Retained – reference updated	Bluntisham 2: West of Colne Road	Yes	No	Refines, clarifies and strengthens mitigation measures.
Great Staughton 1: East of B661, The Green	Retained	Great Staughton 1: East of B661, The Green	Yes	No	Refines, clarifies and strengthens mitigation measures. Safeguarding access to existing waste water infrastructure criterion added.
Hemingford Abbots 1: The Lattenburys	Retained	Hemingford Abbots 1: The Lattenburys	Yes	**Yes**	The site boundary has been amended to include an land on the western edge to align with field boundaries and provide a more comprehensive landscaped edge on this side. Capacity of 3,800 retained. Archaeology

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Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
					criterion and exploration of underground waste collection system added. Minor wording amendments to criteria and proposed uses for clarity supporting a sustainable mix of appropriate uses and sustainable transport options. Proposed care home criteria amended requiring an up to date assessment to inform the quantity of care beds to be provided.
Houghton and Wyton 1: Ruddles Lane	Retained	Houghton and Wyton 1: Ruddles Lane	Yes	No	Refines, clarifies and strengthens mitigation measures.
Needingworth 1: Giffords Park, East of B1040	Retained	Needingworth 1: Giffords Park, East of B1040	Yes	No	Refines, clarifies and strengthens mitigation measures. Proposed care home criteria amended requiring an up to date assessment to inform the quantity of care beds to be provided.
Needingworth 2: North of Bluntisham Road	Retained	Needingworth 2: North of Bluntisham Road	Yes	Yes	Western parcel removed due to consultation responses, especially in relation to traffic impacts, flood risk, coalescence with neighbouring settlements, landscape concerns and the size of the site. This reduces the capacity from 290 homes to 100. The site had originally been submitted as two sites and assessed separately through the in combination LAA and SA assessment, the SA for just the eastern parcel will be brought forward into this document to show an updated position. Minor wording amendments to criteria for clarity. Archaeology criterion and added
Offord D'Arcy 1: West of Graveley Road	Retained	Offord D'Arcy 1: West of Graveley Road	Yes	No	Minor wording amendments to criteria for clarity. Capacity reduced to 70 homes.
Offord Cluny 1: West of High Street and North of Dunstall Close	Retained	Offord Cluny 1: West of High Street and North of Dunstall Close	Yes	No	Minor wording amendments to criteria for clarity.

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Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
	ADDITION	Spaldwick 1: Land east of Stow Road, Spaldwick	Yes	**Yes**	The site has been added as a pre-submission allocation which is considered to be a significant change. The site has undergone an SA through the in combination LAA and SA assessment. The SA will be brought forward into this document to show a comprehensive picture.
Stilton 1: Rear of the Stilton Cheese Inn, North Street	Retained	Stilton 1: Rear of the Stilton Cheese Inn, North Street	Yes	No	Refines, clarifies and strengthens mitigation measures. Safeguarding access to existing waste water infrastructure criterion added. Capacity amended to align with planning permission.
Stilton 2: Rear of 16 to 58 North Street	Retained	Stilton 2: Rear of 16 to 58 North Street	Yes	No	Refines, clarifies and strengthens mitigation measures. Safeguarding access to existing waste water infrastructure criterion added
Abbotsley 1: North of Wintringham Hall, Cambridge Road	Retained	Abbotsley 1: North of Wintringham Hall, Cambridge Road	Yes	No	Minor wording amendments to criteria for clarity. Archaeology criterion and added.
Alwalton 1: North of 23-33 Oundle Road	DELETED	N/A	Yes	N/A	Following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal, the site has been removed as a draft allocation.
Bythorn 1: West of Warren Lane	DELETED	N/A	Yes	N/A	The Parish council stated preference for an alternative allocation at Home Farm because it has an existing access, is more centrally located in the village and could offer a high quality heritage lead redevelopment of the site.
	ADDITION	Bythorn 1: Home Farm, Bythorn	Yes	**Yes**	The site has been added as a pre-submission allocation which is considered to be a significant change. The site has undergone an SA through the in combination

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Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
					LAA and SA assessment. The SA will be brought forward into this document to show a comprehensive picture.
	ADDITION	Catworth 1: Fruit Field, Catworth	Yes	**Yes**	The site has been added as a pre-submission allocation which is considered to be a significant change. The site has undergone an SA through the in combination LAA and SA assessment. The SA will be brought forward into this document to show a comprehensive picture.
Colne 1: Ramadie, Earith Road	Retained	Colne 1: Ramadie, Earith Road	Yes	No	Minor wording amendments to criteria for clarity.
Ellington 1: Old Sheds at Manor Farm, High Street	Retained	Ellington 1: Old Sheds at Manor Farm, High Street	Yes	No	Refines, clarifies and strengthens mitigation measures. Archaeology criterion and added. Safeguarding access to existing waste water infrastructure criterion added.
	ADDITION	Ellington 2: Land west of Grafham Road, Ellington	Yes	**Yes**	The site has been added as a pre-submission allocation which is considered to be a significant change. The site has undergone an SA through the in combination LAA and SA assessment. The SA will be brought forward into this document to show a comprehensive picture.
Grafham 1: Adjacent to 24 Cedar Close	Retained	Grafham 1: Adjacent to 24 Cedar Close	Yes	No	Refines, clarifies and strengthens mitigation measures. Removal of rights of way criterion as connectivity to wider network not possible. Archaeology criterion and requirement for heritage assessment added
	ADDITION	Grafham 2: South of Village Farm, Grafham	Yes	**Yes**	The site has been added as a pre-submission allocation which is considered to be a significant change. The site has undergone an SA through the in combination LAA and SA assessment. The SA will be brought forward into this document to show a comprehensive picture.

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Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
Great Gransden 1: South of Caxton Road	Retained	Great Gransden 1: South of Caxton Road	Yes	No	Refines, clarifies and strengthens mitigation measures. Safeguarding access to existing waste water infrastructure criterion added. Requirement for ecological assessment and mitigation due to potential impact on Barbastelle Bats.
Great Paxton 1: West of High Street	Retained	Great Paxton 1: West of High Street	Yes	No	Refines, clarifies and strengthens mitigation measures. Criterion added to address transport impact. Site boundary amended to remove land associated with parking for the football club. Capacity reduced to 9 homes with six to be for self and custom build housing.
Great Paxton 2: North of Harley Industrial Park, Paxton Hill	Retained	Great Paxton 2: North of Harley Industrial Park, Paxton Hill	Yes	No	Refines, clarifies and strengthens mitigation measures. Safeguarding access to existing waste water infrastructure criterion added.
Hail Weston 1: West of 5 High Street	Retained	Hail Weston 1: West of 5 High Street	Yes	No	Minor wording amendments to criteria for clarity and reduction of capacity to 6 homes. Safeguarding access to existing waste water infrastructure criterion added and also engagement with Anglian Water regarding waste water connection added.
Holme 1: North of Station Road	Retained	Holme 1: North of Station Road	Yes	**Yes**	Minor wording amendments to criteria for clarity. Capacity amended to 40 homes and existing homes on site removed form site boundary.
Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services	Retained	Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services	Yes	No	Refines, clarifies and strengthens mitigation measures. Criterion added requiring a heritage assessment.
Ramsey Forty Foot 1: Ramsey Forty Foot Village Rural Mooring	Retained	Ramsey Forty Foot 1: Ramsey Forty Foot Village Rural Mooring	No	N/A	No changes made.
	ADDITION	Ramsey Forty Foot 2: Woodlane Farm, Ramsey Forty Foot	Yes	**Yes**	The site has been added as a pre-submission allocation which is considered to be a significant change. The site has undergone an SA through the in combination

Appendix 7 - Table of site changes between Preferred Options and Pre-Submission

Preferred Options Site Policy Reference	Retained/ deleted	Submission Local Plan Site Policy Reference	Changed?	Significant?	Commentary of key changes
					LAA and SA assessment. The SA will be brought forward into this document to show a comprehensive picture.
The Stukeleys 1: Between 76-86 Owl End	Retained	The Stukeleys 1: Between 76-86 Owl End	Yes	No	Minor wording amendments to criteria for clarity.
Upton 1: Land South West of South Farm	Retained	Upton 1: Land South West of South Farm	Yes	No	Minor wording amendments to criteria for clarity.
Waresley 1: Land between West Lodge and Home Farm	Retained	Waresley 1: Land between West Lodge and Home Farm	Yes	No	Refines, clarifies and strengthens mitigation measures. Capacity reduced to 6 to reflect concerns arising from consultation Criterion added requiring retention of 0.66ha of woodland within the site which was already stated in the supporting text.

Statement of Consultation for Local Plan Update

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1 Introduction

Purpose

What is the Statement of Consultation?

1.1 The Statement of Consultation is a record of the consultation and public engagement carried out as part of the development of a Local Plan. It also includes summaries of the main issues raised by the public and statutory consultees, how comments have been taken into account, and any actions the Council has taken as a result.

Why do we need a Statement of Consultation?

1.2 There are specific legal requirements that need to be followed when producing a local plan. These include but are not limited to: at what stage consultations should take place, who should be consulted and what documents the Council is legally required to produce.

1.3 One particular piece of legislation is The Town and Country Planning (Local Planning) (England) Regulations 2012. One of the requirements in it sets out what documents the Council must submit to the Secretary of State when it is time for the Local Plan to be examined by a Planning Inspector. The Statement of Consultation is one of these documents.

1.4 Specifically, Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), asks that the Council provides a document to demonstrate how the plan has been shaped (this will be known from now on as the Statement of Consultation). The extract from the Regulations (below), shows what the Council must include in this document. Regulation 18 - referred to in the box below - is an early stage of plan preparation and consultation and Regulation 19 is often used to refer to consultation on a Pre-Submission Plan (a full version of the Local Plan), immediately before it is sent to the Secretary of State for examination. It is important to note that the Statement of Consultation should be a summary of the main issues raised and is not intended to address each individual comment specifically. Full responses to consultations can be found on our online consultation portal. On submission of the Local Plan to the Secretary of State the Council will also fulfil criteria v and vi once comments have been made to the Pre-Submission Plan.

Submission of documents and information to the Secretary of State

22. —(1) The documents prescribed for the purposes of section 20(3) of the Act are— ...

...(c) a statement setting out—

(i) which bodies and persons the local planning authority invited to make representations under regulation 18,

(ii) how those bodies and persons were invited to make representations under regulation 18,

(iii) a summary of the main issues raised by the representations made pursuant to regulation 18,

(iv) how any representations made pursuant to regulation 18 have been taken into account;

(v) if representations were made pursuant to regulation 20, the number of representations made and a summary of the main issues raised in those representations; and

(vi) if no representations were made in regulation 20, that no such representations were made;

(Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012)

1 Introduction

1.5 Huntingdonshire District Council's Corporate Plan 2023–2028 identifies the priority of "***Improving quality of life for local people***", this includes an action to "***Listen to local residents and respond to their input on service delivery***".

1.6 In addition the Corporate Plan highlights the Council's ambition to embed their iCare values into the organisation. These values should drive improvement on a continuous basis, help guide decision-making and help to deliver the Corporate Plan. The iCare values include five values:

- Inspiring
- Collaborative
- Accountable
- Respectful
- Enterprising

1.7 As the Council's Corporate Plan and iCare values stress the importance of accountability, collaborative working and listening to local residents it has been decided that the Statement of Consultation will not only report on the regulatory stages of consultation, but will also provide additional information on other local plan engagement activities and stages. This will allow the document to demonstrate an additional layer of transparency and accountability regarding local plan engagement.

1.8 In addition to the Statement of Consultation ,Huntingdonshire District Council also produced other documents which relate to engagement:

- Statement of Community Involvement - which identifies how the Council will consult on planning related matters and required through regulation 18 of the Planning and Compulsory Purchase Act 2004; and
- Duty to Cooperate Statement of Compliance - A document outlining how the local authorities have maintained effective cooperation with each other and other prescribed bodies on strategic matters that cross administrative boundaries as set out in paragraphs 24 to 28 of the National Planning Policy Framework.

This Statement of Consultation meets Regulation 22 (1)(c)(i to iv) and demonstrates that consultation on the preparation of the Local Plan has been undertaken in accordance with the relevant regulations and the adopted Statement of Community Involvement (SCI) 2023.

Background

1.9 Huntingdonshire District Council agreed at Cabinet on 24th January to:

- the preparation of a full update to the adopted Local Plan,
- the commencement of work to compile an updated local evidence base to inform and support preparation of the full update to the adopted Local Plan, working with partners and consultants as necessary; and
- prepare an updated Local Development Scheme to formally outline the scope of the update to the adopted Local Plan and an indicative timetable for its preparation.

1.10 The Local Development Scheme was agreed at Cabinet on 21 March 2023 and updated and approved at Cabinet on 11 February 2025 before being submitted to the Ministry of Housing Communities and Local Government. The Local Development Scheme was updated again in May 2026 to slightly defer the public engagement on the pre-submission Local Plan to 2046. The Local Development Scheme provides a

summary of the plan-making process and an indicative timetable highlighting the nature of engagement during preparation of the Local Plan Update. Updates on the progress against the Local Development Scheme will be published in Huntingdonshire's Annual Monitoring Report.

1.11 The Local Plan will set out the strategic vision, objectives and spatial strategy for the district. It will help guide future development in the District and set out planning policies and sites for development. Once adopted, it will replace Huntingdonshire District Council's Local Plan to 2036.

Structure of Statement

1.12 To meet the regulatory requirements and to support the development of Huntingdonshire's Local Plan, this statement of consultation provides a record of:

- how the Local Plan consultation processes have been carried out;
- a summary of responses received; and
- how the responses received have been taken into account.

1.13 The consultation process that the Council has followed in preparing the Local Plan is governed by:

- The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended); and
- Huntingdonshire District Council's Statement of Community Involvement (2023) (SCI). This document sets out how the Council will engage with the community on planning matters.

1.14 This Statement of Consultation comprises five sections:

- **Section 1** - an introduction.
- **Section 2 -** a table summarising the consultation stages during the Local Plan preparation, the approval process and any regulations that are relevant to that stage of engagement.
- **Section 3** - a summary of all engagement undertaken at the Issues phase of consultation including: a list of documents and summary of content, how the documents were approved, details of consultation and engagement, a summary of consultation responses and how the comments have been taken into account/any changes made to the documents as a result.
- **Section 4** - a summary of all engagement undertaken at the Further Issues and Options phase of consultation including: a list of documents and summary of content, how the documents were approved, details of consultation and engagement, a summary of consultation responses and how the comments have been taken into account/any changes made to the documents as a result.
- **Section 5** - a summary of some of the engagement that the Council will undertake at the Preferred Options phase of consultation, including: a list of documents and summary of content, how the documents were approved, and details of some consultation and engagement activities. This section will be updated after the consultation with more information.
- **Appendix 1**- A sample of consultation materials used during the Local Plan Issues consultations
- **Appendix 2 -** A sample of consultation materials used during the Local Plan Further Issues and Options consultation phase
- **Appendix 3 -** A sample of consultation materials used during the Local Plan Preferred Options consultation phase
- **Glossary -** a glossary of terms.

2 Local Plan Phases - Summary

2.1 The tables below set out the consultation stages which the Local Plan process has undertaken and is split into different engagement 'phases'. It identifies:

- **Consultation Documents** - the documents connected to the local plan consultation phase.
- **Process** - the Committees that the documents were sent to for approval.
- **Dates of public engagement** - the dates when the documents were open for public consultation.
- **Relevant Regulation*** - the relevant regulation or section from the Council's Statement of Community Involvement that the documents or engagement process relate to.

Local Plan Issues Consultation Phase

2.2 Further detail on the Local Plan Issues consultation phase including the consultation process and responses to the consultation can be found in Section 3 'Local Plan Issues' of this document.

2.3 Further detail on the Local Plan Further Issues and Options consultation phase including the consultation process and responses to the consultation can be found in Section 4 'Further Issues and Options' of this document.

2.4 Further detail on the Local Plan Preferred Options consultation phase including the consultation process and responses to the consultation can be found in Section 5 'Preferred Options' of this document.

Table 1 Local Plan Issues Phase

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
Huntingdonshire Local Plan Review and Proposed Update	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 January 2023 before being approved at Cabinet on 24 January 2023.	N/A	Section 7 SCI
Statement of Community Involvement (SCI)	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 January 2023 before being approved at Cabinet on 24 January 2023.	1 February 2023 to 15 March 2023	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 & 7 SCI
Local Development Scheme March 2023	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 1 March 2023 before being approved at Cabinet on 21 March 2023.	N/A	Section 15 PCPA Section 3 SCI
Local Development Scheme February 2025 (Update)	Approved at Cabinet on 11 February 2025 before being submitted to the Ministry of Housing, Communities and Local Government.	N/A	Section 15 PCPA Section 3 SCI
Local Plan Issues			
Sustainability Appraisal Scoping Report (SASR)	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 January 2023 before being approved at Cabinet on 24 January 2023.	1 February 2023 to 15 March 2023	Reg 18 PCPA EAPP & Section 19 and 39 PCPA

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
			Section 3 & 7 SCI
Draft Settlement Hierarchy Methodology Draft Land Availability Assessment Methodology	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 1 March 2023 before being approved at Cabinet on 21 March 2023.	29 March 2023 to 10 May 2023	Regulation 18 TCPA Section 3 SCI
Call for Sites Form	A request to issue a Call for Sites. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 1 March 2023 before being approved at Cabinet on 21 March 2023.	29 March 2023 to 7 June 2023	Regulation 18 TCPA Section 3 SCI
SASR, Draft Settlement Hierarchy Methodology, Draft Land Availability Assessment Methodology, Call for Sites responses, Issues papers	Initial meeting of LPAG meeting was held in May 2023 to consider progress to that point.		
Issues Engagement Paper, Issues Paper Summary, and Easy Read Version	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 5 April 2023 before being approved at Cabinet on 18 April 2023. LPAG meeting in June 2023 to consider key themes around employment and the economy and local plan timeline.	26 April 2023 - 5 July 2023	Regulation 18 TCPA Section 3 SCI
Further Issues and Options			
Further Issues and Options 2024	LPAG meetings were held in March, June and July 2024 to discuss preparation of the Further Issues and Options stage of the Local Plan Update. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 September 2024 before being approved at Cabinet on 10 September 2024.	18 September - 27 November 2024	Regulation 18 TCPA Section 3 SCI

2 Local Plan Phases - Summary

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
Land Availability Assessments (LAA): • Northern Huntingdonshire • North Eastern Huntingdonshire • Northern Central Huntingdonshire • Western Huntingdonshire • Central Huntingdonshire • Eastern Huntingdonshire • Southern Huntingdonshire	LPAG meetings were held from April to August 2024 to discuss land availability assessments.. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 September 2024 before being approved at Cabinet on 10 September 2024.	18 September - 27 November 2024	Regulation 18 TCPA Section 3 SCI
Sustainability Appraisal	LPAG meetings were held from April to August 2024 to discuss sustainability appraisals. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 September 2024 before being approved at Cabinet on 10 September 2024.	18 September - 27 November 2024	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 SCI
Additional Sites Land Availability Assessment	LPAG discussed the additional sites in March 2025. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 2 April 2025 before being approved at Cabinet on 15 April 2025.	23 April 2025 - 4 June 2025	Regulation 18 TCPA Section 3 SCI
Additional Sites Sustainability Appraisal	LPAG discussed the additional sites in March 2025. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 2 April 2025 before being approved at Cabinet on 15 April 2025.	23 April 2025 - 4 June 2025	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 SCI
Preferred Options			

Local Plan Phases - Summary 2

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
Preferred Options Local Plan	Approved at Cabinet on 21 October 2025. LPAG meetings were held from March to October to consider preparation and selection of the Preferred Options Draft Local Plan.	5 November 2025 - 17 December 2025	Regulation 18 TCPA Section 3 SCI
Sustainability Appraisal	Approved at Cabinet on 21 October 2025.	5 November 2025 - 17 December 2025	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 SCI
Additional Proposed Site Allocations	LPAG meeting 13 April 2026 consider proposed additional draft site allocations and agree for public consultation and to consider and comment upon the changes proposed to the preferred options site allocations	13 May 2026 - 10 June 2026	Regulation 18 TCPA Section 3 SCI

Note: The Local Plans Advisory Group (LPAG) and terms of reference were approved at Cabinet on 21 March 2023. The purpose of LPAG is to provide a cross party group of members to advise on preparation and content of the Council's statutory development plan. LPAG is the key advisory and recommendation Group to the Cabinet on all Local Plan policy matters, including the testing of its alignment with other Council strategies. The membership is made up of seven Councillors. Their primary responsibilities are:

- to understand and advise on the significant issues relating to planning policy formulation the District;
- to make recommendations to the Executive Councillor with responsibility for oversight of the local plan and for advice on reports being presented for determination through normal decision making process in relation to the content of any draft development plan document covering all or any part of Huntingdonshire;
- to inform the public engagement process for preparation of any development plan document, and
- to support effective communication with the broader membership of the Council, local communities or stakeholders to facilitate successful preparation of any development plan document.

*** Acronyms**

EAPP - Environmental Assessment of Plans and Programmes Regulations 2004

LPAG - Local Plans Advisory Group

PCPA - Planning and Compulsory Purchase Act 2004

SCI - Statement of Community Involvement (SCI) 2023

TCPA - Town and Country Planning (Local Planning) (England) Regulations 2012

3 Local Plan Issues

3.1 This section addresses the Issues phase of local plan preparation. The issues phase is focused on initial survey and identification of the scope and subjects to be covered in the local plan, potential methodologies to be employed which will contribute towards the creation of a development strategy and the identification of land with the potential to be allocated for future development.

3.2 The Issues phase of engagement took place during Spring 2023 in compliance with the timetable set out in Huntingdonshire District Council's Local Development Scheme 2023 (Table 2 Local Plan preparation timetable).

3.3 Engagement was undertaken in compliance with Huntingdonshire District Council's Statement of Community Involvement 2023

3.4 Consultation procedures were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 & The Environmental Assessment of Plans and Programmes Regulations 2004 (where applicable).

3.5 The section is split into the following subsections to reflect the different consultation stages as follows:

- **Section 3.1: Statement of Community Involvement and Sustainability Appraisal Scoping Report** - consultation period 1 February 2023 to 15 March 2023
- **Section 3.2: Draft Settlement Hierarchy and Land Availability Assessment Methodologies** - consultation period 29 March 2023 to 10 May 2023
- **Section 3.3: Call for Sites** - consultation period 29 March 2023 to 7 June 2023
- **Section 3.4: Issues Engagement Papers** (Issues Engagement Paper, Summary Paper and Easy Read Version)- consultation period 26 April to 5 July 2023

3.6 Each section includes the following information:

- The **Consultation Process** - This outlines the Summaries of the documents consulted on, their approval process and information on details on the consultation and engagement processes undertaken.
- **Responses to the Consultation** - This outlines the number of representations made to the consultation, a summary of the key issues raised and how the representations have been taken into account.

Sustainability Appraisal Scoping and Statement of Community Involvement

Consultation Process

Document Summaries

3.7 This section addresses the following documents:

- **Statement of Community Involvement 2023** - which sets out how the Council will engage on planning related matters.
- **Sustainability Appraisal Scoping Report 2023** - which sets baseline information for Huntingdonshire to inform the development of sustainability objectives to test the Local Plan against.

Document Approval

3.8 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (04/01/23) - The Panel were invited to comment on the recommendations for the Statement of Community Involvement and the Sustainability Appraisal Scoping Report from the Cabinet repot. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing in February 2023 and running for 6 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 4 January 2023
- Cabinet Meeting (24/01/23) - The Committee were asked to approve the contents of the Statement of Community Involvement and the Sustainability Appraisal Scoping Report and to agree that they could be published for public consultation commencing in February 2023 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 24 January 2023

Consultation and Engagement

3.9 Consultation on the Statement of Community Involvement and the Sustainability Appraisal Scoping Report took place between 1 February and 15 March 2023. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the document by section, paragraph and tables. Hard copies of the documents were available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN for those who do not have internet access. The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

3.10 The documents were publicised as follows. Items marked with an * can be found in 'Appendix 1 Consultation Material - Issues Phase':

- On the Council's online consultation portal published on 1 February 2023.
- On the Council's Local Plan Update webpage published on 1 February 2023
- On the Council's homepage under the heading *Consultations* published on 1 February 2023.
- On the Council's Facebook Page published on 1 February 2023*.
- On the Council's Twitter account published on 1 February 2023*.
- Via Press Release published on 26 January 2023*

3.11 As part of the public engagement exercise the council undertook the following:

3.12 Emails were sent to

- Specific Consultation Bodies
- People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system

3 Local Plan Issues

- Town and Parish Councils, this included a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, this included a 'social media package' that could be used to spread the news to their local organisations and residents.

Other methods of engagement included:

- Internal notifications via the intranet to Huntingdonshire District Council staff to assist in information dissemination

There is no legal obligation consult on the SCI, however it is encouraged within National Planning Practice Guidance. The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), The Environmental Assessment of Plans and Programmes Regulations 2004 (where applicable)and section 3 of the SCI.

The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

Consultation Responses Summaries

3.13 The following table outlines a summary of the documents consulted on between 1 February and 15 March 2023:

Table 2 Responses to the Statement of Community Involvement and Sustainability Appraisal Scoping Report

	Statement of Community Involvement	Sustainability Appraisal Scoping Report
Number of Comments Made	67	91
Number of Individuals or Organisations that Responded	14	18
Number of Supports	12	23
Number of Objections	2	14
Number of Observations	53	54

3.14 People were able to comment on all aspects of the document by section, paragraph and tables. The sections below show the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Statement of Community Involvement Consultation Responses
- Sustainability Appraisal Scoping Report Consultation Responses

3.15 The Coal Authority Responded to the Statement of Community Involvement and Sustainability Appraisal Scoping Report they noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific

comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary from the Statement of Community Involvement (SCI)

3.16 The following provides a summary of the main issues raised during the consultation on the Statement of Community Involvement and how the Council has taken these into account.

Table 3 Statement of Community Involvement

Main Issues Raised	Council Response / How the Council has taken this into account
Statement of Community Involvement - General	
• General acknowledgement of receipt of consultation. • Support principle of the document. • General requests to be kept informed informally. • Request for inclusion of a summary sheet showing changes from previous document.	• General acknowledgement, no changes required. • Supportive comments, no changes required. • Noted, to be dealt with as part of Duty to Cooperate procedure. No changes required. • The SCI was completely re-written a summary sheet documenting these changes would result in duplication. Suggestion not carried forward.
1 - What is the Statement of Community Involvement?	
• Request to clarify document history and the reason for its update. • Request to be consulted in future stages. • Grammatical observation regarding use of the word you.	• Extra paragraph to be added to respond to request. • Request noted and organisation will be notified of future consultation. No change required. • Review of document and changes made where required.
2 - What is Planning?	
• No comments were made.	• No action required.
3 - Involving the Community in the Production of Planning Documents	
• General observations on readability regarding • General support for reference to specific consultation bodies. • General requests to be consulted on future documents. • Request for clarity of development plan documents and policies map • Request to add additional consultees to specific consultation bodies. • Request to provide further clarity around the Duty to Cooperate. • General requests for additional consultation and engagement methods, contact details to be included and more specificity on what will be done. • Requests for notifications of adopted documents and committee meetings	• General acknowledgement, no changes required. • Request noted and organisation will be notified of future consultation. No change required. • Amendment to description of development plan documents and policies map • Additional consultation bodies added. Reference to developers included under 'other people and organisations'. • Additional information added to 'When do we consult?' including changes to provide greater clarity on 'the Duty', NPPF, relevant bodies and Statements of Common Ground where within the legislative requirements. • Amendments made to add some additional consultation methods, clarity on what can be done above legal requirements if resources allow and role of District, Town and Parish Councillors and who to contact.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Greater clarity required regarding committee meeting attendance. • Concerns relating to Habitats and Species Regulations 2017 and inclusion of sites.	• Additional text to explain where adopted or completed documents can be found to be included. • Additional clarity on committee attendance procedures included. • Requirements under the Habitats and Species Regulations 2017 and inclusion and assessment of sites will be addressed through further evidence and an update to the Habitats Regulations Assessment. No changes required
4 - Neighbourhood Planning	
• Request to clarify opening paragraph regarding Parish Council Plan production. • Requests to be notified of Neighbourhood Plans and reference to external agency guidance notes. • Request to include reference to Council consultation guidance and difference between District, Parish and Town Council accountability in section and diagram.	• The paragraph is reflective of legislative requirements, no changes made. • Request noted, organisation will be notified of future consultation. Guidance notes from external organisations outside the scope of the document. No change required. • Additional information added to section regarding Councils' specific consultation and engagement.
5 - Involving the Community in the Planning Application Process	
• Requests to include additional engagement processes regarding external organisations and planning, enforcement and developer contributions processes. • Request to include additional statutory consultee in description of when extended time to comment is permissible. • Suggestion to provide additional clarity on terminology. • Suggestions to provide additional detail on committees, attendance, and Councillors. • Recommendation in clarify position of lawful development certificates.	• Request noted, this is outside the scope of the document, and legislative requirements no change required. • Request noted. Statutory consultee added to example. • Suggestion noted. Additional definition of large-scale major included. Definition of material considerations not included as officers will determine material considerations. • Suggestions noted. Links provided to contact details and committee pages. • Recommendation noted additional clarity regarding lawful development certificates included in text.
6 - Brownfield Land Registers	
• Support for consultation procedures.	• Supportive comments, no changes required.
7 - Monitoring and Review	
• Support for reference to requirements to review documents.	• General acknowledgement, no changes required.
8 - General Complaints Procedure, 9 - Glossary & 10 - Useful links	
• No comments were made.	• No action required.

Outcomes

3.17 The changes outlined in the table above were made to the Statement of Community Involvement and the document was published on the Council's webpages on 25 May 2023.

3.18 Minor amendments were made to the document to address any spelling or grammatical errors. Additional text was also included in section 6 - Brownfield Land Registers to further clarify regulatory requirements.

3.19 Requests to reference external agency guidance notes, were considered outside the scope of the SCI, but will be included on the Council's Neighbourhood Planning pages for Parish and Town Councils where applicable.

3.20 In particular the Middle Level Commissioners proposed a number of suggestions and requests that fell outside the scope of the document. This information was passed along to our Development Management Team for further consideration.

Summary from the Sustainability Appraisal Scoping Report (SASR)

The following provides a summary of the main issues raised during the consultation on the Sustainability Appraisal Scoping Report and how the Council has taken these into account.

Table 4 Sustainability Appraisal Scoping Report

Main Issues Raised	Council Response / How the Council has taken this into account
Sustainability Appraisal Scoping Report - General	
• General comment on need to work with neighbouring authorities as part of Duty to Cooperate. • General comments on the need to provide new homes in sustainable locations using a revised settlement hierarchy that meet local needs. • Concern over the usage of the term 'climate emergency' rather than climate change.	• The Council is working with neighbouring authorities and other Duty to Cooperate bodies. No changes required. • Acknowledged, a new settlement hierarchy will be prepared using a revised methodology which will inform a future development strategy. It is not for the scoping report to set out a settlement hierarchy or spatial approach. No changes required. • The term climate emergency is consistent with HDC's Climate Strategy, no changes required.
1 - Introduction	
• No comments were made.	• No action required.
2 - Sustainability Appraisal Methodology	
• General request that a new settlement hierarchy and scoring mechanism for settlements be introduced.	• Acknowledged, a new settlement hierarchy will be prepared using a revised methodology. No changes required.
3 - A1: Identifying relevant plans, programmes and strategies	
• Request to add further plans, programmes and strategies to the list of those already reviewed.	• Several additional plans, programmes and strategies have been reviewed and added.
4 - A2: Collecting baseline information	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Request for distinction between grade 3a and grade 3b agricultural land. • Request for further data on climate emissions and power usage across the district. • Request for clarity on when climate impacts may occur. • Request for Council to amend organic waste collection process. • Request for additional text relating to water based development and resilient buildings in areas of flood risk, support for reference to water based tourism activities. • General comments on additional sources of detailed population and health data. • Request for additional text relating to demand for sustainable logistics development and the green economy.	• Clarification provided that mapping data is not available at a site specific level • Further climate information not available comprehensively for the district. • Clarification added. • Outside of the scope of the SA and Local Plan. • Support noted, no changes required to comply with national policy on flood risk. • Sufficient baseline information has been provided in the scoping report. Detailed discussion on population and health issues will be explored through the Issues Engagement Paper, no changes required. • Logistics and green economy are issues that will be explored in greater detail in the Issues Engagement paper.
5 - A3: Identifying sustainability issues and problems	
• Request for additional detailed issues to be identified in the climate emergency and natural environment topics. • Observation that flooding and water should be separated into two topics rather than covered together.	• Suggestions are too detailed and not practical for the SA framework, no changes required. • Noted, due to the interconnectedness of these topics it was considered appropriate to combine them. Further discussion will be undertaken through the Issues Engagement paper, no changes required.
6 - A4: Developing the SA framework	
• General support for the objectives identified. • Request for further refinement of the framework to identify decision aiding questions for varying scales of sites. • Request for amendments to the distances provided in several scoring options such as distance to services. • Request for amendments to SA9 to provide greater distinction between scoring options for residential development. • Not clear whether all objectives apply to all proposals. • Request for additional safeguarding for ecological networks and habitat connectivity.	• Support acknowledged. • The framework already refines the decision aiding questions across the strategy (which includes new settlements and strategic expansion locations), other sites and policies, renamed heading in Table 20 for clarity. • Distances used are inline with existing national guidance. • Amended SA9 scoring + option to 100 homes threshold to make a greater distinction in scoring proposals. • Added a second line to the 'N' (no clear relationship' scoring option) to say that the objective is not relevant to the policy or proposal. Also added to SA5 clarity on scale of proposals that apply to scoring options. • Additional decision aiding question for SA6 to not compromise strategic scale ecological networks and that future improvements in strategic habitat connectivity are not prejudiced. • Table 23 showing how the sites decision aiding questions will be assessed and scored has

Main Issues Raised	Council Response / How the Council has taken this into account
	been updated and expanded so that the all objectives are included.
7 - A5: Consulting on the scope of the SA	
• No comments were made.	• No action required.
8 - Next steps	
• No comments were made.	• No action required.
Appendices	
• Request to add further plans, programmes and strategies to the list of those already reviewed.	• Several additional plans, programmes and strategies have been reviewed and added to relevant tables.
Glossary	
• No comments were made.	• No action required.

Outcomes

3.21 The changes outlined in the table above were made to the Sustainability Appraisal Scoping Report and the document was published on the Council's webpages on 25 May 2023.

3.22 Minor amendments were made to the document to address any spelling or grammatical errors. References to the 'emerging' Climate Strategy and Huntingdonshire Futures Place Strategy were also updated to reflect that they have both now been adopted by the Council. HDC's Countryside Team also provided an updated figure on the size of Hinchingbrooke Country Park which has been included in the final report.

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Settlement Hierarchy and Land Availability Assessment Methodologies

Consultation Process

Document Summaries

3.23 This section addresses the following documents:

- **Draft Settlement Hierarchy Methodology** - which sets out how we will assess the sustainability of settlements and will aid in the decision-making on their suitability for future growth in the next Local Plan
- **Draft Land Availability Assessment Methodology** - which sets out how we will consider potential sites that have been put forward for potential allocation in the Local Plan.

Document Approval

3.24 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (01/03/23) - The Panel were invited to comment on the recommendations for the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies as set out in the Cabinet report. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing in March 2023 and running for 6 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 1 March 2023
- Cabinet Meeting (21/03/23) - The Committee were asked to approve the contents of the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies and to agree that they could be published for public consultation commencing in March 2023 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 21 March 2023

Consultation and Engagement

3.25 Consultation on the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies took place between 29 March and 10 May 2023. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN. The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

3.26 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 1 Consultation Material':

- On the Council's online consultation portal published on 29 March 2023.
- On the Council's Local Plan Update webpage published on 29 March 2023
- Council homepage banner notification published 29 March 2023
- On the Council's homepage under the heading *Consultations* published on 29 March 2023.
- On the Council's Facebook Page published on 27 March 2023*, 29 March 2023, 6, 12 and 19 April 2023
- On the Council's Twitter account published on 27 March 2023*.
- On Linked in published on 27 March 2023*.
- Via Press Release published on 27 March 2023*
- Economic Development Newsletter 30 March 2023

3.27 As part of the public engagement exercise the council undertook the following:

- Emails to Specific Consultation Bodies
- Emails to people and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Emails to Town and Parish Councils, this included a 'social media package' that could be used to spread the word to their local organisations and residents.
- Emails to District Councillors, this included a 'social media package' that could be used to spread the word to their local organisations and residents.
- Council intranet post 30 March 2023 to encourage spreading the word to friends and family.

3.28 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

3.29 The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

Consultation Responses Summaries

3.30 The following table outlines a summary of the documents consulted on between 29 March and 10 May 2023:

Table 5 Responses to the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies

	Draft Settlement Hierarchy Methodology	Draft Land Availability Assessment Methodology
Number of Comments Made	195	270
Number of Individuals or Organisations that Responded	37	34
Number of Supports	53	116
Number of Objections	58	45
Number of Observations	84	109

3.31 People were able to comment on all aspects of the document by question, section and tables. The sections below show the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Draft Settlement Hierarchy Methodology Consultation Responses
- Draft Land Availability Assessment Methodology Consultation Responses

3.32 The Coal Authority Responded to the Draft Settlement Hierarchy and Land Availability Assessment Methodologies, they noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process."

Summary from the Draft Settlement Hierarchy Methodology

3.33 The following provides a summary of the main issues raised during the consultation on the Draft Settlement Hierarchy Methodology and how the Council has taken these into account.

3 Local Plan Issues

Table 6 Draft Settlement Hierarchy Methodology

Main Issues Raised	Council Response / How the Council has taken this into account
Draft Settlement Hierarchy Methodology - General, 1 - Introduction, 2 - Context and 7 - Next Steps	
• Agreement that a new methodology is required/ general support • Request to include petrol filling stations and charging points • Should reference to people who have no access to private car and active travel solutions • Should include landscape and environmental considerations and reference to the historic environment • Should include the benefits that new developments and potential for improvement can bring to settlements in terms of services, facilities, new and improved infrastructure and other potential for improvement. • Should consider flood risk, water infrastructure capacity and supply, Biodiversity Net Gain. • General queries as to how the methodology will inform the Local Plan development and establish a hierarchy. • Require clarity of where distances will be measured from. • Proposals to simplify the methodology.	• General acknowledgement, no changes required • Petrol filling stations included in revised indicator RS2 Number of other shops and services in settlement. Charging points to considered outside the scope of this methodology. • Transport indicators revised to focus solely on public transport including access to railway station via active travel. • Response acknowledged, landscape and historic environment will be will be assessed as part of the Sustainability Appraisal and general spatial strategy. • Response acknowledged, the methodology is not determining the location for growth. Benefits that new development may bring will be assessed as part of the wider development strategy and through policies such as allocations and developer contributions. Further evidence will feed into the development of Local Plan Growth Strategy to identify locations suitable for growth and where growth could facilitate greater provision of services. • Response acknowledged, flood risk, water infrastructure capacity and supply, Biodiversity Net Gain will be taken into account through the development of evidence and/or policies to inform the development of the local plan. • Final output will clarify purpose, and how a final hierarchy will be established. All indicators will be reviewed. Methodology title amended to 'Sustainability of Settlements Methodology' to clarify that further evidence will be used to establish a final settlement hierarchy. • Greater clarity will be provided in methodology to explain measurements. • Significant changes made to simplify the methodology and reduce the number of indicators.
3 - Geographical Study Area	
• Should identify sites for development and brownfield land etc. • Agree sites of 30 or more residential units should have a full assessment and basic assessment for others	• Noted, to be addressed outside the scope of this methodology through the Call for Sites, sustainability appraisal and development strategy. • Agreement acknowledged, no action required. • No action, the lack of services and facilities identified demonstrates their weaknesses in terms of sustainability.

Main Issues Raised	Council Response / How the Council has taken this into account
• Disagree with basic assessment as it disregards strengths, weaknesses and opportunities of hamlets. • Request to retain current settlement hierarchy in Huntingdonshire's Local Plan to 2036. • Should fully survey all settlements. • Combine 'The Offords' as one settlement for assessment • Should consider the clustering of settlements where one settlement may provide for the surrounding area and include a large settlement category, assess Little Paxton and St Neots as one settlement. • Unclear on how 'perceived urban extent will be defined.	• No action. The assessment of individual settlements is designed to avoid pre-judging the development strategy and settlement hierarchy. • Response noted, the presence of any services and facilities within the indicator categories from full assessment will be recorded in the basic assessment. • Suggestion noted, the Offords to be assessed as one settlement due to their unique interconnectedness. • The methodology will look at individual settlements and the services and facilities available as at summer 2023 to provide a baseline for development of the local plan's strategy. Once assessments are completed and all services recorded, HDC will look at clusters of services and their availability to other surrounding settlements where deficiencies may be identified. The assessment of individual settlements is designed to avoid pre-judging the development strategy and settlement hierarchy. This will be clarified in the final methodology as will the 'urban extent' or equivalent definition.
4 - Topic Areas and Weighting	
• General support for weighting indicators • Recommendations to clarify weighting definitions including a revision to include a x3 for all the population, occasionally. • Methodology does not consider changes over time.	• Support acknowledged no response required. • Weighting reviewed and definitions included for clarification. • The methodology is intended to be a snapshot in time assessing the current sustainability of settlements. The ability and the requirements of new development to provide additional facilities and infrastructure would be taken into account through policies such as allocations and developer contributions.
5 - Settlement Hierarchy Proposed Methodology - General	
• Should assess the lack of services and not the presence of them	• No actions, low scores will reflect the lack of services.
5 - Settlement Hierarchy Proposed Methodology - Health	
• Indicators should address capacity of services • Distance should be measured by public transport • Should consider free pharmacy services, online and telephone consultations • Should combine presence of services in combination with distance to where one is not present • Should ask residents what is needed	• The Council has taken advice from NHS Property Services on behalf of Cambridgeshire and Peterborough Integrated Care System it was recommended that indicator H4 was retained due, indicators H7&8 revised to include capacity and access to GP surgeries and indicator H11&12 removed due to the current state of flux of pharmacies and ability of some to provide online

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Main Issues Raised	Council Response / How the Council has taken this into account
	delivery. Data and analysis to be provided by NHS and CPICS. • The use of public transport instead of private car was rejected as not reflecting current reality for the majority of the Districts population due to its rural nature and the variability of bus scheduling. • The Settlement hierarchy is intended to be a snapshot in time assessing the current sustainability of settlements. The provision of new facilities will be lead by CPICS/NHS and taken into account through policies such as allocations and developer contributions. No action required.
5 - Settlement Hierarchy Proposed Methodology - Education	
• Indicators should be capacity based • Consider a hybrid indicator based upon the number of schools in the settlement together with the availability of spaces at the schools. • Indicators skewed towards large settlements • Indicators should reflect settlements served by a dedicated school bus service or that can be reached by other sustainable modes of transport. • Indicator should take into account Ofsted ratings • No reference to further education provision and SEND places in mainstream schools • Agree no need to include university provision	• In response to concerns raised and advice from Cambridgeshire County Council Children, Education and Families Directorate. Indicator E3 was deleted. Indicators for Primary and Secondary Schools were amended to assess access to and capacity of schools (taking into account school bus service and reasonable active travel distances). This ensures large settlement capacity is also taken into account. Data and analysis was provided by CCC. • Ofsted ratings vary over time and may influence capacity where people have opted to attend higher ranking schools out of catchment. People exercising choice cannot be applied to a settlement scale assessment of the provision of education infrastructure. • The only Further Education establishment is in Huntingdon so this will not provide a nuanced indicator across different settlements. Mainstream schools have a duty as part of the Equality Act 2010 to make 'reasonable adjustments' for disabled children and young people, to support medical conditions and to inform parents and young people if SEND provision is made for them. No action.
5 - Settlement Hierarchy Proposed Methodology - Retail and Services	
• Should include a new category to demonstrate the greater value of convenience stores to small settlements and reduced need to travel. • Suggested changes to weighting of indicators • Should assess the number of stores not diversity	• Indicators reduced and revised to focus on convenience stores and comparison stores creating a better balance of the importance of these services. Number of other shops and services revised to a count instead of diversity.

Main Issues Raised	Council Response / How the Council has taken this into account
• Presence of banks and ATMs are not as important in modern times, post offices more important • ATMs are important • Indicators should include post offices, health and beauty, car garages, public houses serving hot food. • Indicators should recognise the value of cafes and restaurants as a social purpose and late opening hours. It is recommended that the scoring is revised and reduced. The growth of delivery services demonstrates that eatery businesses can operate sustainably without a fixed town centre location • This approach does not take account of how easy it is for people in the settlement to access these services.	• Response acknowledged. Post Offices and banks have been included in revised indicator RS2 and ATMs removed. • Changing trends in banking etc. are acknowledged. The rapidity with which service provision continues to change is considered to be an issue with this indicator. Services merged with new indicator RS2 and additional services included. • Indicator S11 merged with CC10 to represent the social purpose of restaurants, cafes etc. • Transport and access is considered as a separate indicator rather than in combination with each type of service or facility. No action.
5 - Settlement Hierarchy Proposed Methodology - Sports and Leisure	
• The inequity of different types of open and green space being awarded equal points regardless of size is acknowledged. • The quantum of open space per population should be included alongside diversity of open space to provide a combined score. • Should include “blue spaces”. • Reference should also be made to the Biodiversity Action Plans (BAPS)s. • Does not consider remaining capacity for new residents or access to nearby facilities in other settlements • Does not take account of how easy it is for people in the settlement to access these services.	• Overall responses to SL8 indicate the approach to sports and leisure required revision. Indicators reduced and combined into a community facilities category. Revised indicator to focus on indoor and outdoor sports facilities based on up to date evidence from Huntingdonshire District Council Playing Pitch and Outdoor Sport Strategy and Assessment 2022 and Huntingdonshire District Council Indoor & Built Facilities Strategy and Needs Assessment July 2022. • Up to date population statistics at settlement level that are up to date are not available. No action. • Biodiversity Action Plans will be considered as part of Local Plan production. No action. • Capacity issues will be addressed at site specific level. It is recognised that provision for many sports operates in a clustered fashion and this is reflected through the latest indoor and outdoor sports strategies. Lower scores for settlements where the facility is not present are considered a reasonable reflection of reduced sustainability/access due to the need for people to travel to the facility. Provision of new facilities or contributions towards will be informed by the new strategies and developer contributions. • Transport and access is considered as a separate indicator rather than in combination with each type of service or facility. No action.
5 - Settlement Hierarchy Proposed Methodology - Culture and Community	
• Number of cultural buildings should be removed and scoring of public houses too	• Indicators on culture and community and public house provision to be combined and simplified.

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Main Issues Raised	Council Response / How the Council has taken this into account
complicated. Suggestions to merge some indicators e.g. libraries • Agreement of inclusion of cultural indicators • There should be recognition for the number of community groups, quantum of provision or settlement wide events. • Should include access to community buildings by public transport • Presence of public house should have more weight due to social value	• Response Acknowledged • Availability of community groups and events is highly subject to change; the assessment focuses more on land use based services and facilities. No action. • Public transport access to and from a settlement is considered separately and should not be replicated to avoid overdue weighting being attributed to it. • Public houses included in revised indicator focusing on community facilities and social meeting places.
5 - Settlement Hierarchy Proposed Methodology - Transport	
• Should include demand led community transport e.g. TING • Frequency of service does not reflect destination, should have higher score for presence of Guided Bus • Should consider how easy it is to access railway station via active travel and stations outside the district boundary • Access to primary road network does not reflect sustainability and encourage car use • Should include future transport projects and other sustainable sources of travel including cycle links and car sharing. • 'Place Based Carbon Calculator' appears to be out of date • Bus service provision does not asses not quality / usefulness, routes, timetable or cost. • Clarify methodology when there are multiple stops in a settlement	• Due to their intermittent nature and coverage of community transport, these would not be able to be included within the assessment. The continuation of TING as a permanent service has not been confirmed and therefore cannot be included. • The presence of the Cambridgeshire Guided busway is reflected in the indicator in that the frequency of bus services prime locations will be higher. In some locations the Guided Bus will stop infrequently and therefore providing a higher score for its presence will not be reflective of the frequency and accessibility of its service. No action. • Distance to railway station to be measured by active travel and stations outside district boundary included. • Response Acknowledged. The transport indicators will be refocused to solely respond to public transport issues. • The assessment is intended to provide a baseline of the current level of sustainability Further evidence such as future transport options and sustainable transport solutions will feed into the development of Local Plan policies, allocations and Growth Strategy. • The last update to the Place based carbon calculator was 08/09/2022. • Factoring in quality and cost would be resource intensive and require multiple datasets from multiple operators to establish a baseline of sustainability. • Clarification to be provided in methodology
5 - Settlement Hierarchy Proposed Methodology - Communications	

Main Issues Raised	Council Response / How the Council has taken this into account
• Amend communications weighting to x4 to reflect importance of connectivity. • Should include future upgrades • Customers will purchase specific mobile services based on the level of signal available in the area. It should not be arbitrarily assumed that it is necessary to have four providers before it will be possible for existing or new residents to obtain effective and convenient services. • No need to distinguish superfast from ultrafast broadband	• Agreed and amended • The methodology is intended to be a snapshot in time assessing the current sustainability of settlements, no change made. • No change. The indicator is designed to reflect the quality of mobile service provision and the choice of available network providers available and as such the cost options available to residents, reflecting the range of people on varying incomes that can access mobile service provision. • No change. Evidence suggests superfast starts at 24Mb with ultrafast providing a 350Mb offering". The Issues Engagement Paper also highlights that "Whilst Ultra-Fast broadband is not readily available in rural areas, some rollout has occurred". It is therefore important to make the distinction between superfast and ultrafast within the district to highlight the disparity.
5 - Settlement Hierarchy Proposed Methodology - Employment	
• The methodology should measure accessibility in relation to the availability of active travel modes. • Indicators should be expanded to take into account more business sizes and types • Question the use of the number of employees within a settlement to identify its sustainability given this is more representative of the size of the settlement rather than the employment opportunities it provides • 'Number of businesses in a settlement', too prescriptive and does not acknowledge where settlements abut each other or acknowledge the number of business within a radius of a set distance. • Data sought from the Inter Departmental Business Register, which cannot be easily sought through the data source links provided. • Should not assess the time taken to travel to work by a private motorised vehicle this is not sustainable development should look at accessible locations	• Indicators reduced and revised to assess employment density of settlements calculated using the approach set out in The Homes & Communities Agency's (now Homes England) Employment Density Guide (Edition 3) 2015. It also takes into account the proportion of jobs that can be accessed within a 3 mile radius (5kms) of the central point of each settlement to allow for reasonable access by active travel modes.
6 - Sample Score Sheet of Settlements	
Error in scoring	Acknowledged, to be updated alongside revised methodology
8 - Appendices - Data Scoping and Refinement	

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Main Issues Raised	Council Response / How the Council has taken this into account
Comments on the appendices have been summarised within the relevant topic area under '5 - Settlement Hierarchy Proposed Methodology'.	See '5 - Settlement Hierarchy Proposed Methodology'.

Outcomes

3.34 The changes outlined in the table above were made to the methodology and the document was published on the Council's webpages as the Sustainability of Settlements 2023.

3.35 Minor amendments were made to the document to address any spelling or grammatical errors.

Summary from the Draft Land Availability Assessment Methodology

3.36 The following provides a summary of the main issues raised during the consultation on the Draft Land Availability Assessment Methodology and how the Council has taken these into account.

Table 7 Draft Land Availability Assessment Methodology

Main Issues Raised	Council Response / How the Council has taken this into account
Draft Land Availability Assessment Methodology - General	
• Broad support for the proposed methodology and its compliance with national policy • Detailed comments have been made which are highlighted in the Methodology section	• Support and observations noted • Responses to detailed comments on the methodology are provided below
1 - Introduction	
• No main issues raised/	• No action required.
2 - Methodology	
Question 1 – Geographical Scope • Support for the proposed geographical scope to cover the whole of the district • LAA should ensure that strategic sites such as new settlements that do not necessarily relate to an existing settlement are not excluded. Question 2 – Types of Sites • Support for the proposed range of sites that are being sought • The list of proposed sites and land uses do not explicitly state mixed-use proposals Question 3 – Site Sizes • Support for the proposed site threshold Question 4 – Identifying Sites	Question 1 – Geographical Scope • Support noted • The Council are seeking sites across the district, there is no limit on the type or scale. Question 2 – Types of Sites • Support noted • The Council are seeking a broad range of uses, an additional bullet point for mixed use proposals have been added. Question 3 – Site Sizes • Support noted, no action required Question 4 – Identifying Sites

Main Issues Raised	Council Response / How the Council has taken this into account
• Support for the proposed list of sources to identify potential sites and compliance with national guidance • Sites that have been previously allocated but not yet been delivered should be reviewed cautiously to understand any reasons why they have not yet been delivered • Recently withdrawn or refused applications should be considered in light of any new or updated information • The call for sites form does not specifically ask about known inadequacies in the settlement that might be overcome through development. <u>Question 5 – Mapping of Sites</u> • General support that sites should be mapped • Parish and adjoining authority boundaries should be clearly shown • Each proposed development type layer should be clearly distinguishable for ease of interpretation <u>Question 6 – Fundamental Constraints</u> • Comments regarding that applying the Minerals and Waste policy constraints, in particularly Mineral Safeguarding Areas (MSAs) will eliminate too many sites • Comments stating that Local Green Space designations should not be included as a fundamental constraint • Comments regarding that grade 1 agricultural land should not be used as a fundamental constraint • The methodology should clarify what would happen to sites, in particular large sites, if there are fundamental constraints identified on only part of the site <u>Question 7 – Suitability Assessment</u> • General support for the suitability assessment • Clarification sought on difference between 'Potentially suitable for development' and 'Potentially suitable for development although constraints to overcome' • More detail sought on scoring approach such as individual scores against each constraint and additional weight for sites with extant or unimplemented planning permission	• Support noted • Allocated sites that are yet to be built will be reviewed considering up to date delivery information form housing trajectories • The call for sites is an opportunity to gather as up to date information on sites as possible • A new settlement hierarchy methodology is in production and will help shape the future development strategy and help the Council understand where sites fit into a future strategy <u>Question 5 – Mapping of Sites</u> • Support noted • Administrative boundaries will be shown for clarity and to demonstrate if proposals cross boundaries • Proposed development uses will be clearly shown using a combination of colours and symbols to aid eligibility <u>Question 6 – Fundamental Constraints</u> • Added MSAs to suitability assessment rather than fundamental constraints. • Retained Local Green Space as this is a policy limitation which benefits from protection in line with greenbelt policy as per the NPPF. • Retained grade 1 as this is the best and most versatile land, which in line with increasing national focus should be retained for food production as far as possible • Clarification added stating that the Council will consider the proportion of the site affected by a fundamental constraint and the proposed use and consider whether development could reasonable still be delivered on the remainder. <u>Question 7 – Suitability Assessment</u> • Clarity added stating what constraints will be assessed in addition to those stated in national guidance. • An overall suitability score is considered appropriate, there is a commentary field where notes on particular constraints can be made • Amended Table 2 to clarify that even at this stage if sites are considered potentially suitable, that this is still subject to detailed sustainability appraisal and technical assessments

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Main Issues Raised	Council Response / How the Council has taken this into account
• List of constraints should be identified • Confirmation that mitigation measures submitted through the call for sites will be taken into account <u>Question 8 – Availability Assessment</u> • General support for the availability assessment • Consideration given to the type of promoter that has promoting the site through the Local Plan process • Clarification that information submitted through the call for sites will be used to inform assessment <u>Question 9 – Achievability Assessment</u> • General support for the achievability assessment • Seeking an amended scoring approach which specifically states that there is evidence of a site's achievability through evidence submitted through the call for sites <u>Question 10 – Deliverability/ Developability Assessment</u> • General support for the use of national definitions of deliverability and definitions • Information from housebuilders should be gathered to inform build out rates • Greater information on how this will apply to other land uses <u>Question 11 – Developable Area</u> • General support for the approach taken towards calculating net developable area • Should also reference RICs guidance 'Land measurement for planning and development purposes' • Further clarity is required on what uses are included/excluded within the net developable area • For sites over 50ha, the Council must talk to site promoters to ensure greater certainty in proposed capacity <u>Question 12 – Residential Development Capacity Estimates</u> • General support for the density categories identified and the use of a case study approach • Potentially a density category missing between low and very low reflecting edge of settlement developments in larger and smaller settlements	• An additionally weighted score for sites is not deemed suitable as the planning history for the site already forms part of the suitability consideration in the methodology • Yes, details from the call for sites will be considered and will help to inform the site assessments <u>Question 8 – Availability Assessment</u> • Support noted • Yes, details from the call for sites will be considered and will help to inform the site assessments • Information such as whether housebuilders are already involved with a site will form part of the assessment <u>Question 9 – Achievability Assessment</u> • Support noted • Information submitted through the call for sites will be considered when assessing each site, therefore having a specific score for this is not necessary <u>Question 10 – Deliverability/ Developability Assessment</u> • Support noted • The call for sites form asks for details on delivery including how many years the build out is anticipated to be and what barriers there may be to delivery • Additional clarity provided on how deliverability info will be applied to non-residential land uses <u>Question 11 – Developable Area</u> • General support noted • Additional information on what would be included and excluded from the net developable area provided • Link to RICs guidance added and table 5 amended to align with terminology in this guidance <u>Question 12 – Residential Development Capacity Estimates</u> • Support noted • A density range is not practical to implement in site allocation policies

Main Issues Raised	Council Response / How the Council has taken this into account
• Clarification that local character is a key component of density calculations • Case studies look back about 10 years, this should look back further to include historic building patterns so that the wider context is taken into account as well as current and future housebuilding trends • A density range could be applied to each category <u>Question 13 – Economic Development Capacity Estimates</u> • General support for the use of employment categories within the methodology • Logistics and Distribution forms of development should be included as an employment category • Support for a bespoke approach to employment capacity for strategic and new settlement schemes <u>Question 14 – Detailed Site Assessments</u> • General support for the proposed template • Further detail on how scoring approach will be applied required to ensure consistency and transparency • Add in a field where the list of evidence provided such as those submitted from the call for sites can be shown • There should be a summary table showing the outcome of the detailed assessments. <u>Question 15 – Progression to Sustainability Appraisal</u> • General support that sites that are considered to be deliverable/developable progress to Sustainability Appraisal • Large sites over 50ha and new settlement proposals should automatically progress to SA • Instead of all suitability, availability and achievability scores needing to be either + or ~ the majority of should be to account for mitigation measures • The Council should first contact site promoters for sites not found to be deliverable/ developable before progressing only sites that are initially found to be deliverable/ developable to SA <u>Question 16 – Windfall Assessment</u>	• Amendments to the characteristics of the very low and low categories to provide greater distinction between them • Case studies from within the last 10 years is suitable showing current building trends <u>Question 13 – Economic Development Capacity Estimates</u> • Support noted • Have reviewed the research paper 'Warehousing in the UK: Operations, planning and decarbonisation' (2023) by the University of Westminster as well as reviewing logistics developments in neighbouring authorities such as Northamptonshire and Peterborough as there are limited case studies in Huntingdonshire. Have added text after the text about Town Centres setting out our approach to calculating capacity to logistics and distribution development. <u>Question 14 – Detailed Site Assessments</u> • An additional section where supporting information can be listed has been added to the template • Reformatting of several fields for ease of reading • Removal of the word 'etc.' from the achievability section • Further detail added to each of the suitability, availability and achievability sections to aid use • Table added to after the assessment template to show how the outcomes of the detailed assessments will be summarised. <u>Question 15 – Progression to Sustainability Appraisal</u> • Support noted • Added clarification that for sites of 50ha or more that we will where appropriate speak to site promoters • Sites need to be suitable, available and achievable to be considered either deliverable or developable as per NPPF definitions, so no change required • The methodology states that where appropriate we will talk to site promoters to gather further evidence

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Main Issues Raised	Council Response / How the Council has taken this into account
• Observations made that windfall allowances need to b based on robust evidence of historic delivery and also likely future trends • Likelihood that delivery on prior approvals and rural exception sites will reduce going forward <u>Question 17 – Assessment Review</u> • Out of 16 responses to this question, one stated priority to increase densities and six stated priority to identifying additional sites. One response stated that neither options should be considered while four stated that both should be prioritised. There were four responses that stated that reassessing discounted sites should be undertaken. <u>Question 18 – Final Evidence Base</u> • General support for the proposed methodology and evidence base document subject to changes identified above • Following all site assessments, there should be a review to ensure consistency in scoring and assessment • If there are insufficient sites to meet need, then discounted sites should be reviewed	<u>Question 16 – Windfall Assessment</u> • The Council have data on historic windfall delivery across various types of development going back over 10 years which can be used to then extrapolate likely future trends <u>Question 17 – Assessment Review</u> • If there is not enough land, the Council will consider seeking additional sites, reviewing discounted sites to see if any circumstances have changed and potentially reconsider densities for sites where our assessment varies significantly from that of the site promoter. <u>Question 18 – Final Evidence Base</u> • Support noted, see above for changes made to methodology • A review will be undertaken and a summary of scores provided in the final Land Availability Assessment alongside detailed assessments • Text added stating that If we do not get enough land, we will also consider seeking additional sites, reviewing discounted sites to see if any circumstances have changed and potentially reconsider densities for sites where our assessment varies significantly from that of the site promoter.
8 - Next steps	
• No comments were made.	• No action required.
Glossary	
• No comments were made.	• No action required.

Outcomes

3.37 The changes outlined in the table above were made to the Draft Land Availability Assessment Methodology and the document was published on the Council's webpages.

3.38 Minor amendments were made to the document to address any spelling or grammatical errors.

Call for Sites

Consultation Process

Document Summaries

3.39 This section addresses the commencement of the **Call for Sites**:

3.40 This was an opportunity for people to send us details of sites that might be suitable for allocation in the next Local Plan. We sought sites with potential for:

- Residential use (such as housing, specialist homes, moorings, care homes etc.)
- Commercial use (such as retail, leisure, industrial, logistics etc.)
- Infrastructure (such as health uses, community facilities, renewable energy etc.)
- Open Space use (such as sports & recreation, allotments, biodiversity net gain, flooding safeguarding etc.)

3.41 In summary the Call for Sites form contained the following sections:

- Current land status - includes questions relating to the site's name, location, size, land type, current use and planning history
- Land ownership and legal status - includes questions on the promoter's relationship with the site, site ownership, land control arrangements, legal restrictions and site visit contact information
- Proposed land use and delivery - includes questions on the intended use of the site, when it will be available for development and how long the site will take to build
- Assessment of site and constraints - includes questions on access and servicing, constraints and how constraints may be overcome
- Further evidence - asks for any supporting information, surveys or assessments to be submitted alongside a completed form

- The Call for Sites was supported by a short note summarising the information that people will be asked to submit to assist people unfamiliar with the process to understand the range and level of information they are asked to submit. This includes signposting to sources for elements such as map coordinates.

Document Approval

3.42 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (01/03/23) - The Panel were invited to comment on the recommendations for the Call for Sites as set out in the Cabinet report. The recommendations were to approve the structure of the Call for Sites for engagement so that it could be published for engagement commencing in March 2023 and running for 10 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 1 March 2023
- Cabinet Meeting (21/03/23) - The Committee were asked to approve the structure of the Call for Sites for engagement and to agree that the Call for Sites engagement period commences in March 2023 and running for 10 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 21 March 2023

Consultation and Engagement

3.43 Engagement on the Call for Sites took place between 29 March and 7 June 2023. The consultation was hosted on the Council's online consultation portal.

3.44 The Call for Sites was publicised as follows. Items marked with an * can be found in 4 'Appendix 1 Consultation Material':

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- On the Council's online consultation portal published on 29 March 2023.
- On the Council's Local Plan Update webpage published on 29 March 2023
- Council homepage banner notification published 29 March 2023 & 9 May 2023
- On the Council's homepage under the heading *Consultations* published on 29 March 2023.
- On the Council's Facebook Page published on 27 March 2023*, 30 March 2023, 5, 12 and 19 April 2023, 31 May 2023, 4 June 2023.
- On the Council's Twitter account published on 27 March 2023*, 29 March 2023, 5, 12, 19 April 2023, 31 May 2023 and 4 June 2023
- On Linked in published on 27 March 2023*, 31 May 2023
- Via Press Release published on 27 March 2023*
- Economic Development Newsletter to local business on 13 April 2023, 11 May 2023

3.45 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- Emails to People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Emails to Town and Parish Councils, this included a 'social media package' that could be used to spread the word to their local organisations and residents
- Emails to District Councillors, this included a 'social media package' that could be used to spread the word to their local organisations and residents.
- Council intranet post 30 March 2023 to encourage spreading the word to friends and family.
- Updates on the Council homepage banners
- Internal email to staff to encourage spreading the word to friends and family on 31 March 2023

3.46 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

3.47 The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

3.48 At the end of the consultation, 354 sites were submitted during the Call for Sites. These are available in table view (ordered by Parish) on our Call for Sites webpage. The spreadsheet can be used to find the Call for Site reference number. This reference number can then be used to search on our Consultation Portal for the site submission. Here you can view further details of the site and any supporting documents that have been submitted.

3.49 An interactive map showing all the site submitted is also available to view on our Call for Sites webpage.

3.50 Sites submitted as well as sites identified through the Desktop Review will now go through the first phase of assessment using the Land Availability Assessment and Sustainability Appraisal.

3.51 To assist in the navigation of site assessments, the district has been divided into several groups. In total, there are seven groups, divided as follows and shown spatially in the below map.

1. **Northern Huntingdonshire** - Stilton, Folksworth & Washingley; Yaxley wards
2. **North Eastern Huntingdonshire** - Ramsey; Somersham; Warboys wards
3. **Northern Central Huntingdonshire** - Alconbury; Sawtry; the Stukeleys wards
4. **Western Huntingdonshire** - Great Staughton; Kimbolton wards
5. **Central Huntingdonshire** - Brampton; Godmanchester & Hemingford Abbots; Huntingdon wards

6. **Eastern Huntingdonshire** - Fenstanton; Hemingford Grey & Houghton; Holywell-cum-Needingworth; St Ives wards
7. **Southern Huntingdonshire** - Buckden; Great Paxton; St Neots wards

3.52 Below provides an overview of some key statistics from the consultation.

3.53 Across the seven Ward groupings, there is a fairly even spread of sites across them. The most sites were submitted within the North East Huntingdonshire grouping, with the fewest being in the Southern Huntingdonshire grouping. The following chart shows this spread. The parish that received the most site submissions was Ramsey at 18 sites, then Brampton at 17 and Sawtry at 16. The following chart shows this spread visually:

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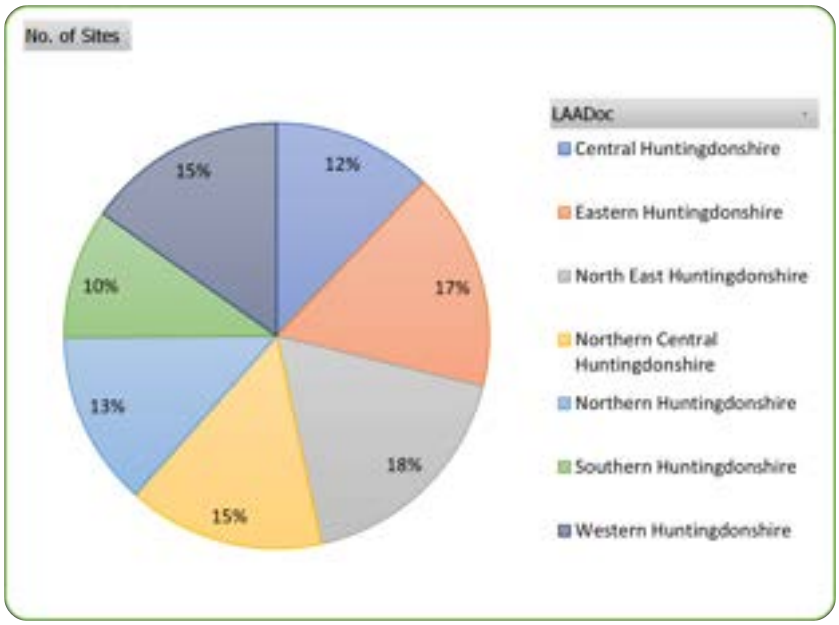
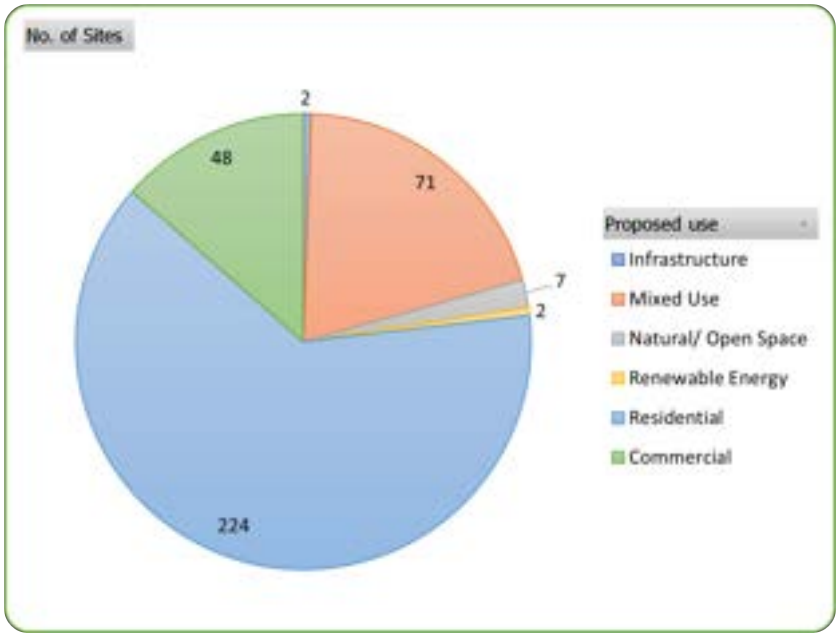
Figure 3.1 Number of sites by Ward groupings



3.54 The majority of the sites submitted were for residential uses with 63% of sites being for solely residential uses. There were an additional 20% of sites submitted for mixed uses. Commercial uses was the next most popular land use submitted at 13%. Sites solely for natural/open space/ flood mitigation only made up 2% of the total but it should be noted that the majority of the residential and mixed use proposals did also include some ancillary natural/open space as part of their proposals. Sites solely for infrastructure and renewable energy uses were the least popular land uses submitted but again these land uses have been included within the wider plans of some of mixed use/ residential and commercial sites. The following chart shows this spread visually:

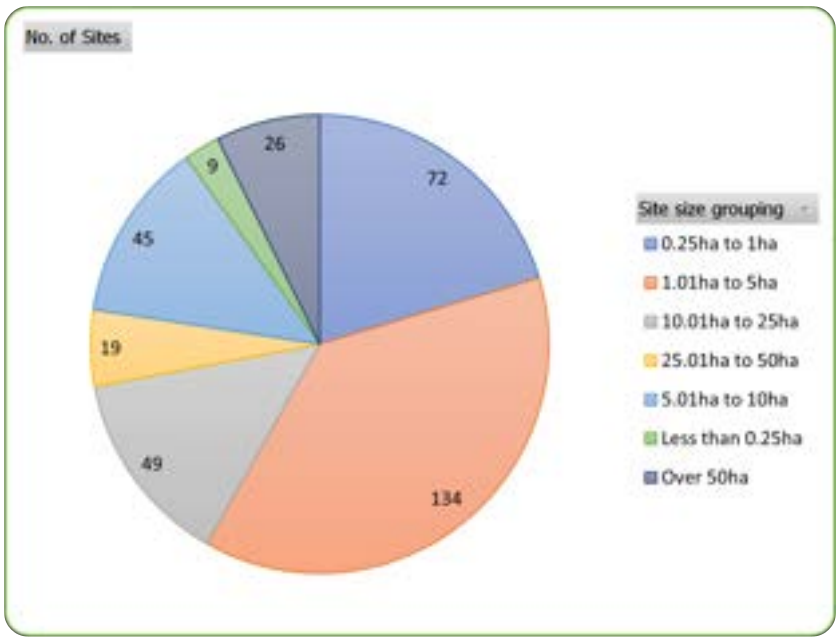
Figure 3.2 Sites by proposed use



3.55 In terms of the size of sites submitted, there was a good range. 20% of sites submitted were between 0.25ha to 1ha in size. 3% of sites (9 sites) were under the minimum site threshold of 0.25ha. Most sites were within the 1.01 to 5 hectare category at 38%, a fairly even amount of sites were submitted within 5 to 10ha and 10 to 25ha at 13% and 14& respectively. 7% of sites (26) were over 50ha in size which consists of potential strategic expansion locations or new settlement proposals.

3.56 Together this shows a healthy mix of sites sizes enabling development on sites of various sizes. Having plenty of potential development sites on sites that are 1ha or less and even up to 5ha in size helps to diversify the housing market by providing opportunities for small and medium housebuilders a share of the market aside from largescale housebuilders who typically dominate larger or strategic scale sites.

Figure 3.3 Sites by site size



3.57 An Ongoing Call for Sites was also opened on 1 October 2024 recognising that some people may still wish to put sites forward for consideration as allocations in the Local Plan Update. This closed on 31 January 2025. There were a total of 83 sites submitted bringing the total number of sites submitted to the Council for assessment to 437 sites.

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Issues Engagement Papers

Consultation Process

Document Summaries

3.58 This section addresses the following documents:

- **Issues Engagement Paper** - this highlights known issues in the district and asks for your opinions on topics including responding to the climate crisis, enhancing the natural environment, supporting places, meeting housing needs for all, promoting a prosperous economy, developing high quality sustainable communities with supporting infrastructure, and distributing new growth.
- **Issues Engagement Paper Summary** - this is a summary of the Issues Engagement Paper which highlights known issues in the district and asks for your opinions on topics including responding to the climate crisis, enhancing the natural environment, supporting places, meeting housing needs for all, promoting a prosperous economy, developing high quality sustainable communities with supporting infrastructure, and distributing new growth.
- **Issues Easy Read Version** - this explains what the next Local Plan could do in a very short form. The survey form asks you 12 questions. For 10 of these you only need to tick boxes. The questions are to find out what is most important to you about planning for Huntingdonshire's future.

Document Approval

3.59 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (05/04/23) - The Panel were invited to comment on the recommendations for the Issues Engagement Papers as set out in the Cabinet report. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing in April 2023 and running for 10 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 5 April 2023
- Cabinet Meeting (18/04/23) - The Committee were asked to approve the contents of the Issues Engagement Papers and to agree that they could be published for public consultation commencing in March 2023 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 18 April 2023

Consultation and Engagement

3.60 Consultation on the Issues Engagement Papers took place between 26 April and 5 July 2023. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district as well as via the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

3.61 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 1 Consultation Material':

- On the Council's online consultation portal published on 26 April 2023.
- On the Council's Local Plan Update webpage published on 26 April 2023
- On the Council's homepage under the heading *Consultations* published on 26 April 2023.
- On the Council's Facebook Page published on 26 April 2023* 3, 10, 17 & 31 May 2023, 7, 14, 21, 28 June 2023 and 4 July 2023.

- On the Council's Twitter account published on 26 April 2023, 3, 10, 17 & 31 May 2023, 7*, 14, 21, 28 June 2023 and 4 July 2023.
- On LinkedIn published on 6 April 2023, 3, 10, 17 & 31 May 2023, 7*, 14, 21, 28 June* 2023 and 4 July 2023.
- Via Press Release published on 26 April 2023*
- Economic Development Newsletter to local businesses 25 May 2023 and 8 June 2023

3.62 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Town and Parish Councils, this included a 'social media and poster package' that could be used to spread the word to their local organisations and residents. Posters were also distributed by post *
- District Councillors, this included a 'social media and poster package' that could be used to spread the word to their local organisations and residents.

3.63 Other methods of engagement included:

- Internal notifications via the intranet to Huntingdonshire District Council staff to spread the word to friends and family 26 June 2023
- Huntingdonshire District Council homepage banner 26 June 2023

3.64 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

3.65 The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

Consultation Responses Summaries

3.66 The following table outlines a summary of the documents consulted on between 26 April and 5 July 2023:

Table 8 Responses to the Issues Engagement Papers

	Issues Engagement Paper	Issues Engagement Paper Summary	Easy Read Version
Number of Comments Made	2,235	49	266
Number of Individuals or Organisations that Responded	83	51	266
Number of Supports	167	N/A	N/A
Number of Objections	53	N/A	N/A
Number of Observations	2,015	N/A	N/A

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3.67 People were able to comment on all aspects of the documents. The sections below show the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- As the survey for the 'Easy Read Version' was anonymous and did not require a log in to respond, the responses to the survey cannot be viewed on the portal.
- Issues Engagement Paper Summary Consultation Responses
- Issues Engagement Paper Consultation Responses

3.68 The Coal Authority responded to the consultation. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. They noted that "as Huntingdonshire District Council lies outside the defined coalfield, the Planning team at the Coal Authority has no specific comments to make."

Easy Read Issues Engagement Paper

3.69 The survey had 266 participants and received a large quantity of youth engagement with 67% of participants under 20 years old. This reflects the importance of incorporating younger generations into plan making and the subsequent positive impact this could have on achieving sustainable development in the district.

3.70 This summary provides a descriptive analysis of the responses and follows the same structure as the survey:

1. Creating vision and objectives
2. Tackling climate change
3. Enjoying nature and open space
4. New homes for all
5. Supporting shops and jobs
6. Providing services for communities
7. Where to put new buildings

3.71 The analysis of responses from each question contains:

1. Overall result (all 266 respondents)

2. Age group breakdown (256 respondents) - Some participants did not identify their age and were therefore not included in this part of the analysis
3. Further Comments (if applicable) - Several questions asked for further comments about an issue which has been summarised in a table

1: Creating Vision and Objectives

3.72 The vision and objectives help to define the Local Plan, it will say what type of place we want Huntingdonshire to be in 30 years' time. The respondents were asked to select all of the options that applied to them and add any other ideas they had.

Overall Result

- The two most selected options for this question were 'Nature is well looked after' (73%) and 'Everyone outside feels safe' (71%).
- 'Everyone has a home that meets their needs' (65%), 'everyone living here is happy' (63%) and 'everyone living here is healthy' (61%) placed 3rd, 4th and 5th respectively.
- The two least selected options were 'New buildings are beautiful' (30%) and 'it is a fun place to grow up' (6%).

Age group breakdown findings

- In the 11 to 15 years old age group, five options were clustered together (65-73%). These were, 'Nature is well looked after', 'Everyone living here is healthy', 'everyone living here is happy', 'everywhere outside feels safe' and 'everyone has a home that meets their needs'
- 75% of 16 to 19 years old age group selected 'nature is well looked after', 19% higher than the second most selected options ('everyone living here is happy' and everyone has a home that meets their needs').
- In the 20 years old+ age group, the top two most selected options matched the overall result, 16% greater than the third ranked option.
- The most selected option in the under 11 years old age group was 'everyone living here is happy' (95%) which is 28% higher than the 11 to 15 years old cohort and approximately 40% higher than 16 to 19 year old and 20 years old+ age groups.
- The least selected option in each group was 'it is a fun place to grow up', and the second least 'new buildings were beautiful', matching the overall result.

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- In the 16 to 19 years old age group, only 38% selected 'everyone living here is healthy' and 'everywhere outside feels safe', substantially lower than the overall result.
- In the 20 years old+ age group, only 18% selected 'people all have jobs they like', 26% lower than the age group with the closest percentage (16 to 19 years old).

Council Response / How the Council has taken this into account

3.73 The Council has taken the comments above into the Further Issues and Options consultation document within *Chapter 3 Local Plan Vision and Objectives* which sets out options for the vision and objectives of the local plan. Further detail on the Local Plan objectives can be found in Appendix 1 of the Further Issues and Options consultation document.

Further Comments

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Transport	• Need for an increase in frequency, accessibility and reliability of public transport especially to rural villages, helping the district to become better connected and inclusive. • Improvement in the quality of road infrastructure through better maintenance. • Provision of electric vehicle charging facilities.	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 13 Transport and Connectivity* which provides context on what the Local Plan can control in relation to forms of transport including vehicles, active travel and public transport and sets options on active travel and public transport in new developments. • Response acknowledged, maintenance of road infrastructure is outside the scope of a Local Plan. • Huntingdonshire Transport Strategy 2023 and Action Plan 2024 sets a transport strategy for the district to facilitate sustainability future growth including increasing the provision of electric vehicle charging infrastructure. The Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy.
Active Travel	• Increase in investment, quality and availability of public footpaths and cycle ways that are safe and traverse through open spaces. • Improve connectivity of town and villages through active transport measures. • Needs to be safe and inclusive	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 13 Transport and Connectivity* which provides context on what the Local Plan can control in relation to forms of transport including vehicles, active travel and public

Issue	Summary of Responses	Council Response / How the Council has taken this into account
		transport and presents options on active travel and public transport in new developments. • Cambridgeshire's Local and Walking Infrastructure Plan (LCWIP) is in production which sets out the government's aim to make walking and cycling the natural choice for travelling short distances, this plan will help to inform the development of local plan policies and infrastructure requirements.
Preserving the character of settlements	• Maintaining and preserving the rural character of Huntingdonshire • Steer development away from greenfield sites and rural areas.	• Response acknowledged, the council has taken this forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* which includes potential growth strategy options in the district with possible pros and cons of each option. • Response acknowledged, the council has taken this forward through the Further Issues and Options consultation document within *Chapter 4 Settlement Hierarchy for Huntingdonshire* which provides context on the different characteristics of settlements and how planning policies are used to determine what is acceptable in a certain location in planning terms
Renewable Energy	• Promote renewable energy sources in the local area such as solar farms and EV charging points. • Ensure solar farms are developed in suitable locations.	• Response acknowledged; a climate change report is nearing completion which will explore the transition to low carbon power/ renewable energy sources and provide guidance on assessing proposals/informing policies for commercial scale renewable energy generation. • Sites for renewable energy use were submitted through the 'Call for Sites 2023' and have been systematically assessed through a Land Availability Assessment (LAA) and Sustainability Appraisal (SA) assessment. The LAAs and SAs will be released for consultation in autumn 2024.

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Issue	Summary of Responses	Council Response / How the Council has taken this into account
Green space and biodiversity	• Essential to preserve and enhance the natural environment • Increase the number of parks, trails and open spaces near built up areas	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options retaining, designating and or allocating green and blue infrastructure in the district.
Maintenance	• Cleaner areas with less litter • Improved road maintenance	• Response acknowledged, this is outside the scope of a Local Plan.
Housing Development	• Crucial to have the suitable infrastructure alongside housing development such as schools, surgeries and roads.	• Response acknowledged, an Infrastructure Delivery Plan will be produced showing infrastructure needs across the district to support planned growth and key stakeholders who will responsible for it's delivery.
Services	• Improve the quality of public services • Increase the number of sporting facilities in the district • Provision of more services for young people	• Response acknowledged, this is outside the scope of a Local Plan • Response acknowledged, an Indoor and Built Facilities and Playing Pitch Assessments and Strategies (2022) have been completed which provides a comprehensive action plan for the maintenance and improvement of existing sports facilities, it will be used as an evidence base to inform Local Plan infrastructure requirements.

2: Tackling Climate Change

3.74 The respondents were asked about the importance of tackling climate change and to select one answer out of three options; 'very important, 'a bit important' or 'not important'.

Overall Result

72% of participant selected 'very important', 19% selected 'a bit important' and 7% selected 'not important'

Age group breakdown findings

81% of the 20 years old+ age group chose 'very important', higher than 11 to 15 years old (68%), under 11 years old (79%) and 16 to 19 years old (73%) age groups.

Council Response / How the Council has taken this into account

The council is producing a Climate Change Report, including a chapter which looks at the role of the Local Plan in responding to climate change and contributing to net zero carbon. This issue has also been focused on within the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change* which proposes a number of potential options aimed at reducing carbon emissions which could be brought forward as policies in the Local Plan.

3: Enjoying nature and open space

3.75 This section had two parts: For the first part of this section, the respondents were asked about how important enjoying open space and nature is to them. They had to choose one response, 'very important', 'a bit important' or 'not important'.

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Overall Result

75% of respondents selected 'very important', 20% selected 'a bit important' and 3% selected 'not important'.

Age group breakdown

94% of 20 years old+ age group selected 'very important', higher than under 11 years old (89%), 11 to 15 years old (65%) and 16 to 19 years old (73%)

Council Response / How the Council has taken this into account

The council has taken these opinions forward into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which explores the importance of blue and green infrastructure in supporting a range of functions; for wildlife and biodiversity and human physical and mental well being.

3.76 The second part of this section asked the respondents to select all the options they think are important regarding the sorts of open space that can be put in with new homes.

Overall Result

- The responses show that 'space for wild animals and birds to live' was regarded to be the most important factor when considering the types of open space that can be put near new homes, with 61% of all the participants selecting this option. The second and third most selected option was grass and trees to walk in (52%) and spaces for teenagers to hang out in (49%).
- 'Grass areas with seats' was selected the least (16%) by a significant amount, 18% less than the second least selected option ('play areas for under 5 year old').

Age group break down findings

- The most selected option in every age group was 'Space for wild animals and birds to live', matching the overall result.
- 'Areas of flowers and bushes' received the second highest number of votes in the 'under 11 years old' (84%) and 16 to 19 years (56%) cohort. In contrast, this was the second lowest selected option in the 11 to 15 years old age group (28%).
- 29% of the 20 year old+ age group selected 'space to play ball games' which, other than 'grass areas with seats', was the lowest selected option from this cohort and a significantly lower percentage than the other age groups (closest age group being 11 to 15 years old with 44%).
- The least selected option across all of the age groups was 'grass areas with seats', consistent with the overall result.
- The equal lowest selected option for the 16 to 19 years old age group was 'play areas for under 5 years old' and 'play areas for 6- 11 years old' (13%).
- 'Space for teenagers to hang out' (46% to 58%) and 'grass areas with seats' (11% to 18%) showed the smallest range in results across the age groups.

Council Response / How the Council has taken this into account

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The council has taken these opinions forward into the Further Issues and Options consultation document within *Chapter 7 Achieving well-designed and beautiful places* which provides context on the importance of high quality design within the built environment to ensure access to open space, maintaining landscapes and habitats and the needs of different demographics are met. This chapter asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces. *Chapter 9 Green and Blue Infrastructure*, presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan.

4: New Homes for all

3.77 This section required the respondents to answer 8 questions relating to the importance of different types and features of new homes. They were asked to select one option from three, 'very important', 'a bit important' or 'not important' for each question. The analysis below focuses on the number of respondents who selected 'very important' when presented with the options listed.

Overall Result

- 'New homes are designed to be low cost to run' (60%) and 'more affordable homes being built for sale' (59%) received the most 'very important' responses.
- 'New homes are specially designed for older people' (28%) and 'New homes are close to shops' (30%) received the least 'very important' responses.

Age group breakdown findings

- 'More affordable homes being built for sale' had between 50-60% of each age group selecting 'very important' and was the most selected option within the 11-15 years old age group (60%), consistent with the overall result.
- 'New homes are low cost to run' received the most or joint most 'very important' votes in the 20 years old+ (84%), 16 to 19 years old (63%) and under 11 years old (joint highest with 58%) age group.

This option placed third in the '11 to 15 years old age group (47%), only 2% lower than the second highest ('new homes are close to services like schools').

- 'New homes are close to services like schools' obtained the second highest number of 'very important' responses in the 20 years old+ (58%) and 11 to 15 years old (49%).
- 'New homes are specially designed for older people' had the lowest number of 'very important' responses in the 11 to 15 years old (22%) and 16 to 19 years old (13%) age group, a significantly lower percentage than the 20 years old+ (35%) and under 11 years old (47%) age group.
- 'New homes have enough space to work from home' had the lowest number of 'very important' votes in the 20 years old+ age group (28%).

Council Response / How the Council has taken this into account

Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 12 Housing Tenures and Mix* which provides context and options on the role of housing in meeting the requirements of different types and sizes of households and needs of the population such as affordable housing. The council also has a Housing Needs of Specific Groups 2021 document, it includes assessment of issues such as affordable housing need and housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. The Further Issues and Options consultation document also presents Growth Strategy Options within Chapter 8, which looks at potential distribution of growth, in addition *Chapter 4 A Settlement Hierarchy* for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A *Sustainability of Settlements study 2023* assesses each settlement at a point in time identifying access to services and facilities.

Further Comments

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Energy Efficiency	• New homes should be heated by sources that are more energy efficient such as heat pumps.	• Response acknowledged, the council is producing a Climate Change Report, which will explore the transition to low carbon power sources and what sources may be used in the district to meet local demand for energy.
Renewable Energy	• New homes should be fitted with solar power and Electric Vehicle charging points	• Huntingdonshire Transport Strategy 2023 and Action Plan 2024 sets a transport strategy for the district to facilitate sustainability future growth including increasing the provision of electric vehicle charging infrastructure. The Further Issues and Options consultation document has taken these comments forward through *Chapter 10 The Approach to Climate Change.* This chapter sets out options on decarbonisation scenarios (including electric vehicle charging) and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform

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Issue	Summary of Responses	Council Response / How the Council has taken this into account
		policy-making and addresses many issues raised.
Gardens	• New homes should have large outdoor garden space.	• Response acknowledged, the Further Issues and Options consultation document includes *Chapter 7 Achieving well-designed Places.* The chapter references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Parking	• Availability of off road parking to reduce cars parking in the street making it safer for pedestrians	• Response acknowledged, the availability of off road parking to be included within new development will be considered in creation of development management policies in the Local Plan Update. These comments are noted and the Further Issues and Options consultation document which notes that current local plan policy LP 17 'Parking Provision and Vehicle Movement' sets minimum requirements for cycle parking provision for new developments and that car parking levels are expected to be responsive to the location and nature of the proposed development rather than numeric requirements being set.
Type of Housing	• More affordable homes that are large enough to accommodate a range of family sizes	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 12 Housing Tenures and Mix* which provides a series of options for the district relating to the future mix and tenures of homes for the Local Plan.
Suitability	• New homes should be suitable for the needs of young children and disabilities.	• Response acknowledged, the council has a Housing Needs of Specific Groups 2021 document which sets out the need for older and disabled persons, an update to this will help to inform need and be used in the formulation of policies and requirements

5: Supporting Shops and Jobs

3.78 This section was broken down into two parts: The respondents were asked to think about the town or village centre they go to most often and whether they would like to see more or less of the 8 options listed. They had to select one option out of three options, 'more', 'about the same', or 'less'. The analysis focuses on the number of respondents who selected 'more' when presented with the options listed.

Overall result

- 'Health clinics' (46%), 'places to go in the evening'(45%) and 'other shops'(45%) received the highest number of 'more' responses.
- 'Pharmacy where you can get medicines' (41%), 'cafes and restaurant' (41%), had only marginally less votes.
- 'Offices and places to work'(26%) and 'Hot food takeaways'(27%) had the least 'more' responses.

Age group breakdown findings

- Even though 'Health clinics' ranked first overall, only 19% (second lowest percentage) of the 16 to 19 years old cohort selected this option. This option ranked first in the 20 years old+ age group, second in the under 11 years old age group and third in the 11 to 15 years old age group, in line with the overall result.
- The under 11 years old, 11 to 15 years old and 16 to 19 years old age group also had a similar result for 'places to go in the evening', ranging from 41% to 45%. However, 75% of the 16 to 19 years old age group want to see more 'places to go in the evening' (ranked first), 30% higher than the overall result.
- In a similar vein, 'Offices and places to work' ranked in the bottom two for 'more' responses in the 'under 11 years old (21%), 11 to 15 years old (30%) and 20 years old+ (14%) age group.
- 'Hot food takeaways' had the lowest number of 'more' responses in the 20 years old+ age group (5%), 26% lower than the age group with the nearest percentage (16 to 19 years old age group).

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Council Response / How the Council has taken this into account

- The council will develop an Infrastructure Delivery Plan which will include a current baseline of provision of aspects such as health and social care and identify infrastructure needs in the district. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed
- The issue of the provision of shops and services has been brought forward into the Further Issues and Options Document within the *Chapter 4 A Settlement Hierarchy for Huntingdonshire* which provides context on how assessing the sustainability of assessments has identified what services and facilities were available in our towns, villages and hamlets and how sustainable they are in terms of meeting the needs of our communities.
- Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies. It assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through objective SA10.

3.79 For the second part respondents selected all of the options that applied to them in regard to what type of jobs we should get more locally.

Overall Result

- The responses from this part of the survey revealed 'teaching and childcare' (56%) and 'health or care work' (55%) were selected most frequently by the participants.
- The two least selected options were 'factory jobs making things'(7%) and 'engineering' (8%).

Age group breakdown findings

- The under 11 years old, 11 to 15 year old and 20 years old+ age group responses mostly aligned with the overall result in respect to the type of jobs which were selected the most and the least.
- 62% of the 20 years old+ cohort want to see more high technology jobs in the local area and this was the most selected option for this age group.

- Only 25% of 16 to 19 years old age group want more 'health or care work' and 'teaching or childcare' which is 30% less than the overall result percentage.
- The 11-15 years old age group levied more importance on increasing the amount of 'health or care work' (ranking 1st with 51%) and 'teaching or child care jobs' (ranking 2nd with 54%) available than the other types. 'Tourism and leisure' ranked 3rd with 42%.
- 44% of the 16 to 19 year old age group consider an increase in 'tourism and leisure' jobs as desirable, receiving the highest number of votes across all the job types within this cohort.
- 'Factory making things', 'engineering' and 'warehousing' were the three least selected options in the 11 to 15 years old, 16 to 19 years old and 20 years old+ age group and within the bottom four in the under 11 years old age group, in line with the overall result.
- 0% of the under 11 years old age group want to see more office jobs locally, the overall result for all of the age groups was 32%.
- 6% of the 16 to 19 years old age group want more 'building and construction' jobs locally, 14% lower than the age group with the nearest percentage (20 years old+) and the second least selected option in this age group.

Council Response / How the Council has taken this into account

The council will develop an Employment Land Study which will draw out employment land needs over the plan period by assessing current demand and supply of employment land. In addition, the Further Issues and Options document within *Chapter 5 Approach to Employment and Economy* provides information about research carried out by our Economic Development team that looks at the number of jobs that could be created when there is growth in employment land within specific sectors. For example, advanced manufacturing produces locally approximately 2 to 3 jobs per 100sqm of employment land growth.

Further Comments

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Employment	Ensure the skills of the labour force in the district match the jobs available	The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.*
Natural environment	More jobs that enhance and preserve the natural environment	
Creative Industry	More creative related jobs available such as arts, crafts and galleries.	

6: Providing Services for communities

3.80 For this section, the respondents were asked what services like doctors and footpaths are important them, choosing from a list of 11 options. They were asked to select one option from three, 'very important', 'a bit important' or 'not important' for each question. The analysis focuses on the number of respondents who selected 'very important' when presented with the options listed.

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Overall Result

- 'Safe footpaths' (73%) and 'mobile phone reception in your home' (68%) had the two most 'very important' responses, 18% and 13% higher than the third ranked option respectively.
- 'Community meeting hall near your home' and 'public house near your home' received the joint lowest number of 'very important' votes, with 13%, over two times lower than the next lowest option (sports field near your home with 29%)

Age group breakdown findings

- 'Safe footpaths' and 'mobile phone reception' were in the top three for 'very important' responses across all of the age groups, largely consistent with the overall result.
- 'Ultra fast broadband' was in the top three for 'very important' responses in the under 11 years old, 16 to 19 years old and 20 years old+ age groups, but only received 39% of votes in the 11 to 15 years old cohort (ranked 6th).
- In the 20 years old+ age group, 90% and 84% of participants selected very important for 'safe footpaths' and 'mobile phone connection near your home' respectively, which is significantly higher than the overall result and therefore the other age groups.
- A comparable result was shown for 'bus service near your home' with 65% of 20 years old+ selecting 'very important', 18% greater than the age group with the next highest percentage (under 11 years old with 47%).
- 74% of the under 11 years old age group and 68% of the 20 years old age group selected 'very important' for the option 'doctors surgery near your home', contrasting to 42% in the 11 to 15 years old age group and 31% in the 16 to 19 years old age group. 'Pharmacy near your home' showcased a similar result.
- 'Community meeting hall near your home' and 'public house near your home' had the two lowest number of 'very important' responses across all of the age groups, consistent with the overall result.
- The 20 years old+ age group voted 'community meeting hall near your home', on average, 4 times more than the other age groups with 27%.

Council Response / How the Council has taken this into account

- The Sustainability Appraisal consultation document has assessed sites submitted through the 'Call for Sites 2023' using the 16 sustainability objectives. This covered aspects such as access to shops, employment opportunities, culture and leisure facilities and digital infrastructure in relation to the submitted site.
- The council will produce an Infrastructure Delivery Plan which will identify infrastructure needs relating to transport, education, health and social care, community facilities, sport facilities and green infrastructure
- Options for active travel have been brought forward within the Further Issues and Options consultation document within *Chapter 13 Transport and Connectivity* such as changing transport provision within new developments to focus on high quality and infrastructure for active travel and public transport. *Chapter 7 Achieving Well Designed Places* asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces.

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7: Where to put new buildings

3.81 The respondents were asked where they think new homes and places to work should be built in relation to infrastructure, social factors, employment and the natural environment. They were required to select all of the options that applied to them.

Figure 3.4

Overall result

- 'Near a large open space' (57%) and 'near a doctors'(55%) were the two most selected options in the survey.
- 'Near a town centre with lots of shops and places to eat and drink' (49%) and 'near lots of jobs' (47%) received marginally less votes ranking third and fourth respectively.
- The two least selected options were 'near a school' (12%) and 'near good bus services' (20%).

Age group breakdown findings

- 'Near a park or large open space' was in the top 3 most selected option for all of the age groups, consistent with the overall result. This was also the case for 'near a doctors' except for the 16 to 19 years old age group where only 31% selected this option, out of line with the overall result.
- Only 15% of the 20 years old+ cohort selected 'near friends or family' (ranked as the second least selected option in this age group), over 3 times lower than the age group with the closest percentage (under 11 years old with 47%).
- 'Near a school' ranked lowest in all of the age groups, matching the overall result.
- 'Near good bus services' was selected the second least number of times in all of the age groups except the 20 years old+ cohort, ranking 6th with 27%.
- 'Near the countryside' was ranked consistently low in the 11 to 15 years old, 16 to 19 years old and 20 years old age groups

Council Response / How the Council has taken this into account

- The Sustainability Appraisal consultation document assessed sites submitted through the 'Call for Sites 2023' using the 16 sustainability objectives. This covered aspects such as access to shops,

employment opportunities, culture and leisure facilities and digital infrastructure in relation to the submitted site/ potential new development.

- The Further Issues and Options consultation document provides options on the objectives for the local plan, some of which include reference to support for community facilities and integrated community facilities (Chapter 3). *Chapter 4 A Settlement Hierarchy for Huntingdonshire* sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A *Sustainability of Settlements study 2023* assesses each settlement at a point in time identifying access to services and facilities.
- The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: a current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure needs across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed.

Summary Issues Engagement Paper

Summary Issues Engagement Paper

3.82 The survey asked questions about known issues in the district and there were 50 participants in the survey. This summary provides a descriptive analysis of the responses and aligns with the structure in the Summary Issues Engagement Paper Supporting Document. The issues included within the document are:

1. Responding to the Climate Crisis
2. Protecting and Enhancing the Natural Environment
3. Supporting our Places
4. Meeting the Housing Needs for All
5. Promoting a Prosperous Local Economy
6. Developing High Quality Sustainable Communities with Supporting Infrastructure
7. Distributing New Growth

3.83 A tally was made for the number of times an issue, argument, theme, example or place name was referenced. The tally is in brackets and requirement of 3 tallies has been made for a point to be included within the 'Main Issues Raised' column.

1: Responding to the Climate Crisis

There were 47 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Carbon Emission Targets and Targets (6)	
• Targets should be ambitious and align with national and international climate goals (3). • Collaboration with the community and businesses within the district is important to help increase support and ownership of climate related policies (3)	• Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document and will assess the impact of policies, sites and strategies in relation to the climate emergency objectives through SA 1 to 3. Within *Stage A* of the document is also a review of relevant plans and programmes, which may contain objectives

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	and specific policy requirements that need to be considered. This review helped to shape the sustainability objectives against which emerging policies, options, sites and strategies should be appraised against, as well as pointing to particular issues and problems that should be tackled. Documents included international and national plans, programmes and regulations. • The Further Issues and Options consultation document includes *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios, and renewable energy. This document will be consulted upon publicly to allow the community and businesses to contribute towards the policies and objectives of the local plan. Other chapters which include options and or questions that can assist in addressing the climate emergency include: *Chapter 3 Local Plan Vision and Objectives, Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 8 Growth Strategy Options, Chapter 9 Our Blue Green Infrastructure, Chapter 11 Tackling Flooding and Water and Chapter 13 Transport and Connectivity.*
Issue: Carbon Sequestration and Offsetting (1)	
Issue: Renewable and Low Carbon Energy (25)	

• Meet energy demand locally by increasing the supply of renewable and low carbon energy (25). This could be done by supporting and promoting the provision of solar panels (16), wind energy (6), ground source heat pumps (12) and electric vehicle charging points (4) at different scales.
• Require and encourage new developments to be powered by renewable and low carbon energy (19). This includes, residential (8), warehousing (5), commercial (8) and industrial (3) buildings.
• Encourage solar farm development in suitable locations to support local energy supply (7).
	• Responses noted. The Further Issues and Options consultation document has taken these comments forward through *Chapter 10 The Approach to Climate Change.* This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy.
	• The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and

	• offsetting and sequestering emissions • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for renewable energy generation. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document.
Issue: Energy Efficiency and Retrofitting (18)	
• Require and incentivise existing (3) and new buildings (15) to be more energy efficient (18). • This could be done by requiring the installation of triple or double glazing (6), water recycling (3), ground source heating (12), insulation (9) and meeting building codes and standards (3).	See response above
Issue: Flooding, Water Supply and Pollution (9)	
• Implement solutions to tackle flooding (6) and pollution (4) and improve water supply (5). • Tackle flooding issues through nature based solutions (3). • Prevent flooding through removing hard landscaping to help reduce surface run off (4). • Ensure cooperation with local authorities and other stakeholders (3). • Encourage water conservation and reuse (3).	• Responses noted, the Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around flooding and land management. These documents will be used as an evidence base to address the issues raised and inform local plan strategy and policy. • The Council has taken comments forward into the Further Issues and Options consultation document within Chapter 11 Tackling Flooding and Water, which sets out options on integrated flood and water management including natural flood management techniques, reduction of risk elsewhere, surface water management and water efficiency measures in residential and non residential buildings. • The Council has a Duty to Cooperate in plan-making which requires that local planning authorities collaborate with specific organisations, including local authorities, to identify strategic matters which need to be addressed in their plans.
Issue: Waste and Recycling (7)	
• Encourage the recycling of materials (7).	• Responses acknowledged, the Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making, the report includes a chapters on low, high and

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	medium carbon reduction pathways and guidance on the role of sustainable design, the circular economy and retrofitting.
Issue: Biodiversity Preservation and Enhancement (10)	

• Protect and enhance existing biodiversity and natural habitats (3).
• Require biodiversity enhancement within new developments (5).
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • Chapter 3 Local Plan Vision and Objectives, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to biodiversity and the natural environment.
	  • Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
	  • Chapter 9 Green and Blue Infrastructure, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan.
	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the biodiversity and natural habitats. Specifically, objectives SA4,5 and 6.
	• Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

Issue: Location of Development (19)	
• Direct development away from greenfield land (7) and support development on brownfield sites (4). • Ensure new residential developments are built in close proximity to amenities (6). • Allocate development of warehousing and distribution along major highways to reduce	• Response noted regarding location of growth, proximity of amenities, location of amenities, congestion and green house gas emissions, these have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include:

congestion in villages and therefore decrease vehicle related green house gas emissions (5).	• *Chapter 4 A Settlement Hierarchy for Huntingdonshire* • *Chapter 8 Growth Strategy Options.* • *Chapter 13 Transport and connectivity.* • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report which will be looking at future emissions and trends, low, high and medium carbon reduction pathways and the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero.
Issue: Sustainable Transport Modes (23)	
• Improve and promote public transport (13), cycling (12) and walking (6) to help reduce reliance on private vehicles (12). • Increase provision of electric car charging points (6). • Improve the bus network in rural areas to raise connectivity, reduce reliance on private vehicles and decrease isolation (5). • Support the Nene Valley Greenway proposal (4).	• Responses noted the Further Issues and Options consultation has taken forward these responses specifically though: • *Chapter 7 Achieving Well Designed Places* - which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces • Chapter 9 Green and Blue Infrastructure - which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy and Natural England's Access to Natural Greenspace Standards are referenced as a documents of importance in the development of the Local Plan. • Chapter 10 The Approach to Climate change - which includes options relating to electric vehicle charging within 'Decarbonisation Scenarios'. • *Chapter 13 Transport and Connectivity* that provides options on the approach to individual development and consideration

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	of active travel and public transport and a question on net zero transport.
Issue: Construction (5)	
• Require new developments to minimise carbon emissions in construction and use more sustainable materials (5)	• The Further Issues and Options consultation document includes *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios, and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: low, high and medium carbon reduction pathways, guidance on the role of sustainable design, the circular economy and retrofitting, the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,

2: Protecting and Enhancing the Natural Environment

3.84 There were 49 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Huntingdonshire's Landscapes (27)	
• Protect (20), enhance (9) and maintain (7) landscapes (natural environment, countryside, agricultural land, green spaces) to preserve the rural character of Huntingdonshire. • Prevent new, large scale, commercial and residential development on greenfield land (15). • Consider the impact of recent development proposals in northern Huntingdonshire on the natural environment in decision making (9). • Support the protection of Natural Cambridgeshire's Priority Landscapes (5). • Protect agricultural land to ensure food security (7).	• Response acknowledged the council has taken comments forward regarding protecting, enhancing and maintaining landscapes into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan. *Chapter 8 Growth Strategy Options* also presents options on preferred locations for growth. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including biodiversity net gain, open space commercial and residential uses. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will

	assess the impact of options, policies, sites and strategies on the environment. Specific objectives address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making, visual pollution, previously developed land, agricultural land and landscape/townscape impact (SA 4, 5,6, 7, 8, 15).
Issue: The Natural Environment & Nature Conservation Designations (13)	
• Support and protect Natural Cambridgeshire's Priority Landscapes (5) in areas such as the Nene Valley (3). • Increase the number of nature conservation sites (4) to protect, restore and enhance flora and fauna (3). • Engage the community with environmental initiatives to encourage residents to take ownership in conserving the natural environment (3).	• Response acknowledged the council has taken comments forward regarding protecting, supporting, restoring and maintaining landscapes into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options for retaining, designating and or allocating green and blue infrastructure in the district.
Issue: Green Infrastructure (15)	

• Ensure access to green space by integrating green infrastructure within new developments and existing settlements (3).
• Protect existing green infrastructure such as public rights of ways (7).
• Make sure residents have access to greenspace as it is very important in maintaining mental and physical well being (3) and a sense of place and identity (3).
• Stop village greens being used for parking cars (3).
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • *Chapter 7 Achieving well-designed Places,* which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. Reference is made to the importance of public rights of way network in plan-making.
	  • *Chapter 13 - Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel.

Issue: Biodiversity Net Gain (8)	
• Require biodiversity net gain within new developments (6).	• Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).
Issue: Blue Infrastructure (5)	

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• Preserve and protect water bodies such as rivers, lakes and wetlands to enable water security, areas for leisure and flooding prevention (3). • Protect the River Great Ouse as it is vital for social, environmental and economic reasons (3).	• Response acknowledged the council has taken comments forward regarding protecting, supporting, restoring and maintaining landscapes into the Further Issues and Options consultation document within Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district.

3: Supporting Our Places

3.85 There were 47 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Huntingdonshire's Market Towns (4)	
• Allocate large scale housing development in close proximity to urban centres where employment needs are greatest and infrastructure exists (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* that provide options on the general location of development and *Chapter 4 A Settlement Hierarchy* for Huntingdonshire that will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • The options were subject to a sustainability appraisal which will also be consulted upon at the same time as the Further Issues and Options document.
Issue: Huntingdon, St Neots and Ramsey (4)	
• There is a sufficient supply of housing at St Neots East in St Neots in the current Local Plan (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* that provide options on the general location of development and *Chapter 4 A Settlement Hierarchy* for Huntingdonshire that will help to determine which locations growth may be directed to and how much.
Issue: Huntingdonshire's Villages	
• Preserve the rural character, heritage and beauty of the villages in Huntingdonshire (9). • Support minor developments of housing in villages (8). This can be done through supporting affordable housing development	• Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document

(8) allowing younger families to stay in the local area (3). • Prevent large scale residential development from negatively impacting villages (10). Consider the impact of large scale development on overwhelming local infrastructure and communities (4). • Prevent non-local traffic flow such as HGV vehicles using the roads in villages as a short cut (14). This could be addressed by steering traffic flow towards major highways (3) or introducing traffic calming measures such as speed limits (6). • Develop and support community facilities in villages to help build a sense of community (5).	which will assess the impact of policies, sites and strategies on heritage, landscape and townscape impact, social and community services and facilities. Specific assessment objectives include SA 7, 10, 15 and 16. • Response noted regarding size and scale of developments these have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire* and *Chapter 8 Growth Strategy Options*. • *Chapter 13 - Transport and Connectivity* in the Further Issues and Options consultation document provides options on the approach to individual development and a question on net zero transport. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed.
Issue: The Countryside	
• Preserve and protect the countryside (15). This could be achieved by preventing development on green field land (4). • Maintain access to green space and foot paths in the countryside (8) to help well being (3).	• Responses acknowledged, these comments have been taken forward into the Further Issues and Options consultation in Chapter 4 A Settlement Hierarchy for Huntingdonshire, which looks at the categorisation of settlements and the countryside, Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design, Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district and Chapter 13 Transport and Connectivity that provides options on the approach to individual development and consideration of active travel. • With regards to damage to damage to development on greenfield land, the Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of options, policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site

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	assessment includes impact on visual pollution, previously developed land and landscape/townscape impact (SA4, 7, 8, 15).
Issue: Historic Environment	
• Preserve historical buildings, landmarks and cultural heritage sites (5). This is important for a sense of identity and place (3) and will help support the tourism industry (3).	• The Council has produced a sustainability appraisal, it is an iterative document which will assess the impact of policies, sites and strategies on heritage specifically through objective SA 16. • *Chapter 7 Achieving Well Designed Places*, raises additional questions on the role of design and active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Infrastructure and Services	
• Sufficient infrastructure and access to amenities integrated within existing settlements and new developments to improve economic, social and environmental outcomes of our places (3). • Enable access to community centres (3) and plan for the provision of schools and healthcare facilities (3). • Improve sustainable transportation networks (3). • Increase prevalence of renewable energy sources to ensure energy security for business and households (3).	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Responses acknowledged regarding sustainable transport networks. Chapter 13 of the Further Issues and Options consultation document provides options on the approach to individual developments including active travel and public transport, questions on a place based approach to zero carbon and options around the East West Rail. Some sustainable transport networks will be outside the control of the local plan, such as East West Rail and the Guided Busway, however progress on these projects and emerging projects will be taken into account in the formulation of the local plan. • Responses noted regarding renewable energy, the Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options decarbonisation and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and will include a chapter

	on infrastructure and renewable energy, exploration to low carbon resources. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for renewable energy generation. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document.

4: Meeting the Housing Needs of All.

3.86 There were 46 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: The Need for New Homes (23)	
• Housing supply should stay in line with the current Local Plan (2019) (4) • Ensure there is an identified need for development in an area or a settlement (10) • Concern over the impact of the proposed Sibson Garden Village of 5,000 houses on surrounding villages, namely Elton and Chesterton (4).	• Response noted, the starting point for the number of homes that we have to plan for comes from nationally set formula known as the government's 'standard method' number. A revised standard methodology approach was published for consultation on 30 July 2024. The Further Issues and Options consultation document presents options on what Huntingdonshire's housing requirement should be with the standard method as the starting point. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including housing and employment. These sites have now been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document, allowing the public to comment on the assessments of the sites. Not all of these sites will be chosen as allocations and the final choice of sites will be dependent on a number of factors, including but not limited to transport assessments, flood risk and the proposed strategy for growth. Growth Strategy Options will be consulted upon in the Further Issues and Options consultation document (Chapter 8), the consultation document also presents a variety of options on other subject areas that will contribute to the growth strategy and its implementation, including transport and design.

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Issue: Delivery of New Homes (12)	
• The delivery of new homes should support improvements in environmental sustainability and help tackle climate change issues (12). • New homes should meet energy efficiency standards and integrate renewable energy (4). • New homes should have access to green space to support wellbeing (3).	• Responses noted, the Further Issues and Options consultation document has taken these comments forward through *Chapter 10 The Approach to Climate Change.* This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy. In addition *Chapter 7 Achieving well-designed Places*, raises additional questions on the role of active design which includes networks of multi-functional open space. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. Finally *Chapter 9 Green and Blue Infrastructure,* presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan. • The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: guidance on the role of sustainable design, the circular economy and retrofitting and infrastructure and renewable energy, exploration to low carbon resources.
Issue: Gypsy, Traveller, Travelling Showpeople & Boat-dwellers Accommodation (0)	
Issue: Housing Mix (26)	
• Ensure a wide range of housing options to cater to the needs of different demographics (6) • Ensure there are affordable housing tenures of choice (20)	• Responses noted, these responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration specifically in *Chapter 12 Housing Tenures and Housing Mix*. The council also has a Housing Needs of Specific Groups 2021 document, it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan.
Issue: Housing Tenures (23)	
• Ensure there are affordable housing tenures of choice (20)	• Responses noted, these responses have been taken forward through the Further Issues and

• Meet the housing needs of young people and families (4) • Promote small scale and 'Rural Exceptions' housing developments in villages and rural areas to prevent the out migration of local residents (8)	Options document, which addresses these issues and present options for consideration specifically in Chapter 12 Housing Tenures and Housing Mix. The council also has a Housing Needs of Specific Groups 2021 document, it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • The Further Issues and Options consultation document presents Growth Strategy Options within Chapter 8, which looks at potential distribution of growth, in addition Chapter 4 A Settlement Hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities.
Issue: Housing Standards (3)	
• Promote energy efficient construction standards (3)	• Responses noted, the Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as low, high and medium carbon reduction pathways and guidance on the role of sustainable design, the circular economy and retrofitting.
Issue: Design (5)	
• Design of houses should be in keeping with the context, scale and style of the local area and built environment (4)	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Location, Infrastructure and Amenities (25)	
• Consider the impact of new development on existing infrastructure and integrate new	• The council will complete an Infrastructure Delivery Study/Plan which will address issues

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infrastructure and services where appropriate to meet the needs of the local population (10) • New developments in rural areas and villages would overwhelm local infrastructure (5) • New services should be implemented prior to when development starts (3) • Direct development away from green field and agricultural land and prioritise brownfield sites (7) • Concern over proposed development in north Huntingdonshire (5) • The Local Plan should promote higher density developments that are close to urban centres, where there is employment, services and active travel infrastructure (5).	such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of options, policies, sites and strategies on the environment. Specific objectives address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making, visual pollution, previously developed land, agricultural land, active travel and landscape/townscape impact (SA 4, 5,6, 7, 8, 12, 15). • The Further Issues and Options consultation document presents Growth Strategy Options within Chapter 8, which looks at potential distribution of growth, in addition Chapter 4 A Settlement Hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities.

5: Promoting a Prosperous Local Economy

3.87 There were 41 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: A Green Economy (10)	
• Support transition to greener economy by promoting sustainable practices (10). • Apply circular economy principles within businesses to reduce waste and emissions (3). • Improve pubic transport and reduce reliance on cars (5).	• Responses noted, the Further Issues and Options consultation document has taken forward issues relating to the green economy, circular economy principles and public transport and reduced reliance on cars. Specific chapter include Chapter 5 Approach to Employment and the Economy, Chapter 8 Growth Strategy Options, Chapter 10 The Approach to Climate Change and Chapter 13 Transport and connectivity. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report.
Issue: Supporting and Diversifying the Local Economy (23)	

• Consider role of Cambridge and Peterborough on the economy, transport and employment (3). • Support small businesses and start ups (10). This could be done by reducing business rates (3). • Encourage linkages between educational institutions and businesses to match skills with jobs within the district and to create a highly skilled workforce (5). • Prioritise improvements in transport infrastructure (roads, public transport, cycle ways and public footpaths) to increase connectivity within and outside of the district. In turn this would increase productivity, efficiency, and therefore economic growth (9). • Ensure there is fast broadband and mobile connection across the district (3)	• Responses noted regarding neighbouring areas and business requirements. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts and relationship with related economies. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within Chapter 5 Approach to Employment and the Economy and Chapter 8 Growth Strategy Options. • Chapter 13 Transport and Connectivity provides options on the approach to individual development and consideration of active travel and public transport, East West Rail and a question on net zero transport. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Business rates are outside the direct scope of the local plan but are addressed by other departments within Huntingdonshire District Council. The effects of these however will have an impact on the current status of the market which will be addressed through the employment evidence base.
Issue: Logistics and Distribution (10)	
• Minimise growth in the logistics and distribution sector due to the future and current negative impact on the district (7). • Large warehouse developments destroy the rural character of Huntingdonshire (3).	• Responses noted regarding logistics and distribution. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. This will help to identify any failures or target sectors within the market. It will inform the use classes and floorspace required.

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• The location of these developments raises traffic flow and congestion in rural villages leading to an increase in pollution and GHG emissions (5). • Reference to the A605 and the flow of HGV vehicles due to growth in this sector through surrounding villages, namely Elton and Chesterton and the impact on safety, congestion and pollution (3). • The low skilled, low paid nature of the jobs in this industry will not serve the needs of Huntingdonshire's workforce. It is also highly automated and at risk of further automation due to technological advances reducing the amount of jobs on offer (3).	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 8 and 15 address impact on the landscape, biodiversity, pollution green and blue space and infrastructure and place-making. • The Further Issues and Options consultation document has taken forward comments relating to transport issues. Options on active travel, public transport and a question on a place-based approach to net zero can be found in *Chapter 13 Transport and connectivity*. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report. • Chapter 5 Employment and Economy found within the Further Issues and Options consultation document presents additional options on the local plan's economic strategy ambitions which raises the subject of priority sectors. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land and access to services and facilities such as schools (SA 8, 4 and 10).
Issue: Rural Economy and Agriculture (11)	
• Protect agricultural land from new developments (5) to ensure food security (3). • Small businesses should be encouraged in rural areas to create local hubs (3).	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objective SA4 assesses impact on agricultural land. • Responses noted, the Council will review Local Plan policies LP 19 Rural Economy and LP 33 Rural Buildings. To help inform future policies and develop our strategy for economic growth an evidence base will also be produced. • The Further Issues and Options consultation document has taken forward issues relating to location of growth presenting options for consideration within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.*
Issue: Retail and Adapting Our Town Centres (10)	

• Increase investment into town centres (10). This could be done by reducing business rates (4). • Upgrade transport into town centres by improving public transport and cycle paths and increase the availability of EV charging points and parking (4). • Support start ups and small businesses to make town centres more attractive (3).	• Increased investment and reduction in business rates is outside the scope of the local plan. Huntingdonshire District Council have however produced town centre vision documents which will be appraised as part of the development of the local plan. • The Further Issues and Options consultation document has taken comments forward regarding public transport, cycle paths and EV charging points. *Chapter 10 The Approach to Climate Change* sets out options on decarbonisation scenarios (including electric vehicle charging). *Chapter 13 Transport and Connectivity* provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. • Responses noted, the Council will review Local Plan policies LP 21 Town Centre Vitality and Viability 88 LP 22 Local Services and Community Facilities.
Issue: Enhancing Tourism (5)	

• Encourage more tourism by utilising natural capital and heritage assets (3).
• Promote smaller independent businesses in the local area to bring in more tourism (4).
	• Responses acknowledged regarding natural capital and heritage. The Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • Chapter 3 Local Plan Vision and Objectives, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape.
	  • Chapter 5 Approach to the Economy which specifies strategy ambitions specifically Option C which proposes capitalising on key priority sectors.
	  • Chapter 9 Green and Blue Infrastructure, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen.
	• Approaches to tourism accommodation noted, the Council will review current local plan policy LP23 Tourism and Recreation

6: Developing High Quality Sustainable Communities with Supporting Infrastructure

3.88 There were 45 responses to this question.

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Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Design of Building and Places (8)	
• The design of new developments should respond to the size, context and surroundings of the area (4). • The 'Local Distinctiveness' of an area should be maintained and enhanced through innovative design (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 7 Achieving well-designed Places*, which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces.
Issue: Open Space in New Development (4)	
• Support the integration of open space within new developments (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 7 Achieving well-designed Places*, which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces.
Issue: Travel and Transport (11)	
• Consider the negative impact of new developments on the flow of traffic through smaller settlements and roads in decision making (11). Reduce congestion, air and noise pollution in smaller settlements by diverting HGV vehicle movement to appropriate roads through traffic calming measures such as vehicle weight limit restrictions and speed cameras (5). This would also improve safety (4). • A605 is at capacity and there are dangerous junctions (3).	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA 8 and 12 look at the issue of pollution and reducing the need to travel by car. • The Further Issues and Options consultation document has taken forward comments relating to transport issues. Options on active travel, public transport and a question on a place-based approach to net zero can be found in *Chapter 13 Transport and Connectivity*. *Chapter 8 Growth Strategy Options* also presents options on preferred locations for growth. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report.
Issue: Public Transport and Active Travel Infrastructure (19)	
• Increase quality and frequency of public transport linking settlements to services and help to reduce reliance on private vehicles (5). • Promote sustainable public transport such as electric buses (3).	• Responses acknowledged, these comments have been taken forward in the Further Issues and Options consultation in Chapter 7 Achieving Well Designed Places. This chapter asks questions about specific design aspects that may be important and the principles of active design

• Encourage active travel (15) by improving cycle ways (8) and public footpaths (7). • Promote strategic network of cycleways, bridleways and public footpaths (3).	which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces. Chapter 13 Transport and Connectivity also provides options on the approach to individual developments and consideration of active travel and public transport and a question on net zero transport.
Issue: Parking Provision (5)	
• Ensure parking provision in villages that is sensitive to the character of the settlement (4). • Make sure there is sufficient parking options to prevent parking on village or settlement greens (3).	• These comments are noted and the Further Issues and Options consultation document notes that current local plan policy LP 17 'Parking Provision and Vehicle Movement' sets minimum requirements for cycle parking provision for new developments and that car parking levels are expected to be responsive to the location and nature of the proposed development rather than numeric requirements being set. • The Further Issues and Options consultation document has taken forward comments relating to transport issues. Options on approaches to individual development active travel, public transport and a question on a place-based approach to net zero can be found in *Chapter 13 Transport and Connectivity*.
Issue: Community Facilities and Services (10)	
• Ensure access to community facilities (10). • Enable business and enterprise in villages via community facilities (4).	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, and utilities. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
Issue: Utilities and Digital Infrastructure (7)	
• Ensure digital infrastructure is accessible and affordable across the district (5).	See above
Issue: Supporting Infrastructure (19)	
• New developments should include or be in close proximity to schools (9), healthcare facilities (11) such as dentists (3), doctors (4), hospitals (3) and sports facilities (3).	• The Further Issues and Options consultation document provides options on the objectives for the local plan some of which include reference to support for community facilities and integrated

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• Require infrastructure to be implemented prior to (4) or at the early stages of (3) a development. • Divert development away from villages where existing infrastructure is at capacity (3).	community facilities (Chapter 3). Chapter 4 A Settlement Hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies. It assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through SA10. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, and utilities. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.

7: Distributing New Growth

3.89 There were 39 responses for both questions. No issues headings were provided in the Summary Issues Engagement Paper and therefore the issues presented in the table have been guided by the responses.

Main Issues Raised	Council Response/ How the Council has taken this into account
Questions 1 and 2	
Issue: Amount of Growth (33)	
• The level of housing growth needs to be manageable and relative to the size of the settlement (18). • Favour small scale rather than large scale developments (10).	• *Chapter 4 A Settlement hierarchy for Huntingdonshire* in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of

• Allow small scale development in villages in a sensitive and measured way (15). • Ensure development maintains the rural character and heritage of Huntingdonshire (5).	Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options.
Issue: Location of Growth (20)	
• Identify suitable locations for development (20) • There should be small scale housing development within villages (8) • Allocate development within or close to towns where there are services, employment and infrastructure available helping to reduce travel distances and enhance communities (10).	• *Chapter 4 A Settlement hierarchy for Huntingdonshire* in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including housing, mixed uses and commercial. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises the accessibility to social and community services and economic opportunities.
Issue: Employment (5)	
• Ensure housing growth is located close to employment centres (5).	• The Further Issues and Options consultation document has taken forward issues relating to location of growth presenting options for consideration within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.*
Issue: Infrastructure (11)	
• Ensure there is existing infrastructure that can support the new development such as transportation, energy supply and digital connectivity (4). • Larger scale developments should be located where there are the most facilities (3). • Provision of active travel infrastructure and promote walkability to support sustainable growth (3).	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, and utilities. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.

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	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises the accessibility to social and community services and economic opportunities.
	• *Chapter 4 A Settlement Hierarchy for Huntingdonshire* in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options.
	• Responses noted regarding active travel, the Further Issues and Options consultation has taken forward these responses specifically though:
	  • *Chapter 7 Achieving Well Designed Places* - which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces
	  • *Chapter 13 Transport and Connectivity* - that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport.

Issue: Energy (8)	
• Mandate that any commercial warehouse, industrial or housing development are powered by renewable energy and meet high energy efficiency standards to improve environmental sustainability (4). • Consider the scale of solar farms and the negative impact they may have on the countryside and farmland (3).	• Responses noted. The Further Issues and Options consultation document has taken these comments forward with regard to renewable energy and energy efficiency. *Chapter 10 The Approach to Climate Change*. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: low, high and medium carbon reduction pathways, guidance on the role of sustainable design, the

	circular economy and retrofitting, the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero and infrastructure and renewable energy, exploration to low carbon resources. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including renewable energy. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises landscape and biodiversity impact and impact on agricultural land, specifically through SA 4, 6 and 7.
Issue: The Environment (9)	

• Make sure residents are aware of climate issues (3).
• Ensure new and existing development has access to green space such as woodland and parks (3)
• Divert development away from green field sites and open countryside to help preserve the rural character of Huntingdonshire (3)
	• Responses noted. The Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy.
	• The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses . These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The

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	sustainability appraisal appraises landscape and biodiversity impact, impact on agricultural land and access to green spaces, specifically through SA 4, 5, 6 and 7.
Issue: Brownfield Land (4)	
• Prioritise development on brownfield, ex industrial and under utilised land to preserve green spaces, the natural environment and green field land (7)	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses . These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal objective SA 4 assesses options, strategies, policies and sites regarding making efficient use of land by maximising development on previously developed land where this is not of high biodiversity value and minimising that on the best and most versatile agricultural land.
Issue: Warehousing (5)	
• Reduce the impact of warehousing industrial development growth on local communities in terms of pollution, traffic flow, safety (3).	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises options, sites, strategies and policies regarding impact on pollution through SA 8 and the promotion high quality design and placemaking that enables attractive, safe and resilient communities through SA15. • In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report which will be looking at future emissions and trends, low, high and medium carbon reduction pathways and the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero.
Issue: Affordable Housing (7)	
• Ensure small scale growth of affordable housing in villages and rural areas (5).	• Chapter 4 A Settlement Hierarchy for Huntingdonshire in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be

	directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options.
Issue: Agriculture (3)	
• Safeguard the agricultural industry to ensure food security (3)	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses . These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises options, sites, strategies and policies regarding impact on agricultural land through SA 4.

Issues Engagement Paper

Summary from the Issues Engagement Paper

The following provides a summary of the main issues raised during the consultation on the Issues Engagement Paper and how the Council has taken these into account.

Issues Engagement Paper

Main Issues Raised	Council Response / How the Council has taken this into account
Introduction (Chapter 1)	
Issue: Potential plan period (Question 1)	
• Approximately 12% of respondents said the end date of the local plan should be 2043 - the shortest time likely to be possible and still retain 15 years lifespan after adoption • Approximately 51% of respondents said the end date of the local plan should be 2046 - retaining 15 years lifespan after adoption and allowing for some flexibility to response to national changes in the planning system • Approximately 16% of respondents said the end date of the local plan should be 2050 - aligning the Local Plan update with the national target date for achieving net zero • Other dates ranged between 2052 to 2060	• Responses acknowledged, the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 2 Introduction* which sets out a question noting 2046 as the most popular choice and asking if the public agree or would prefer a different date.

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Main Issues Raised	Council Response / How the Council has taken this into account
• Many noted that a 30 year plan would help to encompass the delivery of new settlements or strategic sites. • Some encouraged the vision of the local plan to look 30 years ahead regardless of the end date.	
Creating a Vision and Objectives (Chapter 2)	
Issue: Vision and Objectives (Question 2 to 3)	
• Support for paragraphs 2.1 to 2.4 **The vision should include reference to:** • The delivery of housing and affordable housing, green infrastructure and biodiversity net gain, employment land, health services and other community needs, and sustainable transport – multiple responses • The Huntingdonshire Futures, Place Strategy and reflect these objectives – multiple responses • A positive vision for the future of each area, consideration of the four market towns. • Supporting development (homes and businesses) in locations will deliver benefits that will enhance the sustainability of existing communities • To become a leader in high quality, affordable housing within integrated communities is supported. • Protecting, preserving, providing and enhancing existing green spaces, landscape and countryside for the public and wildlife to enjoy in harmony. • How it will contribute to achieving net zero by 2050, reducing carbon emissions, including embodied carbon in construction, sustainable living, mitigating against impacts of climate change etc. • Facilitating opportunities for people to pursue a healthy lifestyle and have a high quality of life • High quality development • Taking advantage of new strategic infrastructure • Prioritising brownfield first	• Supportive comments, no changes required. • Responses acknowledged, the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 3 Local Plan Vision and Objectives* which sets out options for the vision of the local plan.

Main Issues Raised	Council Response / How the Council has taken this into account
• Facilitating working from home. • Ensuring adequate services and facilities are in place to support development including water and broadband. **Objectives of the local plan should include:** • Multiple responses - Objectives from Huntingdonshire Corporate Plan 2023- 2028 (March 2023) and Place Strategy • Delivering sufficient new homes / meeting housing need • Delivering a balanced housing mix and affordable housing • Supporting minor developments • Sustainability • Protecting small settlements and rural character • Addressing climate change – mitigation and adaption / net zero by 2050 • Prioritising education • Locating growth along public transport corridors e.g. the busway / promoting sustainable movement and travel • Investing in appropriate infrastructure and services to support growth • Conserving and enhancing the historic environment • Protecting local green spaces and enhancing green and blue spaces enhancing and providing new areas for biodiversity • Current local plan objectives • Water related objectives around land drainage, water level and flood risk management, water resources/water neutrality, environmental conservation and enhancement, navigation water quality/nutrient neutrality.	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Provide solutions for farming • Promoting Healthy living and wellbeing	
Responding to the Climate Crisis (Chapter 3)	
Issue: Carbon Emissions and Targets (Question 4 and 5)	

• Consensus amongst respondents that the updated Local Plan and the Council more widely must work towards a net zero carbon future but recognise that there are significant challenges in doing so
• Balancing growth and working towards a net carbon future is a key challenge particularly when balancing out other social and economic and political priorities including energy and food security
• Some respondents felt that policies should exceed national policy and building regulations including the Future Buildings Standard
• Location of growth so that communities can live in areas close to employment and daily services via public transport and other more sustainable modes of transport and support a modal shift away from car usage
• Holistic approach is needed between new development and the retrofitting of the existing building stock and integration of renewable energy to reduce operational and embodied carbon
• Flexibility is needed within policies to reflect changing and advancing technology and should champion the best practices in energy generation with green innovation technologies
• Infrastructure also needs to be updated including utilities infrastructure so that it can be less reliant on fossil fuels
• Anglian Water recommends that a whole life carbon assessment is undertaken for the Local Plan to clearly evidence the spatial distribution of growth in the most sustainable and resilient locations, where the embodied carbon of existing infrastructure and available headroom is utilised to the benefit of providing low carbon growth.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• Response acknowledged, a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.
	• Response acknowledged Place Strategy will be considered during local plan production and is referenced throughout the Further Issues and Options consultation document. The Council's Climate Strategy was referenced in the Issues Engagement consultation, the strategy and action plan are focused on actions required by the council service areas and capital investments, the Climate Change Report will act as an evidence base to inform policy-making and what planning policy can do to meet the wider ambitions of the district through development.

Main Issues Raised	Council Response / How the Council has taken this into account
• Anglian Water considers that the Local Plan should take a holistic approach to the climate and ecological emergency, building on the actions outlined in the HDC Climate Strategy, to ensure that the plan can provide the framework for mitigation and adaptation through planning positively for the built and natural environment. • The Council has to take a lead and both demonstrate a way of working as well as creating the environment to achieve net zero carbon by 2040 by attaching greater value to environmental factors and conserving nature; and by considering the short and long term environmental impact in all decisions. • The local plan can facilitate low carbon future by including policies relating to high sustainability standards for new homes including heat pumps, solar PV, wind power, solar panels, composting and EV charging points • Policies supported by robust evidence and are viability tested • The updated Local Plan should be informed by the Climate Strategy and Place Strategy. • The environmental capacity of the area needs to be balanced by growth which supports the needs of local people and the local economy and not the wider commuter economy. A key challenge is around water - both the impact of flooding from development and the lack of future drinking water to support growth. • Historic England recommend a sustainable approach to secure a balance between the benefits of development delivers and the environmental costs it incurs. The policy should seek to limit and mitigate any such cost to the historic environment. • Heritage assets can also be a valuable aid to achieving sustainable development, in both climate change mitigation and adaptation, rather than a constraint. Reusing our buildings is one of the most effective ways to reduce carbon emissions and eliminate unnecessary waste. By adapting our historic buildings appropriately, we	• The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around water - both the impact of flooding from development and the lack of future drinking water to support growth. These will form evidence bases to assist in the development of policies and identify sustainable locations for growth. • The Council has produced a Sustainability Appraisal, an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and environment. Specifically, objectives SA1 to 3. • Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage and landscape and townscape impact assessment objectives include SA 7, 15 and 16.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
can reduce carbon emissions, improve quality of life and nurture the skills needed for a green economy.	
Issue: Carbon Sequestration and Offsetting (Question 6 and 7)	

• Some respondents identified that there should be an assessment made by an independent specialist to determine if carbon offsetting can be made on site or not
• Tree planting schemes, including lining all roads with trees and woodland creation.
• The updated Local Plan can help maintain existing carbon sinks (for example peatland habitats, mature and ancient woodlands) by including policies and site allocations that ensure their protection, conservation and restoration.
• The updated Local Plan can help create new opportunities to store additional carbon within the natural environment through policies and site allocations that support the provision of new green infrastructure, landscaping, habitat creation or restoration, new woodland and tree planting within new developments, where appropriate and allocate sites for this purpose. Allocations will need to be supported with appropriate evidence and potential ecological surveys
• Restoration and preservation of peat is an important opportunity
• Create more "blue space" - water areas - water features absorb carbon dioxide.
• Anglian Water would advise that such opportunities should be sought through the Future Fens Integrated Adaptation project, the OxCam Integrated Water Management Framework, and the Local Nature Recovery Strategy. The Local Plan is the mechanism to safeguard existing carbon sinks and identify the optimal locations for new natural carbon sinks to come forward through positive strategies such as biodiversity net gain offsetting, carbon offsetting and flood protection.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• Response acknowledged the council has taken comments forward regarding new green and blue infrastructure into the Further Issues and Options consultation document within Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan.
	• The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around water - both the impact of flooding from development and the lack of future

Main Issues Raised	Council Response / How the Council has taken this into account
• Place a higher value on existing/mature habitat such as semi ancient woodland and to avoid the inherent risks from trying to mitigate for things which take decades or hundreds of years to evolve. • New sites should not affect flooding or damage key green spaces that are used for recreation or carbon sinks. • There were mixed responses to this to whether the Local Plan should make provisions for carbon offsetting. A proportion of respondents were against this and stated that carbon reduction should be made on site. • There were a proportion of respondents who were in favour of a flexible approach towards carbon offsetting where there was a clear and evidence need to do so. Viability may be on such reason for flexibility. • One respondent raised concern that retaining areas as carbon sinks may not be compatible with food and energy security. • Offsetting frameworks and delivery mechanisms should be made clear through policy/ supporting text to provide clarity and certainty for applicants and developers to ensure projects are not delayed. • There needs to be mechanisms (including S106) and projects/ carbon sinks in place where developments can contribute to • Contributions should be sought on major developments	drinking water to support growth. This includes assessment of natural flood management. These will form evidence bases to assist in the development of policies and identify sustainable locations for growth. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
Issue: Renewable and low carbon energy (Questions 8 to 10)	
• Policies should reflect national and local guidance, the continuation of the existing Local Plan to 2036 policies will support this objective • Minimise energy demand in the first instance • The Local Plan Review should allocate sites for renewable energy and mixed-use development that includes renewable energy uses as well as for low carbon energy including provision for local	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
energy storage from batteries or other technologies. • A mandatory requirement for major developments to include a renewable energy opportunities • Historic England is broadly supportive of renewable energy development and broadly welcome the proposal to include a policy for renewable energy projects in the Plan. Policies should include consideration of the impact on the historic environment for all commercial renewable energy technologies • Subsidise/loan finance farms to convert from oil heating to energy supply from a single, small-scale wind turbine plus a medium-array (a couple of acres) of solar panels. • Anglian Water would welcome a positive policy that would seek to support the transition to net zero and proactively enable renewable energy solutions to support the resilience of our essential infrastructure particularly at our water recycling centres and water treatment works. • Grid export capacity is a constraint across the UK to development of renewable energy generation and storage. • The new Local Plan for HDC presents an opportunity to commission a Local Area Energy Action Plan to identify the most suitable areas for wind and solar and work with the Distribution Network Operator(s) to strategically overcome grid constraints in the context of the Local Area Energy Action Plan. This should include engagement with the local community on the outcomes of the Action Plan. • There was no mention in the issues paper is made of hydro power, particularly from the Great Ouse. • The Local Plan can help to integrate renewable and low carbon energy with new developments by making it a planning requirement. • Some measures that could be included within new development: solar panels / roofs, ground source heat pumps, higher insulation standards, grey water harvesting, no new gas boilers, passive solar gain, battery storage facilities and decentralised energy systems • Promote the use of microgrid and battery storage technologies to improve viability of on-site renewable energy generation • Explore an energy based net zero housing policy setting a limit on the total energy use and demand for space heating and requiring sufficient on-site	• Baseline emissions and, locally specific climate change risks and vulnerabilities, • future emissions and trends, • low, high and medium carbon reduction pathways, • guidance on the role of sustainable design, the circular economy and retrofitting, • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero, • infrastructure and renewable energy, exploration to low carbon and renewable energy technologies including but not limited to large and small scale solar, large and small scale wind, hydro-power, energy from waste and biomass and an assessment of their relative merits/ disadvantages and efficiency, and • offsetting and sequestering emissions • Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage and landscape and townscape impact assessment objectives include SA 7, 15 and 16. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including renewable energy. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • Encouraging Community Land Trusts to be formed is outside the scope of the Local Plan.

Main Issues Raised	Council Response / How the Council has taken this into account
renewable energy generation to match the total energy consumption of the buildings. New policies could also address building emissions such as a policy to limit carbon emissions resulting from the materials used in the construction of large-scale developments. • Heat networks should be supported, particularly in off-gas areas • Recommended that the Local Plan remains supportive of heat networks as part of a range of potential solutions to improve the overall sustainability of heating buildings but does not set out any stringent requirements for its use. • Encourage, support and finance community heating schemes in rural villages and suburban housing estates, such as schemes with ground-source geothermal wells producing communal warm water supply feeding household heat-exchange • The Local Plan could support more community and/or district heating by locating development in or adjacent to main settlements so as to help create the critical mass for community/district heating networks but these should be supported by technical work to confirm feasibility, viability and management/longevity aspects. • A policy should focus heat networks in more dense areas and maintain flexibility to reflect changes in technology over time. • The Local Plan's evidence base should include studies assessing areas of potential, particularly for the suitability of wind and solar power generation which will have the least impact upon existing communities and the environment and landscape • The main obstacle is cost - installation of any such scheme is expensive and cannot be financed by a group of residents of neighbouring dwellings, a local community organisation, or a small parish council - financing is required, preferably from national government rather than yet more council tax increases • Assess opportunities for community heating/district heating schemes throughout the district for small, rural villages; housing estates; industrial estates; technology parks; leisure facilities. • Stipulate policy requirements on the integration of renewable energy and low carbon technologies within a policy, particularly for major developments. Although some respondents raised	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
concern regarding the potential impact requirements could have on the potential viability of proposals and whether a policy will out date as technology advances. • Effective engagement with communities is key as well as renewables that provide community benefit • Actively support and encourage the likes of Community Land Trusts to be formed.	
Issue: Energy Efficiency and Retrofitting (Questions 11 to 13)	

• There were mixed responses to this to whether the Local Plan should set higher energy efficiency targets than those set nationally.
• A proportion of respondents considered that the updated Local Plan should set higher energy efficiency standards than those set within the Future Homes Standard and Building Regulations supported by evidence to do so.
• One response stated that the energy use intensity metric as is adopted by recent industry guidance such as RIBA Climate Challenge targets and the LETI Climate Emergency Design Guidance should be pursued. Another respondent wished to see Passivhaus standards imposed in a local plan policy.
• Respondents were supportive of retrofitting. It is recognised that some of the measures in which to support this fall outside of the scope of the updated Local Plan but are still summarised here:
• The Local Plan could develop positive, enabling, policies regarding the sustainable retrofitting of existing buildings
• Policies can support the requirement for developers to adopt a 'fabric first' approach to ensure that the dwellings are as energy efficient as possible on construction
• The Changes to the Building Regulations and Future Buildings Standard meant that some respondents felt that specific local plan policy was unnecessary, however others highlighted that a local policy could still exceed these where there was evidence to do so and the viability of development not compromised.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
	• The Local Plan cannot provide grants or replacement of old boilers, insulation, replacement windows, solar, and ground source heat pumps. It is a document which is used in the determination of planning applications.
	• Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be

Main Issues Raised	Council Response / How the Council has taken this into account
• Respondents were supportive of tackling fuel poverty. • Making homes more cost effective to heat helps to support a healthy community • Retrofitting energy efficiency measures to existing stock should be encouraged during the planning process for extensions and conversions • Nationally there is considerable concern that the construction sector does not have the depth of skills or the capacity to facilitate retrofitting • A proportion of respondents considered it to be unnecessary and may potentially impact the viability of developments. They also considered that as Building Regulations change over time and that local plan policy shouldn't seek to duplicate standards that having a policy setting higher standards may in the longer-term lead to conflict between these. • Benefits of retrofit are available, affordable and accessible to all as well as supporting sustainable green jobs to supply retrofitting • Grants for insulation and grants for replacement of old boilers, insulation, replacement windows, solar, and ground source heat pumps • Historic England highlighted that climate Change, heritage and building regulations listed buildings, buildings in conservation areas and scheduled monuments are exempted from the need to comply with energy efficiency requirements of the Building Regulations where compliance would unacceptably alter their character and appearance. Special considerations under Part L are also given to locally listed buildings, buildings of architectural and historic interest within registered parks and gardens and the curtilages of scheduled monuments, and buildings of traditional construction with permeable fabric that both absorbs and readily allows the evaporation of moisture.	consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage and landscape and townscape impact assessment objectives include SA 7, 15 and 16. Regulatory requirements associated with heritage assets will also be considered in the development of policies
Issue: Flooding, Water Supplies and Water Pollution (Questions 14 to 19)	
• Avoid development in high-risk flood areas, prioritise flood zone 1 and brownfield development.	• The Council has produced a *Level 1 Strategic Flood Risk Assessment 2024* and *Stage 1 Water*

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account

• Brownfield sites at high risk of flooding should not be promoted for residential development
• Adopt innovative approaches to building in areas of higher flood risk
• Sites that are reliant on flood defences for their safety should be avoided or made sufficiently resilient to ensure they remain safe if the asset were to be removed or protection reduced.
• Consider catchment based, up and down-stream impacts and cumulative impacts of development for flooding and water related issues.
• Developments should provide betterment on site and downstream including for ground and surface water impact, and implement flood mitigation prior to development.
• Avoid adverse impact on archaeological sites
• Developments should implement water and flooding solutions prior to development starting
• Take into account impact of climate change and extreme weather events
• Require flood resilient buildings and flood resistant construction and mitigate harm to historic buildings
• Implement SUDs, multifunctional greenspace (leisure, recreation, biodiversity etc.), nature based strategies and drainage strategies in new developments, ponds for storage, use reeds and vegetation as natural filtration to reduce pollutants
• Promote permeable paving especially in new car parks
• Adhere to government policy, guidance and legislation and more local documents such as the Future Fens Flood Risk Management Baseline, Drainage and Wastewater Management Plans etc.
• Consult appropriate authorities such as IDBs, Environment Agency, Middle Level Commissioners, Associated Boards and the Lead Local Flood Authority.
	Cycle Study 2024 as part of an Integrated Water Management Strategy.
	• The Council has produced a *Level 1 Strategic Flood Risk Assessment 2024* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Identification of areas at risk of flooding
	  • Sequential approach to location of development for local plan preparation and development management decisions
	  • High level assessment of sites submitted in the *Call for Sites* and strategic recommendations for sites
	  • Flood risk in Huntingdonshire from: rivers, surface water, sewers, reservoirs
	  • Catchment level assessment of the cumulative impacts of development on flood risk
	  • Climate Change
	  • Historic Flood risk
	  • Flood risk management
	  • Surface water management and sustainable drainage
	  • Mitigation measures
	  • Emergency planning
	  • Flood warning and evacuation plans
	  • SFRA user guide
	• The Council has also produced a *Stage 1 Water Cycle Study 2024* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline scenario establishing policy and legislation, geology, flooding, water resources e.g. supply, wastewater collection, waste water treatment e.g. capacity of water recycling centres, Water quality, Water balance
	  • Water management options assessment including, green and blue infrastructure, SuDs, diversifying water resources, leakage reduction, efficient fixtures and fittings, rainwater harvesting, greywater recycling
	• A level 2 Strategic Flood Risk Assessment, will look at specific sites potentially suitable for

Main Issues Raised	Council Response / How the Council has taken this into account
• Particular parishes highlighted flood risk issues in their area including: Buckden, The Offords, Southoe and Midloe, St Ives, Houghton and Wyton, Hemingford Grey, Hemingford Abbots, Bluntisham, Colne, Hilton, Sawtry, Little Paxton • Provide community support and accurate procedures and reporting. • Site specific flood risk assessments should identify responsible bodies i.e. for rivers and watercourses, local topography, waterflow, the volume limits of local watercourses, ditches and storm drains, condition of flood defence infrastructure and how opportunities to mitigate or alleviate flood risk have been explored. • Do not limit development along the Ouse Valley as this would increase traffic volumes elsewhere for work and leisure • Larger scale sites can provide more comprehensive flood mitigation and integrated water management solutions. • Balance flood risk with the need for more homes • Ensure that adequate provisions are secured for the long-term ownership funding, management and maintenance/improvement arrangements for the upkeep of any water level, flood risk management system, whether on or off site, in perpetuity are secured via S106. • Follow building regulations for water use, efficiency and pollution control. • Require rainwater/stormwater harvesting, reduce fresh water demands and water usage in new developments, enable smart water communities and water efficiency measures, promote water neutrality. Promote grey water recycling • Ensure wastewater treatment capacity, drains, sewerage system and water supply can support new growth without increasing risk. • Avoid negative impact on waterbodies and water quality, agricultural run-off should be considered. • Developments should consider whole water cycle process and integrated water management approach	allocation and identify site specific issues and mitigation options. • The Council has taken comments forward into the Further Issues and Options consultation document within *Chapter 11 Tackling Flooding and Water*, which sets out options on integrated flood and water management including natural flood management techniques, reduction of risk elsewhere, surface water management and water efficiency measures in residential and non residential buildings.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Policies should be flexible to ensure future changes in technology, identify evidence required for planning applications, identify programmes that support community resilience. • Consider embodied carbon cost of new infrastructure to avoid asset redundancy • Consider on-site waste water treatment. • Commercial development may require additional measures to mitigate flood risk and pollutant run-off.	
Issue: Waste and Recycling (Question 20)	

• Policies should reflect national and local guidance on design and construction, such as the Cambridgeshire Waste Management Design Guide SPD
• Continue liaison with Cambridgeshire County Council as the waste authority
• The Local Plan should not set prescriptive standards for recycled material as this may impact the viability of proposals or limit flexibility as new technologies and methods are developed within construction
• For major developments, it is usual for a Construction Environmental Management Plan and Site Waste Management Plan to be prepared which would include details of how materials would be recycled or reused to minimise waste from developments but this could be a requirement of a future local plan policy.
• Use planning conditions relating to construction management plans and sustainable design
• From a policy perspective, for the operational side it remains important to ensure that waste collection and separate storage for recyclables is possible and promoted throughout new developments.
• Local Plan policies could require developers to make best efforts to use recycled material where it is available locally.
	• The Cambridgeshire Waste Management Design Guide SPD or successor document will be taken into account as part of the preparation of the local plan. Cambridgeshire County Council is a statutory consultee and a body identified through the Duty to Cooperate which requires that local planning authorities to identify relevant strategic matters that cross administrative boundaries.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions

Main Issues Raised	Council Response / How the Council has taken this into account
• One respondent highlighted that using recycled materials in construction is often difficult for greenfield development and that recycled material sourced offsite can be of inconsistent quality or distances result in very limited overall environmental benefit. They therefore suggest the creation of a local recycling 'marketplace' by identifying sites that are seeing demolition and putting them in contact with sites under construction. • Building more green waste recycling measures • The Minerals and Waste Authority supports HDC's ambition for waste management and a circular economy approach in the updated Local Plan but consider the Council could be much more ambitious in relation to the integration of the Circular Economy principles within the future Local Plan. For example, as part of a carbon assessment, a circular economy assessment or a feasibility of reuse, deconstruction and/or repurposing of buildings could be required. Also, Construction Environmental Management Plans could be required. Policies and supporting paragraphs that encourage the rethinking of the waste hierarchy and how the building sector applies this should be included.	
Protecting and Enhancing the Natural Environment (Chapter 4)	
Issue: Huntingdonshire's Landscapes (Questions 21 to 25)	

• Comments expressed the desire not to overdevelop Huntingdonshire's landscapes.
• There was a consensus that new development should be sensitive to landscape character as well as being sensitive to their relationship with and impact on existing communities.
• Developments should adopt a landscape led approach when masterplanning their sites and comprehensively assess the impact of proposals on the local landscape as well as incorporate green corridors and provide landscape restoration and enhancement where possible particularly in light of the climate crisis where the landscape is also under threat.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • *Chapter 3 Local Plan Vision and Objectives*, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape.
	  • *Chapter 7 Achieving well-designed Places*, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Development should be focused away from sensitive landscapes including views and vistas to and from historic environments. • Responses highlighted that the rights of way network could be enhanced for all users so that the mental and physical benefits of connected to the landscape and being able to access it are felt for all in Huntingdonshire. • There are opportunities for improvement and enhancement for biodiversity net gain, improving water quality, flood defences and the need to plan for supporting infrastructure such as car parking, open seating areas and moorings to support leisure pursuits. • Additionally, there was a consensus that there should be enhancements to the rights of way network for all users and development could support the delivery of pedestrian and cycle connections with the surrounding area to enhance accessibility to access the Ouse Valley and Great Fen in particular. • Fenland District Council raised how the Great Fen Project might also relate to the wider area such as Peterborough and Fenland and consider the Local Plan could further support the nature improvements being made at the Great Fen and further enhance linkages between priority areas. • Special environmental features should be identified and protected from development and harmful land management practice to enable future nature recovery. • There should be recognition the value of dark skies across the district. • Responses raised that there should be a focus on developing brownfield sites, sites within existing built areas or on land adjoining them to minimise landscape impact and maintain village gaps as well as encroachment into the countryside. • Comments expressed the potential of the Great Ouse Valley being made an Area of Outstanding Natural Beauty or a similar designation	Reference is made to the importance of public rights of way network in plan-making • *Chapter 8 Growth Strategy Options* that provide options on the general location of development • *Chapter 9 Green Blue Infrastructure,* which presents options on blue and green infrastructure areas of importance. Including the Local Nature Recovery Strategy which identifies the Great Ouse Valley and the Great Fen. • The Council will undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs, Ramsar sites - wetlands of international importance (both listed and proposed). • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and environment. Specifically, objectives SA1 to 7, 12 and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure, contribution to net zero, active travel and place-making. The SA site assessment includes impact on visual pollution which includes the Dark Sky Discovery Sites designated at the Great Fen and previously developed land and landscape/townscape impact (SA4, 7, 8, 15). • Designation of AONBs (now National Landscapes) are outside the scope of a local plan and the remit of Natural England.

Main Issues Raised	Council Response / How the Council has taken this into account
celebrating the history and nature of the Ouse Valley, through supporting nature education and tourism.	
Issue: The Natural Environment and Nature Conservation Designations (Question 24 and 25)	

• There was a consensus that new development should be sensitive to the natural environment so that the qualities that make Huntingdonshire's landscapes and habitats are not undermined or lost through development.
• Development should also promote new habitat areas to enhance the green network to increase access to the countryside for recreation.
• New green spaces should be developed and parks to support the demand for recreation whilst reducing pressure on sites important for their nature value as well as nature solutions in design that encourage native wildlife.
• The strategy to conserve and enhance Huntingdonshire's environment should be underpinned by local evidence and guidance as well as national policy and guidance and legislation.
• Respondents consider that the conservation and enhancement of Huntingdonshire's natural environment could best be achieved through focusing development on brownfield sites and on sites within existing built areas to minimise landscape impact and encroachment into the countryside.
• There was support for more projects like the Great Fen, protecting green spaces within developments, continuing to conserve Huntingdonshire designated nature conservation sites as well the habitats that link them (including areas that may fall outside of the district).
• Consensus that the Local Plan should identify opportunities for the restoration or creation of new habitat areas in association with planned development to enhance the network of nature conservation sites across the district recognising the importance it has on physical and mental health as well as the sense of community and stewardship it can help to nurture.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • *Chapter 3 Local Plan Vision and Objectives*, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape.
	  • *Chapter 7 Achieving well-designed Places*, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
	  • *Chapter 8 Growth Strategy Options* that provide options on the general location of development
	  • *Chapter 9 Green Blue Infrastructure,* which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen.
	• The Council will undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs, Ramsar sites - wetlands of international importance (both listed and proposed).
	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• The Local Plan should highlight how links to significant designated nature sites in neighbouring authorities. Collaboration and working with partners to deliver this was also highlighted as being a way to effectively deliver landscape and habitats restoration and conservation within new developments that provides environmental benefit, appropriate climate change mitigation and adaption as well as being sensitive to local character and context. • While supportive, some respondents raised concern that the delivery of new habitats could prejudice development or the viability of development, as such should be considered within the context of biodiversity net gain and the potential for off-site contributions where this may be more appropriate than on site. Additionally, the requirement for restoration or creation in a specific area should be clearly evidenced and justified. • Comments were received that consider the existing approach in LP30 of the Local Plan to 2036 to still be appropriate subject to updating to reflect the statutory requirement for biodiversity net gain made under the Environment Act and also Local Nature Recovery Strategies and Nature Recovery Networks. • Development should also be of an appropriate scale. Where on site gains cannot be achieved there be opportunities to deliver off site benefits. • Respondents stated that there should be a minimum square metre of natural wild space in all developments to provide good quality green space that not only provides environmental benefits but can be used as a space for recreation and a way to fund their upkeep	assessments include impact on visual pollution, previously developed land and landscape/townscape impact (SA4, 7, 8, 15). • Local Plan development will take into account legal and policy requirement such as those in the Environment Act where appropriate. The review of the local plan - presented to Cabinet on the 24th January 2023 noted that the environmental context for the Local Plan has changed significantly since preparation of the current local plan with enhanced emphasis at both local and national levels on responding to the climate emergency and protecting and enhancing the natural environment. An updated Local Plan would enable local policies to align with the more ambitious national approaches introducing up-to-date policies with full statutory weight to shape new development proposals throughout the district. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
Issue: Green Infrastructure (Question 26)	
• The Local Plan should set out a clear strategy for the enhancement of existing green infrastructure, creation of new infrastructure and the long-term management of both. Green infrastructure should be managed strategically reflecting nature recovery networks and corridors.	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within: • Chapter 3 Local Plan Vision and Objectives, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options

Main Issues Raised	Council Response / How the Council has taken this into account
• A clear green and blue infrastructure framework should inform design across the district with positive opportunities at all scales being encouraged. A hierarchy of spaces and connections is valuable and linkages that need protection and enhancement should be clearly specified. • Major development should create new green and blue infrastructure networks linking with existing areas of landscape and natural environment value. • The role of green infrastructure in providing connections between the natural and historic environments and supporting high quality places should be recognised. • Concern was expressed over the concentration on strategic scale green infrastructure rather than areas of local significance. • Use of Natural England's open space standards was advocated. • Current deficiencies by area should be identified along with opportunities where they can be addressed through future development proposals. • Green infrastructure should not be eroded at the expense of the general approach to biodiversity net gain, sustainable drainage and open space. • Designation of the Ouse Valley as a National Landscape (formerly area of outstanding natural beauty) was advocated by three Parish Councils.	include reference to approaches to the Huntingdonshire Landscape. • Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • Chapter 9 Green Blue Infrastructure, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan. • Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). • Designation of AONBs (now National Landscapes) are outside the scope of a local plan and the remit of Natural England.
Issue: Biodiversity Net Gain (Question 27 and 28)	
• The majority of respondents supported the use of the Environment Act's 10% biodiversity net gain target. A very small number sought the enhanced 20% target aligned with Natural Cambridgeshire's aspirations. • Several respondents acknowledged that provision higher than 10% should be an aspiration and that developments providing enhanced levels should be supported in preference to those just providing 10%.	• Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). • The process for capturing biodiversity net gain at 10% is currently being implemented through the development management process and the determination of planning applications in line with regulatory requirements.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Widespread recognition from developers that the biodiversity net gain aspirations need to be realistic and viable reflecting the impact of its provision on the net developable area of a site. • It was advocated that the Local Plan needs to balance any enhanced biodiversity net gain requirement with the need to deliver homes and support economic growth. • A clear framework and mechanisms were sought for provision of off-site biodiversity net gain to allow for cost-effective solutions. • Focus sought on maintenance and enforcement of biodiversity net gain and soft landscaping schemes to ensure their long term success in preference to seeking higher provision. • Within new developments there was strong advocacy for retention of existing natural features, use of hedgerows rather than fencing or walls to form wildlife corridors rather than barriers and inclusion of features such as swales, bird boxes and green roofs. • Promotion of areas that facilitate continuous corridors for nature should be promoted. • Several promoters of larger sites advocated them as having greater potential for inclusion of biodiversity net gain opportunities on site. • **Requirements at a plot rather than site level should allow for a range of measures suitable for some or most sites.**	• A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including biodiversity net gain, some larger sites have included reference to areas to be used within the development for biodiversity net gain. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within: • Chapter 7 Achieving well-designed Places, which raises additional questions the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Air Quality (Question 29)	
• Development should be focused away from areas of known high air pollution. • Strong advocacy for development being directed to sustainable locations which are accessible by a choice of transport modes including active travel and public transport and which offer a good level of services and facilities.	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within: • *Chapter 4 A Settlement Hierarchy for Huntingdonshire* which sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability

Main Issues Raised	Council Response / How the Council has taken this into account
• The Local Plan should include policies on active travel and promote provision of electric vehicle charging points. • Support was also expressed for planting additional trees and hedgerows to absorb air pollutants, particularly near new homes.	of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • *Chapter 7 Achieving Well Designed Places* - which asks what aspects of place making are important. • *Chapter 8 Growth Strategy Options* that provide options on the general location of development, including an option on public transport corridors. • *Chapter 13 - Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and the environment. Specifically, objectives SA2, 8 and 12 which address issues on improving adaptability and resilience to the unavoidable impacts of the climate emergency, contributing to the minimisation and reduction of all forms of pollution, and reducing the need to travel by car and promote active travel and public transport infrastructure. It also assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through SA10.
Supporting our Places (Chapter 5)	
Issue: Huntingdonshire's Market Towns (Questions 30 to 40)	
Huntingdon: • Huntingdon, Brampton and Godmanchester were all advocated as places with reasonable levels of services and accessibility by a range of sustainable modes of travel. Huntingdon's road and rail connectivity were highlighted as advantages.	Huntingdon & St Neots • Responses acknowledged, benefits of Huntingdon, Brampton, Godmanchester and St Neots have been noted and are reflected in the Council's Sustainability of Settlements 2023. • Responses acknowledged the progress of the upgrading of the A141 and the potential for a station at Alconbury Weald are the responsibility

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account

• The current level of change was acknowledged for the opportunities it is bringing.
• The most frequently mentioned future priority was of upgrading the A141 to ensure that future growth is not stifled.
• Other priorities were suggested of provision of a railway station at Alconbury Weald, enhanced public transport and an emphasis of meeting housing needs.
• Various developers advocated priorities aligned with sites they are promoting including protection and management of water levels in Bury Brook to the need for comprehensive development plans north of Huntingdon and south of Godmanchester.
 	
St Neots
• St Neots was put forward as a highly sustainable location with opportunities for growth maximising its services and accessibility.
• The A428 upgrade and the potential provision of East West Rail with stations providing links to Cambridge and Bedford were recognised and opinions expressed that the Local Plan should maximise the opportunities arising from these although concern was expressed over the details of routing.
• Opportunities to enhance linkages between St Neots and new growth in Bedfordshire were advocated for both new travel options and for connectivity with nearby growth.
• The preference for growth to be located where it can offer wider community benefits was promoted.
• Little Paxton was advocated as being a separate settlement with the preference expressed that it should retain a separate identify from St Neots.
 	
St Ives
	of Cambridgeshire and Peterborough Combined Authority. The upgrade to the A428 is noted and any progress on these projects will be taken into account in the formulation of the local plan. The A428 upgrade was granted consent in 2022 and construction has commenced. Consideration of these projects and potential are highlighted in the Further Issues and Options consultation document in Chapter 8 Growth Strategy Options and Chapter 13 Transport and Connectivity, which also provide a series of options for consideration.
	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document.
	• In addition the Further Issues and Options consultation has taken these comments regarding location of growth, opportunities, status of settlements and comprehensive development through
	  • *Chapter 4 A Settlement Hierarchy for Huntingdonshire*
	  • *Chapter 7 Achieving well-designed places*
	  • *Chapter 8 Growth Strategy Options*
	  • Chapter 9 Our Green and Blue Infrastructure
	  • Chapter 13 Transport and Connectivity
	• The Council has a Duty to Cooperate which includes cooperation with Local Authorities such as those in Bedfordshire to identify relevant strategic matters that cross administrative boundaries.
	
	St Ives
	• Responses acknowledged the issues raised have been addressed through the Further Issues and Options consultation document which discusses and presents options on:

Main Issues Raised	Council Response / How the Council has taken this into account

• The linkages between St Ives and Cambridge were recognised and suggestions put forward supporting enhanced employment growth around St Ives to support expansion of high technology companies from Cambridge.
• The value of the guided bus system in promoting the relationship with Cambridge was highlighted.
• Retention of St Ives' own identity and investment in infrastructure and services were advocated.
• The services and facilities in St Ives are valued, particularly the markets, as is its night-time economy.
• Historic features and attractiveness of the town and its setting considered advantages.
• Future priorities for St Ives raised concerns over road traffic congestion and limited public transport services to nearby villages off the guided bus route.
• St Ives was identified by several developers as a highly sustainable location for growth with a range of infrastructure constraints being the main problem.
• Concern was expressed over the physical ability of St Ives to expand further with recognition that most growth opportunities were beyond the town's boundaries.
 	
Ramsey
• The value of Ramsey in meeting housing needs of the wider Cambridge housing market area was advocated with the greatest priority being delivery of both market and affordable housing
• Successful delivery of development at Ramsey Gateway to the north west of the town should be prioritised
• The main flood risks are from Bury Brook and The Slade; suitable changes to land management in the upstream catchment would be beneficial.
	• Employment growth (Chapter 5)
	• Identity of town, growth options, sustainable locations for growth, including public transport corridors (Chapter 4 and 8)
	• Historic features and attractiveness (*Chapter 7 Achieving well-designed places*)
	• The approach to transport and connectivity (Chapter 13), including questions on net zero solutions. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches.
	• *Chapter 3 Local Plan Vision and Objectives* also addresses many of these issues by setting out options on the vision and objectives that will guide the over arching deliverables of the local plan.
	
	Ramsey
	• Response noted regarding Ramsey and meeting housing needs and delivery of the Ramsey Gateway (a town centre project) which has been taken forward through the Further Issues and Options document, which addresses issues and presents options for consideration. Key chapters include:
	  • *Chapter 3 Vision and Objectives* - which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan and includes options on vibrant high streets.
	  • *Chapter 4 A Settlement Hierarchy for Huntingdonshire*
	  • *Chapter 6 Housing Figures and Requirement*
	  • *Chapter 8 Growth Strategy Options*
	  • *Chapter 12 Housing Tenures and Mix*
	• The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around flooding and land management.

Issue: Huntingdonshire's Villages (Questions 40 to 41)	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• The community spirit, small/ individual village feel, local amenities and the level of activity they generate were supported for several villages including Colne, Houghton & Wyton, and Elton. • The settlement hierarchy should be revised to facilitate sustainable growth allocations in larger villages with existing service provision. • Several developers advocated that growth is necessary to support provision of new infrastructure and affordable housing. In contrast some villages highlighted that new growth has not brought about new infrastructure or even retention of existing services. • Indiscriminate incremental growth of villages should be avoided. • Some considered that opportunities for sustainable growth in villages should be assessed and considered whilst others contended that the existence of services is insufficient justification for allocation of new growth. • Access to the surrounding countryside, green spaces and public rights of way along with the peace and quiet of villages were appreciated by local residents and parish councils. • The range and quantity of heritage assets were also identified as aspects people liked about several villages. • Infrastructure provision issues of concern raised included education capacity, public transport provision in villages, broadband provision, flooding, sewage/ surface water problems, and the retention of shops and other local services. • Several site promoters identified aspects that were considered attractive about a series of villages in which they were promoting sites including Bluntisham, Somersham, Earith, Great Gidding, Offord Cluny, Great Gransden, Fenstanton, Buckden and Warboys.	• Response noted regarding sustainable growth, local amenities, changes to the settlement hierarchy, growth to support infrastructure these have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire* and *Chapter 8 Growth Strategy Options.* • Sustainability appraisals of the options in the Further Issues and Options consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage, landscape and townscape impact, active travel, social and community services and facilities, flooding and water. Specific assessment objectives include SA 3, 5-7, 10, 11, 15 and 16. • Access to services and facilities have also been assessed through the Council's Sustainability of Settlements 2023. • Sites that were submitted for consideration during the Call for sites which ran from 29 March to 7 June 2023 have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed.
Issue: The Countryside (Question 43 and 44)	
• Huntingdonshire's countryside was acknowledged as being highly valued by residents and visitors for its character, sense of place and history.	• Response acknowledged the council has taken these comments forward regarding new green and blue infrastructure into the Further Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Access to green spaces, the River Great Ouse and associated meadows and footpaths was appreciated. • Opportunities for peaceful walks north of St Ives and by The Thicket. • Future priorities should focus on protection of high quality agricultural land from development to help support food security. • The setting of villages and important landscapes should be protected while recognising the need for small scale affordable housing schemes on the outskirts of villages. • The countryside should be protected from erosion by large scale growth which would be detrimental to wildlife and nearby villages. • Over exposure of designated nature conservation sites to visitor pressure is a problem. • Should ensure that permeable natural greenspace and aquatic capacity is protected to support climate change resilience.	and Options consultation document within Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on agricultural land, access to green spaces, impact on biodiversity, conservation, enhancement, recovery and connectivity of sites, landscape and townscape impact, active travel. Specific assessment objectives include SA 4-7, 12 and 15. • The Council will undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs, Ramsar sites - wetlands of international importance (both listed and proposed). This includes assessment of impact on recreational impact. • Responses acknowledged with regard to climate change, the Council has taken these comments forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: low, high and medium carbon reduction pathways, the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero, offsetting and sequestering emissions.
Issue: Historic Environment (Questions 45 and 46)	
• National planning regulations and guidance already provide a strong basis for protecting historic environments which the Local Plan can help provide a local focus on	• Response noted the Local Plan will have to demonstrate that it meets the criteria set out in the National Planning Framework which focuses on conserving and enhancing the historic environment. Additional legislation also governs the approach to the historic environment such

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account

• Historic assets and their settings should be conserved wherever possible. Where this is not unavoidable, they should be integrated into new development proposals sympathetically to minimise harm.
 	
• The district's rich historic environment should be safeguarded, but this should be done in the context that the historic environment has been shaped by change over time, and sensitive future change should be supported.
 	
• The Local Plan can help conserve and enhance the historic environment by directing development to locations that are less sensitive in heritage terms or could reuse brownfield sites that adversely impact heritage assets.
 	
• The Local Plan should be supported by a robust, propionate and up to date evidence base, working with partners and neighbouring authorities as appropriate.
 	
• Historic England expect to see references to the historic environment in the local plan vision, the inclusion of a policy/ies for the historic environment and character of the landscape and built environment, and various other references to the historic environment through the plan relating to the unique characteristics of the area. This includes policies for designated and non-designated heritage assets. They also encourage a policy that addresses the potential listing over the plan period of as yet unidentified heritage assets.
 	
• The Plan should include a policy for scheduled monuments as well as other non-designated archaeology as well as highlight the importance of retaining or restoring historic shop front features.
 	
• Historic England advocates a wide definition of the historic environment which includes not only those areas and buildings with statutory designated protection but also those which are locally valued and important, as well as the landscape and townscape components of the historic environment.
	as the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, the Historic Buildings and Ancient Monuments Act 1953 (all as amended).
	• The council has taken comments forward regarding the historic environment into the Further Issues and Options consultation document within:
	  • *Chapter 3 Local Plan Vision and Objectives which sets out options for the vision of the local plan.*
	  • *Chapter 7 Achieving Well Designed Places*. The chapter references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
	
	The responses to this and the Issues engagement consultation will help to inform the development of local plan policies alongside regulatory requirements and evidence where appropriate.
	• The Council has a regulatory requirement to consult and Duty to Cooperate.
	• Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on the historic environment, specifically through SA16.

Main Issues Raised	Council Response / How the Council has taken this into account
• Protecting the appearance and structure of listed buildings and monuments, but allowing the use of some more modern materials and techniques to help conserve energy whilst not changing the historic appearance of the building. • The relationship of the historic environment between residents and the demands of tourism	
Meeting the Housing Needs of All (Chapter 6)	
Issue: The Need for New Homes (Question 47)	
• Focus on economic growth from Huntingdonshire Futures Place Strategy will necessitate additional housing above the standard method baseline to meet the needs of local employment • Commitment to economic growth along the Oxford to Cambridge corridor will give rise to increased need for housing to support this. • Additional housing will maximise the value of significant strategic infrastructure investment in the area. • A buffer of at least variously 10-20% should be included to respond to changes in delivery rates, changes in national policy and unexpected circumstances. • More than the standard methodology number should be provided to give flexibility. • Lack of housing support should not form a barrier to economic and infrastructure growth, • Huntingdonshire is established as a reliable consistent source of housing supply able to deliver over 1,000 homes a year so a target reflecting this could be justified. • The Local Plan should positively over-allocate is there is evidence of suitable, available and sustainable sites to contribute to national aspirations to significantly boost housing supply. • The level of need for affordable housing is high in Huntingdonshire to improve the housing situation. An uplift in overall housing and hence	• Response noted regarding economic growth, Huntingdonshire Futures, housing numbers, affordable housing and the standard method. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include: Chapter 5 Approach to Employment and Economy, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix. • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • The Council has *a* Duty to Cooperate in plan-making which requires that local planning authorities collaborate with specific organisations to identify strategic matters which need to be addressed in their plans such as housing need, this includes neighbouring authorities.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
market housing supply is necessary to support adequate affordable housing to meet needs while being viable to deliver. • Many respondents considered the standard methodology for housing need should form the baseline but the Housing Needs of Specific Growths evidence should be updated to advise the level of additional uplift justified. • Anticipated decline in average household size will necessitate additional housing to accommodate the existing population without allowing for extra population growth. • Additional homes may be needed to address unmet needs from neighbouring authorities.	
Issue: Delivery Of New Homes (Question 48)	
• Large scale strategic residential led allocations should be prioritised to recognise their greater potential to provide social, economic, environmental and infrastructure benefits. • The Local Plan needs to recognise the distinction between housing needs and market demand and respond to both. • A pro-growth approach should be taken to boost housing delivery. • Delivery should meet needs across the district in sustainable locations across the district not just the four market towns. • A range of sites should be provided to include smaller sites for delivery in a shorter construction period. • The Local Plan should prioritise the allocation of easily deliverable sites to maintain the ongoing supply of housing across the plan period and the district to provide choice. • Should prioritise delivery of smaller new homes for local people to a maximum 5% growth in rural area residential properties in any plan period. • Developments should relate well to existing housing.	• Responses noted regarding strategic allocations, pro-growth, sustainable locations, size and distribution of sites, housing tenures, types, affordable housing and needs of specific groups. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 5 Approach to Employment and Economy, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix.* • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • An employment land study will be undertaken to understand the economic needs of the district as set out in National Planning Practice Guidance. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and

Main Issues Raised	Council Response / How the Council has taken this into account
• Delivery should be prioritised on sites that use previously developed land/ do not use best and most versatile agricultural land, are accessible to a choice of transport, can benefit from planned infrastructure investment and emphasise the importance of sustainable water drainage systems. • Timely and robust preparation of a Local Plan will be the single most important factor in the delivery of new homes. • It is essential to recognise the full diversity of possible tenures and provide flexibility to meet changing needs across the whole community. • A range of priorities were put forward for the new homes that should be delivered including: provision of smaller/ starter homes, homes for elderly people integrated into the wider community and plots for self and custom build. • Guidance should be provided on housing mix, tenure split and accessibility standards. • Policies should not be overly restrictive such that they might impact on delivery. • Delivery of affordable housing should be a priority supported by allocation of enough sites providing policy compliant levels of affordable homes. • Infrastructure should be delivered at the same time as new housing. • New developments should promote high standards of urban design and architecture to enhance the character of the district. High standards should be to promote carbon neutrality.	strategies on agricultural land, public transport and active travel, access to services and facilities, climate change response and water and flooding. Specific objectives include SA 1-4, 10, 12, 14. • The Local Development Scheme sets out the Council's timetable for the production of the local plan and will be reported on annually the Annual Monitoring report. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Response noted regarding design. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Chapter 7 Achieving well-designed Places, raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Housing Mix (Questions 49 to 52)	
• Many responses expressed the preference for a flexible approach to be taken to housing mix within the overall context of up to date evidence to account for changing market circumstances. • The flexible approach should allow for proposals to take account of individual site circumstances and those of the local area.	• Responses noted regarding housing mix, housing tenures, types, affordable housing, flexible approaches and needs of specific groups. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Key chapters include: Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 5 Approach to Employment and

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Support was expressed for the current adopted policy LP25 on housing mix. • Housing mix should cater for changing demographics and include more mid-range (3 bedroom) houses. • It is important to create a mixed and balanced community with decent homes to support physical and mental health. • Homes should be flexible enough to facilitate a range of uses, particularly home-working, and this is more important in smaller properties with less likelihood of a spare bedroom • Strong support was expressed for provision of specialist housing to meet the needs of older people including sheltered housing, bungalows, care homes and continuing care retirement communities. Preference was mainly for these to be within active town and village communities with adequate facilities and public transport. • Provision of retirement/ care villages of at least 500 units in 3 to 4 locations across the district was advocated by one developer with another suggesting continuing care retirement villages within any major settlement proposal. • More bungalows and single storey accessible accommodation were advocated. • Allocation of sites specifically for specialist older people's accommodation where need is identified was suggested to provide certainty and reduce competition for general market housing on the same sites. • Some support was expressed for housing specifically to meet the needs of current and former military personnel, particularly those with a connection to a military base in the area. • Homes should follow nationally described space standards.	Economy, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix. • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • Response noted regarding design, national space standards and flexible living space. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Chapter 7 Achieving well-designed Places, raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • An employment land study will be undertaken to assess the need for employment land and floorspace.

Main Issues Raised	Council Response / How the Council has taken this into account
• A specific policy on including flexible living space was not supported in general with concern expressed over how the eventual use of internal space could be controlled • Provision of 'near to home working' facilities within village centres should be supported particularly within strategic scale sites.	
Issue: Housing Tenures (Questions 53 to 58)	
Affordable Housing: • Affordable housing should be concentrated in locations with access to services, employment and public transport. • The percentage requirement should be evidence led, subject to viability testing and realistic. • Consider allowing variation on the specified percentage e.g. by land type or location where evidence led. Assessment of delivery through current policy should be completed to see if a range should be sought according to different circumstances across the district. • Policy should be flexible and reflect local need and demand. • If the standard percentage is lowered for specific locations or types of site the shortfall should be made up by allocating additional sites. • Overall housing need is likely to be greater than that calculated using the standard method; as such a greater amount of affordable housing could be delivered for a smaller percentage of the whole. • Preferences on the percentage of affordable housing to be sought included retaining the current 40% requirement or amending it to 20% or 30% or at a maximum 42.5%. • Should support a variety of affordable housing products closely aligned with local market indicators.	• Responses noted regarding housing mix, housing tenures, types, affordable housing, first homes, build to rent, community lead housing, custom and self build, rural exceptions housing, the standard method and sustainable locations for growth. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix.* • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • The Self-Build and Custom House building act 2015 (as amended) and national regulations and policy asks that local authorities keep a register of those seeking plots and to have regard to this. This will be taken forward as part of the preparation of the local plan. • Response acknowledged, a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Stronger enforcement mechanisms are required to ensure provision of agreed level of affordable housing preventing later negotiations for a lower level. • A proportion of all affordable housing should be offered to NHS staff first. • Within affordable housing provision of Council housing should be considered and prioritised. • Holistic and equitable communities should be promoted that reflect the values and circumstances of the district. • Percentage target should be the same throughout the district and policy continue to include flexibility to demonstrate where viability challenges necessitate variation from this. First Homes: • Twice as many respondents expressed a preference for the Local Plan not to include additional eligibility criteria for First Homes as wanted them included. Build to rent: • Principle subject to further evidence but not set prescriptive requirements. • Respondents thought that the Local Plan both should and should not specify build to rent requirements within allocations. • Overall support was expressed for more rental properties to meet market needs. Community led housing: • Policy should support community led schemes throughout Huntingdonshire where strong local support is shown. • Nurturing and support from HDC would be welcomed by Parish councils to deliver community led schemes. Self and custom build housing:	

Main Issues Raised	Council Response / How the Council has taken this into account
• If SCB plots are required in allocations, there should be a mechanism set out for them to revert to market housing if not taken up after a year. • Should support in allocations to provide more variety and character; potentially as a distinct cluster. • The current approach is securing sufficient compared to the SCB Register level of demand but requirement should be evidence led. • Most self-builders are 'building their dream' and larger developments do not meet market demand so more flexibility should be allowed for schemes on the edges of settlements. Rural exceptions housing: • Should encourage in small communities unlikely to get any other affordable housing provision. • Support in more sustainable locations which provide essential services and public transport. • Should only meet the needs of the individual parish. • Should include wider areas where settlements are economically and geographically linked. • Up-to-date surveys are essential. • Local communities should be consulted as unplanned schemes can be emotive and the community should benefit from the scheme. • Policy should move to 50% affordable housing and 50% market housing to further incentivise landowners. • The market housing proportion should also reflect the housing needs in the parish, e.g. for smaller homes and bungalows.	
Issue: Housing Standards (Questions 59 to 61)	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Many agreed that all new homes should meet the nationally described space standards, although there was concern from some that this is too small and policies should encourage applicants to exceed this. • Many agreed that some homes should meet accessible and adaptable standards to meet the needs of the elderly and those with disabilities • Appropriate amenity space should be provided in new homes • Homes should provide space for those who work from home. • Many supported the provision of some new homes at wheelchair accessible or adaptable standards and the identification of a proportion of homes that should meet this criteria. • Encourage studio apartments and bungalows for people to retire to should meet accessibility needs. • Appropriate evidence, justification and viability assessment of space standards, accessible housing and wheelchair accessible or adaptable homes standards would be required. • It is important that policies reflect demographics and tenure and concern was expressed about the specific needs of older person households and single person households. • The starting point is for new developments should be to meet Part M of the Building Regulations relevant at the time of determination. • Policies should require standards that align with current evidence at the time of determination e.g. the SHMA to provide a flexible policy in line with demand. • Changes to the Building Regulations present the best way for introducing housing standards as they avoid developers having to meet different standards in different locations.	• Response noted regarding design, national space standards, accessible housing and flexible living space. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration through Chapter 7 Achieving well-designed Places. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan. • The Council has taken comments forward into the Further Issues and Options consultation document within Chapter 11 Tackling Flooding and Water, which sets out options on integrated flood and water management including natural flood management techniques, reduction of risk elsewhere, surface water management and water efficiency measures in residential and non residential buildings. • The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management. The Stage 1 Water Cycle study looks at water management options assessment including, green and blue infrastructure, SuDs, diversifying water resources, leakage reduction, efficient fixtures and fittings, rainwater harvesting, greywater recycling. These will be developed further in Stage 2 and form an evidence base to assist in the development of policies relating to water efficiency.

Main Issues Raised	Council Response / How the Council has taken this into account
• Continue approach in current Local Plan regarding accessibility and adaptability and wheelchair standards. • The level access requirement for accessible homes makes the inclusion of flood resistance measure difficult. The vulnerability of the users of such sites also raises significant safety concerns. It is recommend allocations for such sites are located outside areas of flood risk. • Many people and Anglia Water supported more ambitious water efficiency standards for new homes below 110 litres per person per day. • Rainwater capture and water neutrality should be promoted. • Many developers noted that water efficiency standards should reflect building regulation requirements to allow for a consistent national approach. • The viability and availability of water efficiency fittings will determine the policy approach. • Anglian Water proposed that the local plan clearly directs a criteria-based approach that is proportionate to new non-household developments requiring applicants to demonstrate water efficiency measures and water reuse have been incorporated in proposals. Where significant non-domestic water use is required, developers should be required to submit a Water Resources Assessment with the planning application following consultation with the relevant water company.	
Issue: Gypsy, Traveller, Travelling Showpeople and Boat-dwellers Accommodation (Question 62 to 63)	
• Updated GTAA needed to identify need for and preferred location for further pitches/ plots. • If sites are to be allocated, they should be in locations frequented and preferred by the communities to ensure the sites will meet their needs and be used.	• Responses acknowledged, a Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Assessment 2024, is nearing completion. The study will identify current stock and look at how much accommodation would be required for the named groups above. This document will for part of the local plan evidence

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Ensure there are sufficient school places in the vicinity or contributions are secured. • New sites should respect the potential impacts on nearby settled communities. • Support provision of sites based on need recognising that some families prefer to live together. • Transit site provision should be made. • Residential caravans are highly vulnerable to flooding and are incompatible with sites in flood zone 3 which covers a lot of the district posing a significant constraint; surface water flood risk should also be considered.	base and be used in the development of local plan policies. • The Further Issues and Options consultation document has taken forward many of these responses in relation to the location of growth, impact of flooding and Gypsy, Traveller and Boat-dweller accommodation within Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix. These chapters address these issues and present options for consideration.
Promoting a Prosperous Local Economy (Chapter 7)	
Issue: A Green Economy (Question 64)	
• Consensus that the Local Plan should implement policies and allocate sites that facilitate and grow the green economy, in turn allowing the stimulation of economic growth whilst meeting climate ambitions. • Expressed that more logistics and distribution sites would create green growth and jobs and allow for sustainable production practices. • Participants suggested there should be an increase in the provision of renewable energy and energy efficiency improvements within new and existing buildings at various scales and employment uses. This includes meeting BREAM 'excellent' standards, solar panels and insulation. • It was also noted that infrastructure such as public transport, active travel routes, electric vehicle charging points and the move away from pollutant cars will play a key role in the transition to a green economy. The local plan could allocate sites that are strategically located and integrate infrastructure into development.	• Responses noted regarding sectoral requirements relating to the green economy and logistics. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within *Chapter 5 Approach to Employment and the Economy.* The contribution to water efficiency is set out in *Chapter 11 Tackling Flooding and Water* and climate change within *Chapter 10 The Approach to Climate Change.* Strategic location of growth is also addressed in *Chapter 6 Growth Strategy Options* and active travel, public

Main Issues Raised	Council Response / How the Council has taken this into account
• The Local Plan should encourage private investment into the green economy which can be defined as low carbon, energy efficient and socially inclusive. It should also protect biodiversity. • Increase density of employment uses within town centres to raise sustainability and reduce travel distances. • Reference to the role of national government in driving the green economy. • Support for existing policies that enable a greener economy such as LP23 and LP35. • Mentioned that old, existing industrial sites could struggle to meet new environmental standards and therefore there will be increased demand for new, low carbon buildings. The Local Plan should respond to this challenge and allocate appropriate new sites, encouraging businesses to remain in the local area.	transport and a place-based approach to net zero in *Chapter 13 Transport and connectivity.* • The Council has produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised.
Issue: Supporting and Diversifying the Local Economy (Questions 65 to 69)	
Supporting local employment locations and industrial estates • Respondents highlighted the importance of ensuring a sufficient supply of employment land that meets the needs of the market through site allocations and policy making. • Overall view that existing and potential new employment sites should be supported as job creation and business growth is very important for local prosperity. • The council will need to identify suitable employment sites in consultation with local communities • The identified Established Employment Areas in the existing Local Plan should be protected • An assessment of the demand and supply for employment land should be undertaken to inform the Local Plan Review and determine whether additional employment allocations need to be identified.	• Responses noted regarding supporting local employment locations, industrial estates, sectoral requirements, adaptation to market conditions. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. It is noted that work from home, business hubs, start ups, the rural economy and flexible uses are mentioned which are issues which may require investigation. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Employment land assessments should reflect significant changes to the economy. • Suggested the evidence base informing the status of employment land should include historic suppressed demand • Infrastructure will play an important role in facilitating the needs of businesses, this includes digital connectivity, education, transport and energy efficiency. • Develop infrastructure on existing industrial estates and business parks. It is also important to ensure there is appropriate infrastructure integrated within allocated sites • High quality housing development in sustainable locations will support the local job market • The Local Plan should ensure that policy allows identified employment sites to consider alternative uses where market evidence demonstrates that traditional employment uses are not feasible or viable. • Support from developers to create new employment sites in suitable locations to meet demands of emerging sectors, which cannot be supplied by existing employment land. Concern raised about the limited potential of Alconbury Weald to meet employment land needs due to restricted premises use class and being close to capacity. • Drivers of economic growth require new employment land in suitable locations. • Mixed use development could support employment locations. • Areas with significant employment opportunities should be afforded with proportionate levels of housing growth. • Flexible planning policies for existing sites • Recommended assessments include; Housing and Economic Development Needs Assessment and SWOT analysis identify how existing employment areas may evolve overtime.	within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.* • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including employment and mixed use sites. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • Business rates are outside the direct scope of the local plan but are addressed by other departments within Huntingdonshire District Council. The effects of these however will have an impact on the current status of the market which will be addressed through the employment evidence base.

Main Issues Raised	Council Response / How the Council has taken this into account
Challenges to business and employment growth • Participants argue that the infrastructure provision could serve as a significant constraint to employment and business growth in the area. The Local Plan should ensure adequate infrastructure to support economic growth by supplying housing and employment sites that contribute to improvements in infrastructure such as road networks, active travel and public transportation. • Commentators also state that the Local Plan should allocate the location of sites strategically where there are good transport links. This is particularly important for large scale/ logistics and distribution sites. • Education was also argued to be an important element in supporting economic growth and ensuring skills match jobs available. • Environmental challenges could also limit growth and therefore the local plan should support green businesses and sustainable practices, including proximity to workforce and clustering. • Whilst important to protect existing employment areas, the local plan should be adaptive to market conditions supplying new sites to meet sector demand. There was particular concern over the lack of sufficient industrial space that meet environmental standards, locational requirements and sector growth. • Parish councils regarded liaising with businesses in the local area to understand challenges and issues as important. • The current spatial strategy was argued to potentially lead to unequal access to employment opportunities and distribution of growth in rural areas. • Ensure there is appropriate infrastructure to adapt to the increasing influence of 'work from home' practices. Sectors	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Reoccurring theme that existing sectors, as pointed out by the issues document, should be protected. Mentions of specific industries include research and development, manufacturing and innovation. In addition, the Local Plan should help facilitate business expansion, ensuring the delivery of employment land on new sites encouraging businesses to stay in the local area. This will allow Huntingdonshire's economy to be diversified and react well to economic shocks. • A large proportion of answers referred to the green economy, offering opportunities to facilitate economic growth whilst helping to tackle climate change. This could be done by reducing business rates for companies who demonstrate sustainable practices. • Commentators state the Local Plan should ensure that rural businesses are protected and enhanced to preserve the rural character of Huntingdonshire. Commentators suggest that housing development in smaller settlements can help maintain population numbers through consumer spending and facility use. Rural economy can be supported by business rates adjustments, respondents also suggested there should be support for startups. • Other sectors mentioned that should be supported and encouraged include; advanced manufacturing, biotechnology, life sciences, construction/ housebuilding, logistics and distribution. Flexible Local Economy • Strong view amongst respondents, developers, parish councils and others, that it is important the use class of business space/ employment land is flexible to ensure adaptability. • The Local Plan could support a flexible economy by raising affordability of premises, supporting startups and Small Medium Enterprises (SME), ensuring employment spaces/ businesses can be altered to different use classes. • Concern was raised regarding the changing of work practices leading to more people working from home and as a result reducing spending and the need for office space within traditional	

Main Issues Raised	Council Response / How the Council has taken this into account
employment centres. Housing developments and residential areas should adapt and have mixed use business hubs to reflect dispersal.	
Issue: Logistics and Distribution (Question 70)	
• Issue raised about the pressures of the logistics and distribution sector on transport infrastructure. For example, HGV vehicle movement through villages due to certain roads like the A1 being at capacity. • Stated that Huntingdonshire has a locational advantage for logistics and distribution sites especially due to the upgrade of the A14. • Significant number of responses identify the need to increase the number of employment sites to meet the premises demand of the logistics and distribution sector. • Argued that the logistics and distribution sector can provide high value jobs despite risk of automation. • Identified that logistics and distribution sites can be used as multifunctional spaces such as offices. • New employment sites for this sector could offer the opportunity to implement sustainable production techniques, decarbonising supply chain industries. • Cambridgeshire County Council comment on the negative carbon impacts of this sector and noise pollution. They also identify the risk that the jobs provided in this sector may be low skilled or waged. • Recognition there is a trade-off between locating sites on major roads away from residential areas and local amenity to reduce pollution and sustainable modes of transport to and from work. Suggestion that logistics and distribution sites should be near facilities such as schools • Developers comment on the issues paper in relation to the risk of automation and job creation, stating technological advance have raised productivity/ output and therefore more employees are needed to distribute goods	• Responses noted regarding supporting sectoral requirements, and job creation. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within Chapter 5 Approach to Employment and the Economy and Chapter 8 Growth Strategy Options. Carbon impacts and contribution to addressing the climate emergency can be found in *Chapter 11 Tackling Flooding and Water* and *Chapter 10 The Approach to Climate Change.* Active travel, public transport and a place-based approach to net zero in *Chapter 13 Transport and connectivity.* In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land and access to services and facilities such as schools (SA 8, 4 and 10).

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• The majority of comments from parish councils suggest logistics and distribution sites should be located on major roads such as the A1 • View that this sector could have a detrimental impact on the rural character of Huntingdonshire.	
Issue: Rural Economy and Agriculture (71 to 73)	
Meeting the needs of the agricultural sector • A large proportion of commentators stated The Local Plan should support the agricultural sector by protecting high quality agricultural land from development. This will help to limit 'food miles' and increase self-sufficiency. • Consider the impacts to the environment from traditional farming practices. • Support smaller producers as they provide produce/ food to local markets. • Small scale residential development is appropriate for local employment in the agricultural sector. • Support farm diversification but ensure food production is the main priority. Concern over the impact of LP19 on the reduction of good quality agricultural land. • Church Commissioners for England state there is an opportunity to convert disused agricultural buildings into viable uses such as residential, but this should be considered on case-by-case basis. They also state that LP33 should be retained in the Local Plan. Appropriate uses in countryside locations • Industries that demonstrate a genuine need to be in the countryside. • View that small scale tourism would be appropriate.	• Responses noted, the Council will review Local Plan policies LP 19 Rural Economy and LP 33 Rural Buildings. • Responses noted regarding supporting sectoral requirements. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land, agricultural land and access to services and facilities such as schools and reducing the need to travel by car, promote active travel and public transport (SA 4, 8, 10 and 12). • The Further Issues and Options consultation document has taken forward issues relating to location of growth presenting options for consideration within Chapter 5 Approach to Employment and the Economy and Chapter 8 Growth Strategy Options. Carbon impacts and

Main Issues Raised	Council Response / How the Council has taken this into account
• Other industries put forward include; small scale light industry on brownfield sites, farm diversification and renewable energy (solar and wind) • Flexibility of Local Plan policies is required to reflect local conditions. Sustainable development • Farm diversification should be supported to better economic sustainability of the industry. • Protect the best quality agricultural land. • Support small scale development and require that development protects the character of settlements and the countryside. • Cambridgeshire County Council note that countryside development should be in a sustainable location, within walking distance from local facilities. Policies should also encourage local participation in the rural economy/ social life. Focus should be placed on buildings being within clusters to ensure integration. • Flexible approach to policy which supports development on unallocated sites in countryside locations if certain requirements are met e.g. the character and appearance of locality. • Some parish councils referenced the role of permitted development rights in negatively impacting the local area in terms of infrastructure pressure and scale of development.	contribution to addressing the climate emergency, such as renewables can be found in *Chapter 10 The Approach to Climate Change*. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report. • Permitted development rights will be considered in the formulation of local plan policies • The Council will review current local plan policy LP23 Tourism and Recreation • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including employment, residential and renewables. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • The use of traditional farming practices is outside the scope of the local plan
Issue: Retail and Adapting our Town Centres (Questions 74 to 76)	
Regeneration and Reinvigoration • Natural England have commented that nature-based solutions could be integrated into town centres. • Ensure town centres are accessible by public footpaths and cycle paths to increase footfall. • St Neots would benefit from regeneration due to poor retail market and neglect.	• Responses noted the Further Issues and Options consultation has taken forward responses relating to active travel, impact of transport and design specifically though: • *Chapter 7 Achieving Well Designed Places* - which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Direct growth within market towns to increase footfall and the support the economy. • Sites for potential regeneration and reinvigoration in St Ives include; the Dolphin Hotel, the Waites and the area around Waitrose. • Adapt to retail trends and therefore be flexible with the uses of space within town centres. Ensuring successful town centres • Ensure housing developments are located near town centres and high streets rather than having to create standalone communities. • Prioritise pedestrians in town centres • Strong view that town centres in the district should hold a sense of identity • Concern raised over the impact of car dominated travel to town centres and the impact this has on public health and the environment. • Consider the changing role of high streets. • Invest in infrastructure to facilitate success. • Reduce business rates to attract businesses Uses in local and town centres • Retail sector growth is considered important, this could be achieved by reducing business rates and supporting independent shops • However, significant amount of recognition there needs to be an adaptation to the changing retail market due to the role of online shopping	streets, open spaces and maintaining high quality flexible spaces • *Chapter 13 Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. • Sites with the potential for regeneration may be considered through the site allocation process if the timing aligns. • Reducing business rates is outside the scope of the local plan.
Issue: Enhancing Tourism (Questions 77 to 79)	
Opportunities • Paxton Pits could provide access to greenspace whilst protecting and enhancing the natural environment and provide business opportunity through small retail outlets	• Responses acknowledged regarding provision of open spaces, active tourism and tourism and the rural economy/business opportunities. The Council has taken these comments forward into the Further Issues and Options consultation document within:

Main Issues Raised	Council Response / How the Council has taken this into account
• Extension of Priory Park in St Neots would support tourism • The Fenland area is lacking suitable open spaces such as country parks. They advise that a water spatial strategy would be beneficial for the district, improving the access, setting, use and opportunities of rivers through, for example, moorings and marinas. This will support the rural economy and improve connections to Ely, Cambridge and Peterborough. • Support active tourism such as walking and cycling. • General view that tourism is a driver of the rural economy, allowing local businesses and services to survive. Tourism restrictions • Encourage non-motorised access to tourism locations. • Concern over the potential damage to greenspaces because of tourism. Approach to tourist accommodation • Concern raised over the influence of 'Air BnB' and self-catering on the availability of accommodation for local people. • Significant support for increasing the provision of accommodation for tourism to help drive the local economy. Highlighted that whilst Huntingdonshire has attractive tourist locations such The River Great Ouse and market towns but the benefits on the local economy are not realised due to a lack of places to stay.	• *Chapter 3 Local Plan Vision and Objectives*, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape. • *Chapter 5 Approach to the Economy* which specifies strategy ambitions specifically Option C which proposes capitalising on key priority sectors. • *Chapter 7 Achieving well-designed Places*, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • *Chapter 9 Green Blue Infrastructure,* which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. • *Chapter 13 Transport and Connectivity* also provides options on the approach to individual development and consideration of active travel, public transport and includes a question on place based net zero transport. • With regards to damage to damage to greenspaces, the Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land and landscape/townscape impact (SA4, 7, 8, 15). • The Council will also undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs,

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
	Ramsar sites - wetlands of international importance (both listed and proposed). • Approaches to tourism accommodation noted, the Council will review current local plan policy LP23 Tourism and Recreation • In response to moorings and a water strategy, the Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including moorings. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. A Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Assessment 2024, is also nearing completion. The study will identify current stock and look at how much accommodation would be required for the named groups above. This document will for part of the local plan evidence base and be used in the development of local plan policies.
Developing High Quality Sustainable Communities with Supporting Infrastructure (Chapter 8)	
Issue: Design of Buildings and Places (Questions 80 to 83)	
High quality design • Comments reiterated that the updated Local Plan should give consideration to national policy and guidance as well as local guidance within Huntingdonshire's Design Guide and Landscape and Townscape SPD. • The factors to guide building design in the updated Local Plan put forward by residents are summarised below: ○ Development should be net carbon zero, energy efficient and climate resilient by including passive heating, solar panels, high levels of insulation and the use of natural material such as wood and wool insulation ○ Be of high quality and reflective of local character and design and where appropriate draw on opportunities offered by the historic environment and reflect local character and distinctiveness	• Response noted the Council will give consideration to policy and guidance as well as Huntingdonshire's Design Guide and Landscape and Townscape SPD. • Regarding comments relating to developments being reflective of local character, creating a sense of place, high quality design, the historic environment, active travel, public rights of way and walkable neighbourhoods these responses have been taken forward in the Further Issues and Options consultation in Chapter 7 Achieving Well Designed Places. This chapter asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces. *Chapter 13 Transport and Connectivity* also provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. The Council has also produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and

Main Issues Raised	Council Response / How the Council has taken this into account
○ Be flood resilient including flood resilience and resistance measures ○ Integrate walkable neighbourhoods containing local facilities ○ Providing a wide range of housing to suit all needs in terms of household composition, affordability, demographics and specialist needs, and doing so in a manner that promotes mixed communities ○ Prioritise active travel and public transport • Several comments highlighted the challenges of creating a sense of place and identity within new developments. The following ideas were put forward in how the updated Local Plan could strengthen the identity of places: ○ A good rights of way network ○ Supporting social inclusion through creating a sense of place ○ New developments that integrate successfully into the local landscape and townscape character, supporting high quality design and use materials and building styles that reflect the local area ○ Design and Access Statements, Design Guides and / or Vision Documents should be used on larger sites to justify the design concepts behind developments ○ The provision of new infrastructure, new facilities and new services in strengthening the sense of identity of places and supporting the creation of healthy communities. ○ Open spaces where people can gather- playgrounds, outside schools and for dog walking ○ Community facilities within walking distance ○ By setting out a clear spatial strategy for settlements and directing growth to appropriate locations of least environmental sensitivity ○ By ensuring that settlements which are distinctive and different from each other, are both perceived to be and remain physically separate from one another	strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land, agricultural land and access to services and facilities such as schools and reducing the need to travel by car, promote active travel and public transport and the historic environment (SA 4, 8, 10 and 12, 16). • The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around water - both the impact of flooding from development and measures to reduce flooding. These will form evidence bases to assist in the development of policies and identify sustainable locations for growth. • In response to the provision for a wide range of housing. The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. Further options are also set out for consultation within *Chapter 12 Housing Tenures and Housing Mix* in the Further Issues and Options consultation document. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Responses acknowledged relating to whole life carbon assessments and modern methods of construction and net zero buildings, high quality design and building materials. The Council has taken these comments forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change,

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
Whole life carbon assessments • Comments stated that Whole Life Carbon Assessments should be used to address the carbon impact of buildings, also there should be solar panels, ground source heat pumps and carbon zero buildings. Some respondents considered that WLCs should apply to all developments supported by appropriate templates and calculators to undertake them, while some other respondents stated that whole life carbon assessments should only apply to major development proposals. • Additionally, some respondents considered that WLC assessments unnecessary considering national changes to Building Regulations whereby the carbon impact of buildings is reducing. • Comments received that major development proposals should include a detailed energy strategy to demonstrate the policy target will be met within the framework of the energy hierarchy and that this should link to HDC's climate change policy. • There should also be consideration of adequate and accessible provision for waste storage, the consideration of development on existing and allocated waste management development, and promotion of the waste hierarchy is welcomed. The Minerals and Waste Authority consider that the updated Local Plan could be much more ambitious in relation to the integration of the Circular Economy principles within the future local plan. • The updated Local Plan should encourage as far as possible the use of Passivhaus solutions to minimise the impact of new developments on the climate. Modern Methods of Construction • There was general support for the use of modern methods of construction particularly where this sped up housing delivery and delivered lower carbon development. • Some comments raised concerns that development should not be uniform in style and should still reflect local character.	which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised.

Main Issues Raised	Council Response / How the Council has taken this into account
• Several respondents stated that the updated Local Plan should have a policy that supports MMC within development, but this policy should not set prescribed standards. • Some respondents felt that a set standard within a policy would be challenging to enforce and could adversely impact the viability of proposals, therefore the level to be provided should be flexible based on each proposal.	
Issue: Open Space in New Development (Questions 84 and 85)	
• Comments received highlighted the importance of open space. • The can provide opportunities for people to adopt a healthy and active lifestyle and can help link wildlife corridors enhancing biodiversity and can also provide a link to the historic environment by creating a sense of place within new developments. • As well as helping create a sense of place, open spaces in new developments should support healthy lifestyles and opportunities for social interaction and be inclusive spaces. • Standards should follow local and national best practice and guidance, such as ANGSt and Fields in Trust guidance. • Respondents felt that generally a variety of green space choices should be utilised including informal green space, orchards, parks, community gardens, children's play areas, amenity spaces, MUGAs, sports pitches and local nature habitats across both residential and other development sites. • Consensus that the approach towards open space provision in new developments should be different depending on the type of development proposed, including for non-residential proposals. • Comments were also made that in addition to open space requirements, site specific guidance and an assessment of existing provision should also be considered to ensure that different needs are met and that high quality open space is	• Responses noted the Further Issues and Options consultation has taken forward responses relating to open space in new development. *Chapter 7 Achieving Well Designed Places* asks questions about specific design aspects that may be important and the principles of active design which includes reference to multi-functional open spaces, activity infrastructure for sport and recreation and maintaining high quality flexible spaces. In addition the chapter references the Councils' Healthy Open Spaces Strategy, the National Model Design Code. Chapter 9 Green and Blue infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy the Access to Natural Greenspace Standards which will also help to shape policies in the Local Plan. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will be assessed.

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Main Issues Raised	Council Response / How the Council has taken this into account
achieved across new developments and that consultation on this and the maintenance of open space is beneficial.	
Issue: Travel and Transport (Questions 86 and 87)	
• Benefits will depend on what improvements are brought forwards and need to account for potential negative impacts on other aspects such as carbon emissions and active travel. • Benefits should be reducing climate change impacts and ability to promote sustainable development; investment in public transport corridors enhances opportunities. • Potential A141 bypass between Huntingdon and St Ives opens opportunities for further sustainable growth having a positive impact on the local and wider economy, reduction of congestion and improvements in air quality in peak periods. • Upgrades to the A1 would be beneficial • The Local Plan should support initiatives for a rapid transport system connecting St Ives northwards using parts of the disused railway line to Somersham, Warboys, Ramsey and onto Peterborough with a link from Somersham to Chatteris, the Fens Reservoir site and market towns in Fenland. • A141 upgrade is needed to reduce congestion and enhance mobility across Huntingdonshire and into the Fens along with improvements in and around St Ives including enhanced reliability for public transport and active travel options. • The improvements to the A14 around Huntingdon have brought new opportunities for Huntingdon and Godmanchester but many benefits have been for the wider regional economy. • Should explore opportunities to benefit from East West Rail stations at north Cambourne and south of St Neots arising from a reliable connection to Cambridge and not prematurely limit these benefits. • Should build on excellent connections to the national and regional strategic road network to maximise benefits of these.	• Responses acknowledged the Council has taken comments regarding climate change forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change, which sets out options on decarbonisation scenarios. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised including future emissions and trends, low, high and medium carbon reduction pathways and the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero. • Responses acknowledged regarding take advantage of strategic road networks and new completed and potential opportunities such as the A14, A141, East West Rail. Completed projects will be taken into account in the development of a growth strategy for Huntingdonshire which is set out in Chapter 8 Growth Strategy Options of the Further Issues and Options consultation document. Other projects such as East West Rail are reflected in Options within Chapter 13 Transport and Connectivity. Some of these projects such as East West Rail and the A141 are the responsibility of other organisations such as the East West Railway Company and Cambridgeshire and Peterborough Combined Authority, progress on these projects and emerging projects will be taken into account in the formulation of the local plan. • The upgrading of strategic road networks is the responsibility of National Highways and the A1307 the responsibility of Cambridgeshire County Council Highways. A cross organisational project delivery team work on an number of highway programmes such as the A141. Cambridgeshire and Peterborough Combined Authority is the Strategic Transport body for the area. • Options to actively manage patterns of growth are included in the Further Issues and Options consultation document *Chapter 8 Growth Strategy*

Main Issues Raised	Council Response / How the Council has taken this into account
• Strategic transport improvements should encourage business development in the area and will generate significant opportunities. • New strategic sites should be integrated in proximity to existing residential and economic growth areas to support successful provision of sustainable travel and reduce the need to travel. • The Local Plan should actively manage patterns of growth to reduce the need to travel and support non-car transport choices. • A reliable connection to Cambridge and its employment provisions will result in a demand for housing and jobs in the area. • Development should not be held back by uncertainty over East West Rail and the route alignment should meet the needs of existing as well as future residents. • A sustainable transport corridor should be promoted along the A1307 utilising two of the existing lanes for buses only running between Huntingdon railway station, through Bar Hill and into Cambridge. • Provision of more and more frequent local buses serving villages facilitating connections to larger places and current and planned main public transport hubs. • Enhanced access to electric vehicle charging is needed. • All developments should facilitate home working to reduce the need to travel. • Should promote large scale developments (new settlements) that contain mixed complementary uses in close proximity incorporating safe active travel networks.	*Options* and include options on focusing around strategic road networks and public transport. • Options relating to active travel, approach to new developments, transport and EastWest Rail are included in the Further Issues and Options consultation document *Chapter 7 Achieving well designed places* which includes questions about specific design aspects that may be important and the principles of active design. *Chapter 13 Transport and Connectivity* provides options on the approach to individual developments including active travel and public transport, questions on a place based approach to zero carbon and options around the East West Rail. • Options relating to electric vehicle charging included in the Further Issues and Options consultation document *Chapter 10 The Approach to Climate change* within Decarbonisation Scenarios.
Issue: Public Transport and Active Travel Infrastructure (Questions 88 to 90)	
• Improve access to railway stations and other key facilities by sustainable travel modes.	• Responses acknowledged, these comments regarding public transport and active travel infrastructure have been taken forward through the Further Issues and Options consultation document. Key chapters include:

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Some respondents thought that uncertainty over delivery of a station at Alconbury Weald and East West Rail meant development should be focused in the current most sustainable locations whereas others thought opportunities related to future rail services should be taken. • Suggestions were put forward that the Local Plan should reduce public transport fares, provide free parking at railway stations and secure additional bus services. • Future development sites should be accessible by or capable of supporting public transport services. • Physical and cultural barriers to use of public transport must be removed by provision of very high quality services with large scale developments facilitating genuine opportunities to maximise viable alternatives to car use. • Increase the provision of on-demand bus services to meet evolving mobility needs. • Developers should provide long term subsidies for public transport if needed for new developments. • Support for development accessible to or capable of connecting to the guided busway. • Should work with Town and Parish Councils to promote footpaths, cycleways and bridleways. • Protect and enhance the public right of way network in planning approvals with emphasis on use of soft surfaces. • Should support more and improved safe cycle paths providing direct routes. • Should integrate green infrastructure networks in new developments that facilitate active travel options. • Active travel should be prioritised for reducing carbon emissions and increasing personal health and well-being. • Cambridgeshire's Active Travel Strategy should be reviewed to consider potential allocations that could be supported by existing walking and	• Chapter 7 Achieving well designed places which includes questions about specific design aspects that may be important and the principles of active design. • Chapter 13 Transport and Connectivity provides options on the approach to individual developments including active travel and public transport, questions on a place based approach to zero carbon and options around the East West Rail. • Responses acknowledged regarding take advantage of projects such as East West Rail. Completed projects will be taken into account in the development of a growth strategy for Huntingdonshire which is set out in Chapter 8 Growth Strategy Options of the Further Issues and Options consultation document. Other projects such as East West Rail are reflected in Options within Chapter 13 Transport and Connectivity. Some of these projects such as East West Rail and the A141 are the responsibility of other organisations such as the East West Railway Company and Cambridgeshire and Peterborough Combined Authority, progress on these projects and emerging projects will be taken into account in the formulation of the local plan. • Chapter 9 Green Blue Infrastructure in the Further Issues and Options consultation document, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy and Natural England's Access to Natural Greenspace Standards are referenced as a documents of importance in the development of the Local Plan. • The active travel strategy is referenced in the Sustainability Appraisal within Stage A the Scoping process in the review of relevant plans and programmes.

Main Issues Raised	Council Response / How the Council has taken this into account
cycling routes and to prioritise high quality active travel infrastructure provision in new developments.	
Issue: Parking Provision (Questions 91 and 92)	
• Ensure off-road parking with electric charging points in all new development. • Include realistic parking provision and small car parks within developments. • Avoid encouragement of over-reliance on private car use; encourage cycle parking and safe routes. • The Local Plan should require a design-led approach to car parking with flexible policies to respond to changing vehicle technologies and people's needs and to reflect the location's accessibility by alternative transport modes. • Domestic parking should reflect good design including plating and surface water drainage. • HGV parking should include provision of toilets, showers and food facilities to be safe and healthy. • Concern over the impact of HGV parking facilities on the countryside and rural communities along the A14.	• These comments are noted and the Further Issues and Options consultation document notes that current local plan policy LP 17 'Parking Provision and Vehicle Movement' focuses on more detailed aspects but includes accessibility to services and facilities which is increasingly recognised as important, particularly by active travel modes, and so is likely to need enhancing. It also sets minimum requirements for cycle parking provision for new developments. Car parking levels are expected to be responsive to the location and nature of the proposed development rather than numeric requirements being set. • In addition the Council will undertake a transport study to inform local plan strategies and policy approaches. • Options relating to electric vehicle charging included in the Further Issues and Options consultation document Chapter 10 The Approach to Climate change within Decarbonisation Scenarios. • Chapter 11 Tackling Flooding and Water in the Further Issues and Options consultation document and evidence base studies such as the Strategic Flood Risk Assessment and Water Cycle Study will look at an integrated approach to flood management including surface water.
Issue: Community Facilities and Services (Questions 93 and 94)	
• Consensus that it is essential all communities have accessibility to a range of community facilities and services. • The Local Plan can help protect and enhance new community facilities through S106 agreements and the use of CIL. These methods are effective as they demonstrate a quantifiable need for facilities • Identify clear policies for community facility provision which include robust planning conditions or S106 agreements.	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types and including aspects such as health and social care, community facilities, sport facilities, education and green infrastructure. Infrastructure need and type across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will be included. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total

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Main Issues Raised	Council Response / How the Council has taken this into account
• A significant proportion of responses stated there should be an assessment of the capacity of existing facilities and any potential upgrading or provision of new facilities required. • Recognition there is a lack of secondary schools in the district leading to long travel distances from rural areas. • Recommended that LP22 is retained to allow for the continued protection of community facilities. • Development should support the delivery of new facilities through planning obligations or directly through providing land or buildings. Community facilities should meet the needs of new developments. • Planning policies should provide for community facilities. The Local Plan review will need to assess the need for all types of community facilities during the plan period and define a development strategy and policies to meet the identified needs and allocate sites that can deliver or support the community facilities. • A large proportion of responses referenced the NPPF in relation to community facilities • Clearer needs assessments and priority areas should be identified in the Local Plan. This will help understand whether existing facilities are fit for purpose given the changing socio-economic landscape. • Advocation for community facilities which have flexible uses encouraging shared use and engagement • Use successful provision of community facilities as a framework for other settlements. • Clear guidance on allocated sites about providing appropriate education facilities. • Comments highlight the role of population growth and the pressure this can have on existing community facilities. • Policy should support the provision of off-site community facilities where necessary.	cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • The support for current local plan policy LP22 and the requirements of the NPPF are noted. • The Further Issues and Options consultation document provides options on the objectives for the local plan some of which include reference to support for community facilities and integrated community facilities. Chapter 4 A Settlement hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies. It assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through SA10.

Main Issues Raised	Council Response / How the Council has taken this into account
• Empower stakeholders to purchase land for community purposes and lower restrictions for new community facilities. • Ensure new developments are near existing, as well as providing new, community facilities to allow for long term vitality and viability. • Enable access to community facilities by upgrading active travel routes. • Highlighted that some development in smaller settlements would support the maintenance of existing community facilities. • NHS Property and Land brought forwards data that shows the largest, and areas close to the largest, settlements have the greatest GP provision, but the very small settlements have limited GP provision, aligning with the spatial strategy in the existing plan. In terms of access to GPs, they recommend this strategy continues to ensure new development are in sustainable locations; good access to GPs, minimise/ promote active travel reducing carbon emissions and improving health outcomes. In addition, GP capacity analysis in Huntingdonshire demonstrated that new developments may require developer contributes towards GPs due to being having constrained capacity. • Important that places in Huntingdonshire have a place of identity and therefore widespread provision of different types of community services is required. • Lack of affordable land that could be used for community purposes. Little support for parish councils who provide certain services such as village halls, sports fields, allotments etc. • Cambridgeshire County Council highlighted that existing facilities are underutilised and unsuitable. Type and level of provision dependent on size of settlement; larger centres should have multi-functional community spaces; smaller settlements take advantage of the services offered by parish councils. Location of facilities highly important • Community buildings should be incorporated at an early stage of development.	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Case by case assessment of community needs is required. • Garden village scale of development would have capacity to deliver community facilities alongside housing growth. • Community facilities need to be local. • Development in smaller settlements/ rural areas is required to spread the benefits of growth and protect and enhance community facilities. • Use health indicators as a marker for required service provision. Mentions of community facilities regarded as important in local communities: • In general; Community halls, schools and childcare, healthcare, public open space, allotments, libraries, work from home facilities, cafes, pubs, local shops, post office, sports facilities. • For young people: play areas, skate parks. • Private sector uses such as cafes and restaurants also important to create a sense of community.	
Issue: Utilities and Digital Infrastructure (Questions 95 to 98)	
• Challenges to infrastructure include demand and outdated existing infrastructure such as water supply, wastewater treatment, electricity and lack of supply thereof. • Many responses noted that utilities companies will be able to comment on infrastructure capacity within their networks, what action is required to address any capacity issues or to upgrade networks, and whether connections are available to support development. • The integration of renewable technologies in developments combined with the energy efficient future building regulations, will help to reduce the energy needs of new developments. • The local plan should recognise the future Fens Reservoir and support the provision of associated infrastructure, through policy.	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types and including aspects such as transport and utilities. It ill outline Infrastructure need and type across the District to support planned growth, and estimated costs, funding sources and phasing of delivery. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • Responses acknowledged the Council has taken the comments regarding energy efficient buildings forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change, which sets out options on renewable energy. The Council has also produced a Climate Change Report

Main Issues Raised	Council Response / How the Council has taken this into account
• Growth should be phased to ensure infrastructure supply can meet requirements. • Policies could support renewable energy generation by river, sun and wind, provision of EV charging points and energy storage. • Policies should require large developments to include renewable energy generation. • Policies should require solar panels on development • Policies should support infrastructure to facilitate the latest technologies / broadband and mobile provision • It should be insisted that providers work together, combining broadcasting from communal masts.	which will act as an evidence base to inform policy-making and addresses many issues raised such as: guidance on the role of sustainable design, the circular economy and retrofitting, and infrastructure and renewable energy, exploration to low carbon resources.
Distributing New Growth (Chapter 9)	
Issue: Distributing New Growth (Questions 99 to 103)	
• Many agreed that all reasonable development scenarios were identified in the issues document. • Some noted that market towns may need better/more infrastructure before being allocated further growth • There were general comments on the slow delivery of strategic expansion sites • Some suggested that a housing and economic development needs assessment should be conducted first to obtain more evidence • It was recommended that the scenario "Proportionate growth/expansion of existing settlements, such as villages to allow for growing communities", should include additional wording 'to protect and enhance existing facilities and services' • Sustainable development can help to reduce congestion and emissions, and improve air quality and public health • Many agreed that all reasonable development constraints were identified in the issues document. Land ownership/ control, habitats,	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* that provide options on the general location of development. These options were also subject to a sustainability appraisal which will also be consulted upon at the same time as the Further Issues and Options document. Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. Objectives relate to a number of aspects including the climate emergency, environmental and socio-economic. • Comments relating to Net zero, housing mix housing design, employment, housing targets, sustainable locations have been taken forward

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Main Issues Raised	Council Response / How the Council has taken this into account
green infrastructure, biodiversity, heritage, the landscape character, agricultural land grade, carbon impacts and transport impacts were identified specifically. It was noted that each development is capable of addressing constraints differently and providing benefits and enhance local infrastructure which should be balanced against the need for growth and viability. Preferred growth scenarios in order of preference were for: • Proportionate growth of existing settlements/ sustainable villages / small to medium sites was the most popular option • Densification of/ focus around existing market towns • Densification/expansion of existing urban areas / urban extensions • Putting development near/along public transport corridors for residential and employment • Continuation of current development strategy • A combination of the identified development scenarios • Further recommendations included: Proportionate growth of Key Service Centres, regeneration of existing sites and previously developed land outside of settlement boundaries and focusing on areas with key services or opportunities where growth could help retain services. Additional recommendations included provision of new settlements, using existing commitments accompanied by smaller scale new allocations to allow time for new strategic scale communities to come forward, and aligning the strategy with the NPPF, and Council document and priorities such as the Huntingdonshire Futures Place Strategy. • Specific locations were also recommended for inclusion in line with sites submitted in the Call for Sites There was some who noted that the growth scenarios should:	in the Further Issues and Options consultation document and can be found in: • Chapter 4 A Settlement Hierarchy for Huntingdonshire • Chapter 5 Approach to Employment and the Economy • Chapter 6 Housing Figures and Requirement • Chapter 7 Achieving Well Designed Places • Chapter 8 Growth Strategy Options • Chapter 12 Housing Tenures and Housing Mix • Comments on heritage assets, wider heritage environment and landscape, avoiding impact on agricultural productivity have been addressed through the Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies. Specifically, objectives SA 4, 7, 15 and 16. • Reponses noted regarding the NPPF, NPPG and National Design code should be followed. • Responses noted with regard to design concepts. Further options and questions have been addressed in Chapter 7 Achieving Well Designed Places to allow for extra comment to be made to inform place-making

Main Issues Raised	Council Response / How the Council has taken this into account
• Not include new settlements / avoid satellite settlements without adequate facilities/ have no over reliance on large settlements • Avoid unsustainable locations/settlements in rural areas/countryside (even if near major roads) • Not promote dispersed development regardless of the sustainability of the settlement • That continuing growth focused on Alconbury Weald and St Neots East does not align with the principal objective of sustainable development. • That previously developed land does not need to be developed to the extent of the curtilage. Priorities for new developments included: • The sustainability of the site and proximity to schools, GP surgeries, pharmacies, general shops, transport links. • Provision of appropriate infrastructure to support development e.g. retail, schools, social infrastructure • Ability to integrate with the existing community and character of the area and be of a suitable size in relation to the settlement protecting the amenity of residents. • Compliance with Local Plan requirements and the NPPF • The suitability, availability and achievability and deliverability of the land proposed for new development. • Consideration and avoidance of detrimental impact on heritage assets, wider heritage environment and landscape, avoiding impact on agricultural productivity • High quality design and a suitable mix of homes including affordable homes • Contribution to achieving net zero carbon objectives, reducing the need to travel via private transport and promoting active travel.	

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Main Issues Raised	Council Response / How the Council has taken this into account
• Opportunities to increase skills and employment/business opportunities. • Timely delivery of sites to meet housing targets Comments were received on what development concepts could be used to enable the creation of sustainable communities. The majority of responses said that the NPPF, NPPG and National Design code should be followed. Other suggestions included: • Providing opportunities for 15/20 minute neighbourhoods • Providing masterplans to demonstrate sustainable concepts and response to context • Applying Garden City principles to new settlements • Embracing a range of development concepts • Factoring in active travel and public transport at the heart and rural connectivity • Meeting net zero carbon and renewable energy solutions and providing green open spaces, biodiversity, sustainable infrastructure and broadband • Addressing stewardship • Planning holistically • Following a health first principle e.g. healthy cities • Facilitating social inclusion and interaction	
Next Steps (Chapter 10)	
Issue: Next Steps (Question 104)	
• It is crucial to consider the potential negative impacts development may have on local infrastructure, climate, facilities, and impact the character of small rural communities.	The Council has taken these comments on board. • Infrastructure and developer contributions - The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical

Main Issues Raised	Council Response / How the Council has taken this into account

• Large-scale housing should not overwhelm existing infrastructure (schools, health care, public services, water supply, wastewater, public transport) and would require upgrades to facilitate development.
• Large scale development should not increase congestion.
• Active Travel requires a definition in the Glossary in line with the Cambridgeshire Transport Plan. Public Rights of Way definition has omitted Restricted Byways and Byways.
• Climate change impacts such as higher carbon emissions, greater energy consumption, and increased heat island effects need addressing.
• Clearing large tracts of land for construction and the subsequent loss of natural habitats can have long-lasting and irreversible environmental consequences.
• It is vital to strike a balance between development and preserving the cultural heritage and social cohesion of rural areas.
• It is crucial to engage the community in meaningful and easy to understand discussions
• The Local Plan should include monitoring indicators.
• Should consider the use of CIL for the maintenance and on-going costs associated with a range of heritage assets, with the Local Plan identifying them. Specific planning obligations and S106 agreements will continue to offer opportunities for funding improvements and the mitigation of adverse impacts on the historic environment.
• The council should work with neighbouring authorities and coordinate growth across the housing market area. Joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.
	and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.
	• Climate Change – The Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• Congestion & Active Travel - T he Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 13 - Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches. The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and the environment. Specifically, objectives SA2, 8 and 12 which address issues on Improving adaptability and resilience to the unavoidable

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
	impacts of the climate emergency, contributing to the minimisation and reduction of all forms of pollution, and reducing the need to travel by car and promote active travel and public transport infrastructure. • Loss of habitats - Response acknowledged the council has taken comments forward regarding new green and blue infrastructure into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan. • Preserving cultural heritage - The Council has produced a sustainability appraisal, it is an iterative document which will assess the impact of policies, sites and strategies on heritage specifically through objective SA 16. • Engaging the community – the Council has produced a Statement of Community Involvement which sets the approach to community engagement, more information on the methods used to date can be found within the Statement of Consultation (this document). Consultation and engagement opportunities for the Further Issues and Options consultation will be published on the Council's website, public exhibitions will be held. • Monitoring – The Council will monitor the local plan through the Annual Monitoring Report and indicators will be developed to monitor the effectiveness of policies • Working with neighbouring authorities - The Council has a Duty to Cooperate which includes cooperation with Local Authorities and organisations to identify relevant strategic matters that cross administrative boundaries.

4 Further Issues and Options

4.1 This section addresses the Further Issues and Options phase of local plan preparation. The Further Issues and Options phase is focused on strategic planning and policy options, assessment of sites submitted in the Call for Sites and a sustainability appraisal of sites and options which will contribute towards the creation of a development strategy, policies and the identification of land with the potential to be allocated for future development.

4.2 The Further Issues and Options phase of engagement took place between 18 September 2024 to 27 November 2024 and 23 April 2025 to 4 June 2025. The timing of the consultations were later than that set out in the Council's Local Development Scheme 2023(Table 2 Local Plan preparation timetable) due to the general election. The Local Development Scheme was updated and approved at Cabinet on 11 February 2025 before being submitted to the Ministry of Housing, Communities and Local Government to reflect the changes to the Local Plan timetable.

4.3 Engagement was undertaken in compliance with Huntingdonshire District Council's Statement of Community Involvement 2023

4.4 Consultation procedures were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 & The Environmental Assessment of Plans and Programmes Regulations 2004 (where applicable).

4.5 The section is split into the following subsections to reflect the different consultation stages as follows:

- **Section 4.2: Further Issues and Options Paper -** Sets out options for what may be included in the new local plan across a variety of subjects including a growth strategy and sustainability of settlements that will help direct the location of growth in the district. Other topics include flooding, climate change, design, housing requirements, employment, blue and green infrastructure, housing mix, and transport and connectivity. It also asks some questions about what is important to the public.
- **Section 4.4: Land Availability Assessments** - Assesses sites that were put forward by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Section 4.3: Sustainability Appraisal -** Assesses strategies, options, sites and future policy options against a series of sustainability objectives.
- **Section 4.5: Additional Sites Land Availability Assessments** - Assesses additional sites that were put forward between 1 August 2024 and 31 January 2025 by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Section 4.6 Additional Sites Sustainability Appraisal** - Assesses the additional sites against a series of sustainability objectives.

The **Consultation Process section (4.1)** outlines the Summaries of the documents consulted on, their approval process and information on details on the consultation and engagement processes undertaken.

4.6 **Sections 4.2 to 4.6** provide the **Responses to the Consultation** - This outlines the number of representations made to the respective consultation document, a summary of the key issues raised and how the representations have been taken into account.

Consultation Process

Document Summaries

4.7 This section addresses the following documents:

- **Further Issues and Options Paper -** Sets out options for what may be included in the new local plan across a variety of subjects including a growth strategy and sustainability of settlements that will help direct the location of growth in the district. Other topics include flooding, climate change,

4 Further Issues and Options

design, housing requirements, employment, blue and green infrastructure, housing mix, and transport and connectivity. It also asks some questions about what is important to the public.

- **Land Availability Assessments** - Assesses sites that were put forward by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Sustainability Appraisal -** Assesses strategies, options, sites and future policy options against a series of sustainability objectives.
- **Additional Sites Land Availability Assessments** - Assesses additional sites that were put forward between 1 August 2024 and 31 January 2025 by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Additional Sites Sustainability Appraisal** - Assesses the additional sites against a series of sustainability objectives.

Document Approval

4.8 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (04/09/24) - The Panel were invited to comment on the recommendations for the Further Issues Paper, Land Availability Assessments and Sustainability Appraisals as set out in the Cabinet report. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing September 2024 and running for 10 weeks. Minutes of the Panel and supporting reports can be found at Agenda for Overview and Scrutiny Panel (Performance and Growth) on Wednesday, 4 September 2024, 7:00 pm - Huntingdonshire.gov.uk
- Cabinet Meeting (10/09/24) - The Committee were asked to approve the contents of the Further Issues and Options paper, Land Availability Assessments and Sustainability Appraisals and to agree that they could be published for public consultation commencing in September 2024 and running for 10 weeks. Minutes of the committee and supporting reports can be found at Agenda for Cabinet on Tuesday, 10 September 2024, 7:00 pm - Huntingdonshire.gov.uk
- Overview and Scrutiny (Performance and Growth) Panel (02/04/2025) - The Panel were invited to comment on the recommendations for the Land Availability Assessments and Sustainability Appraisal for additional sites submitted between 1 August 2024 and 31 January 2025. Minutes of the Panel and supporting reports can be found at Agenda for Overview and Scrutiny (Performance and Growth) on Wednesday, 2 April 2025, 7:00pm - Huntingdonshire.gov.uk
- Cabinet Meeting (15/04/2025) - The Committee were asked to approve the contents of the contents of the Land Availability Assessment and Sustainability Appraisal for additional sites submitted between 1 August 2024 and 31 January 2025 and to agree that the Land Availability Assessments and Sustainability Appraisal for additional sites be published for public consultation for six weeks between 23 April and 4 June 2025. Minutes of the committee and supporting reports can be found at Cabinet - Tuesday, 15 April 2025 7:00 pm

4.9 **Consultation on the Further Issues, Land Availability Assessments and Sustainability Appraisal** took place between 18 September and 27 November 2024. The timing was later than that originally set out in the Council's Local Development Scheme 2023 (Table 2 Local Plan preparation timetable) due to the general election. The Local Development Scheme was subsequently updated and a revised version approved at Cabinet on 11 February 2025.

4.10 The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district. Posters were provided in the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

4.11 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 2 Consultation Material':

- On the Council's online consultation portal published on 18 September 2024.
- On the Council's Local Plan | Let's Talk Huntingdonshire published on 18 September *
- On the Council's Homepage of Huntingdonshire District Council - Huntingdonshire.gov.uk under the heading *Consultations* published on 18 September
- On the Council's Huntingdonshire District Council | Huntingdon | Facebook page, published on 18/09/2024*, 27/09/2024, 05/10/2024, 21/10/2024, 13/11/2024, 30/10/2024, 01/11/2024, 07/11/2024, 20/11/2024, 26/11/2024.
- On the Council's Huntingdonshire District Council | LinkedIn page, published on 18/09/2024*
- On the Council's Twitter, published on 18/09/2024*, 05/10/2024, 30/10/2024, 07/11/2024, 13/11/2024, 20/11/2024, 26/11/2024
- 6 articles within the Hunts Post (newspaper), published 18/09/2024* 25/09/2024, 02/10/2024, 16/10/2024, 23/10/2024 and 13/11/2024
- Via press release published on 18 September 2024*

- Posters and leaflets were supplied to Town and Parish Councils and District Councillors to distribute within their local areas.*
- Advertisements on 7 of HDC's bin freighters which circulate the district.*
- Banners were displayed at local parks including Huntingdon Riverside, Huntingdon Sapley Park, St Neots Riverside, St Neots Priory Park*, St Ives Hill Rise and near St Neots Spar on Cambridge Road

- Banners at the four One Leisure Centre Venues: Ramsey, Huntingdon, St Ives and St Neots including the provision of posters and leaflets

4.12 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Town and Parish Councils, this included a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, this included a 'social media package' that could be used to spread the news to their local organisations and residents.

Other Methods of engagement included:

- Briefing sessions/ workshops hosted by the council for District (17/09/2024), Parish and Town Councillors (24 and 30/09/2024) to inform them about the consultation and to highlight ways they could help spread the word to residents. Packages including the consultation documents, posters and leaflets were distributed to each parish or town in the district. Follow up email with slides, a recording of the presentation and briefing note sent to all Parish and Town and District Councillors.
- Attendance at local and regional events including The Parish Forum (23/10/2024), The Climate Conference (06/11/2024), Cambs B2B South (13/11/2024) and Cambs B2B South, HDC Showcase Pride in Place (14/11/2024) and Invest in Huntingdonshire Intermediary Network. At each event the council had a stand with exhibition boards, posters, leaflets and the consultation documents engaging with a range of stakeholders.
- Hosting seven exhibitions across the district, located in Yaxley* (08/10/2024), Huntingdon (10/10/2024), St Ives (15/10/2024), Sawtry (21/10/2024), Kimbolton (22/10/2024), St Neots (28/10/2024) and Ramsey (31/10/2024). Approximate attendance of 750 people including residents, parish and town councilors and landowners.
- Information and reminders sent to Parish and Town Councils through the Town and Parish Newsletter* (4 times) and emails to Clerks and Chairs (2 times).

4 Further Issues and Options

- Information and reminders send to District Councillors (14 emails to members referencing the consultation).
- Social media campaign on a range of platforms (see above) posting about exhibition reminders, key topics and issues, reminders to respond and the release of the Local Plan video.
- Dedicated consultation landing page on Let'sTalkHuntingdonshire which included 'How to Respond' guides and FAQs to help people navigate the consultation portal and understand the process
- Alternative options offered on how to respond to the consultation including emails and paper forms.
- Physical copies of the documents, posters and leaflets within all 11 libraries in Huntingdonshire.
- Poster and leaflets provided to the mobile library service which covers the whole of Huntingdonshire.
- Notification on consultation mailing list consisting of over 5,000 consultees and agents.

4.13 **Consultation on the Additional Sites Land Availability Assessments and Additional Sites Sustainability Appraisal** took place between 23 April and 4 June 2025. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by site, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district. Posters were provided in the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for obtaining further assistance or the provision of the document in an alternative format.

4.14 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 2 Consultation Material':

- On the Council's online consultation portal published on 23/04/2025*
- On the Council's Local Plan | Let's Talk Huntingdonshire published on 23/04/2025*
- On the Council's Homepage of Huntingdonshire District Council - Huntingdonshire.gov.uk under the heading *Consultations* published on 23/04/2025
- On the Council's Huntingdonshire District Council | Huntingdon | Facebook page, published on 23/04/2025
- On the Council's Huntingdonshire District Council | LinkedIn page*
- On the Council's Twitter, published on 23/04/2025
- Via press release published on 23/04/25*
- Briefing packs and posters sent to Town and Parish Councils with additional sites (23/04/2025)

4.15 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- People and organisations who had responded to previous consultations and wished to be kept informed and those who have opted in to receive notifications through the online consultation system received emails notifying of the start of the consultation and reminders of incomplete submissions.
- Town and Parish Councils were emailed a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, were emailed a 'social media package' that could be used to spread the news to their local organisations and residents.

Other Methods of engagement included:

- Information and reminders sent to Parish and Town Councils through the Town and Parish Newsletter* and emails to Clerks and Chairs.
- Information and reminders send to District Councillors.

- Social media campaign on a range of platforms (see above) posting about exhibition reminders, key topics and issues, reminders to respond.
- Dedicated consultation landing page on Let'sTalkHuntingdonshire which included 'How to Respond' guides and FAQs to help people navigate the consultation portal and understand the process
- Alternative options offered on how to respond to the consultation including emails and paper forms.
- Physical copies of the documents, posters and leaflets within all 11 libraries in Huntingdonshire
- Poster and leaflets provided to the mobile library service which covers the whole of Huntingdonshire.
- Notification on consultation mailing list consisting of over 6,500 consultees and agents

4.16 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

Further Issues and Options Paper

Consultation Responses Summaries

4.17 The following table outlines a summary of the type of comments received to the Further Issues and Options Paper consulted on between 18 September and 27 November 2024:

Responses to the Further Issues and Options Paper

	Further Issues and Options Paper
Number of Comments Made	2,084
Number of Individuals or Organisations that Responded	228

4.18 People were able to comment on paragraphs, and tables, and were encouraged specifically to comment on and select preferred options and to answer questions set out within the Paper. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' : Further Issues and Options Paper Consultation Responses

4.19 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

4.20 Cambridgeshire County Council responded on transport strategies in support of the duty to cooperate regarding travel and transport issues across the wider area. Their responses strongly advocated the need to focus on provision of high quality infrastructure for active travel and public transport rather than prioritising car usage. They considered that greater certainty was required over the provision of East West Rail before planning decisions could be taken which rely on its provision.

Summary from the Further and Issues Paper

4.21 The following provides a summary of the main issues raised during the consultation on the Further Issues and Options Paper and how the Council has taken these into account.

4 Further Issues and Options

Further Issues and Options Paper

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (11 comments)	

• There is a need for a strategic and holistic approach to the Local Plan
• There is concern that new development at Tempsford will impact and increase demand for services and facilities in St Neots
• The growth of Greater Cambridge, Peterborough and Tempsford could impact housing demand in Huntingdonshire and should be assessed.
• There is a need for ensuring there is enough infrastructure and services to support new development.
• Housing development should not be located in areas with insufficient infrastructure.
• The cumulative effects of flooding should be assessed
• The cumulative effects of transport should be assessed
• Environmental issues should be prioritised and the Local Nature Recovery Strategy and Priority Natural Landscapes considered
• Consideration of the unique land drainage infrastructure of the Fens is required including its condition, capacity and operation, as is Standing Advice on its Flood & Drainage Infrastructure Capacity
• Heritage Impact Assessments should be considered.
• The impact of water shortage in Cambridge should be assessed
• The Marine Management Organisation and the relevant East Inshore and East Offshore Marine Plans and relevant policies should be considered in the development of the Local Plan.
	• The cumulative impact of development has been taken into account through the development and testing of the growth strategies, consultation with neighbouring authorities and the development of evidence based documents including but not limited to:
	  • Climate change evidence base
	  • Economic and Employment Needs Assessment
	  • Strategic Transport Study
	  • Integrated Water Management Strategy including a Strategic Flood Risk Assessment and Water Cycle Study
	  • Habitats Regulations Assessment
	  • Sustainability Appraisal
	  • Infrastructure Delivery Study - Baseline Assessment
	• Heritage Impacts have been assessed through documents such as the Land Availability Assessment, Sustainability Appraisal and Infrastructure Delivery Study
	• The Marine Management Plans have been reviewed and taken into account as part of Local Plan preparation.

Introduction - Land Availability Assessment (12 comments)	
• Support for the stage 3 process • Need to consider the cumulative effect of development • Approach to site assessments and flood risk should consider the type of use being proposed, locational requirements of development and the Exceptions Test • Support the 5 stage process • Consider fields for renewable energy in Ramsey as infrastructure is at capacity meaning development here should be limited	• Support acknowledged. • Cumulative impact has been assessed to date through evidence documents such as Infrastructure Delivery Study, Water Cycle Study, Strategic Transport Studies, Habitats Regulations Assessment etc. • The council has conducted a level 1 and level 2 strategic flood risk assessment to address flood risk and inform site selection and policies • Renewable energy has been assessed through a climate change evidence base and used to inform policies in relation to climate change an

Main Issues Raised	Council Response / How the Council has taken this into account
• Support for a more ambitious approach to tackling Climate Change and consider drought, excessive heat, shortages of water, as well as to flooding, soil quality in the Sustainability Appraisal • The consultation should have included a section on biodiversity and nature	integrated water management strategy has provided evidence for strategy and policies regarding flooding and water. • The Further Issues and Options consultation addressed 'blue green infrastructure'. The Issues Engagement papers also included a section on protecting and enhancing the natural environment where responses were assessed. See 'Issues Engagement Papers'
Question - End Date of the Local Plan Update (80 response)	
• Most responses agree with the proposed end date of 2046, which allows time for major infrastructure to come forward and flexibility in delivery and certainty. • It is noted that the local plan should last at least 15 years • Some suggest an end date of 2050 to align with the UKs net zero target, the Council's Place Strategy, the Shared Ambition for Cambridgeshire and Peterborough and infrastructure delivery. • Some propose a rolling end date or a longer period of at least 30 years to account for strategic developments and to provide flexibility and changes in policy and emerging technologies • There are concerns about starting the review of the Local Plan too early • Some comments suggest the need for comprehensive evidence to support the local plan • Other dates included 2054, 2058, 2043 and 2047 (depending on adoption date)	• The Council has proposed a local plan end date of 2046 which will provide a plan period of over 15 years. This will be consulted on further through the Preferred Options Draft Local Plan consultation. • An evidence base for the local plan is being produced in tandem with the production of the local plan and can be found in the Evidence Library for the Local Plan
Options - The Vision (93 responses)	
• Responses clearly show support to creating a vision based on Huntingdonshire Futures and the Corporate Strategy (Option A), options B, C and E were also popular. • Option A should include a strong approach to climate and the environment • Option A should include reference to growth in rural communities to facilitate affordable housing • There is concern about impact of solar farms on agricultural land for option A • Option B should include a transition to social and economic equity • Option C raised concerns on the impact of increased development and traffic in rural areas	• Option A to create a vision based on Huntingdonshire Futures and the Corporate Strategy was developed further for inclusion in the Preferred Options Draft Local Plan providing further detail and informed by comments received from the Further Issues and Options Consultation.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Responses highlighted option C does not address the need for increase growth or specialist housing to meet future needs • Option D was considered less specific, but aligned well with the 3 strands of sustainable development • Other suggestions to enhance options included combining different options, the need to address growth requirements, environmental challenges, biodiversity, health and well-being, heritage, landscape and climate change	
Options - The Objectives (102 responses)	
• Option A was the most preferred option with objectives shaped by the key 'pathways' in the Huntingdonshire Futures Place Strategy • Option B and C were also popular - objectives that transition to climate change and modification of the current objectives respectively. • Amendments for option A include reflecting themes in corporate plan, addressing concerns with strategic allocations, improving housing and affordable housing, reducing carbon emissions, increasing biodiversity and green infrastructure, and encouraging sustainable travel. • Amendments for option B include transitioning to electric vehicles and improving energy efficiency, promoting sustainable development and conserving and enhancing the historic environment. • Suggestions for option C include further amendments to address the role of rural areas in delivering economic growth and the protection of agricultural land, including objectives on management of the historic environment and the protection of Priority Landscapes. Other suggestions include land supply to facilitate growth, promoting high-quality development, and supporting community needs. • Suggestions for option D include adapting the objectives to make them more detailed and measurable, emphasising the three strands of economic, social, and environmental sustainability, including objectives related to protecting small settlements and rural character, addressing climate change, and promoting sustainable movement and travel. • Other general suggestions included addressing housing need, delivering sufficient new homes and land for business sustainably and including objectives to achieving net zero by 2040, doubling	• Option A to build on Huntingdonshire Futures Place Strategy was developed further for inclusion in the Preferred Options Draft Local Plan expanding on the five pathways within the Strategy and informed by comments received from the Further Issues and Options Consultation.

Main Issues Raised	Council Response / How the Council has taken this into account
nature by 2050, and designating the Great Ouse Valley as a priority landscape.	
Options - Settlement Hierarchy (153 responses)	

• A combination of options A and F was the most popular combination, suggesting that the four market towns (Huntingdon, St Ives, St Neots, and Ramsey) should be the highest category in the settlement hierarchy to direct most growth to these areas.
• Many other respondents prefer to keep the existing settlement hierarchy. The next popular option was B, which was to keep the current categories in the existing settlement hierarchy but update the settlements included in the categories based on their current sustainability.
• Many respondents express a desire to preserve the character of small rural villages and protect the countryside from unsympathetic development
• There is a consensus that growth should be directed to areas with existing infrastructure and good transport links, such as the market towns and away from small unsustainable settlements
• There are mixed opinions on grouping settlements
• Some think some small settlements should be classified as a hamlet due to their lack of facilities e.g. Folksworth
• Some land promoters extol the sustainability of certain areas as sustainable including the market towns, Colne, Bluntisham, Earith, Godmanchester and Sawtry.
• There is a fear that some settlements are overstretched with lots of development and no supporting infrastructure.
• There are suggestions to create new categories for larger settlements within the small settlements category or to group settlements based on shared services and facilities.
• Several comments emphasize the need for up-to-date information to make options viable and highlight the importance of sustainability and infrastructure in planning
	• The Council has developed a settlement hierarchy which supports a number of policies to strategically direct growth. These policies include:
	  • Settlement Hierarchy
	  • Market Towns
	  • Service Centres
	  • Local Services Villages
	  • Villages
	  • Hamlets and the Countryside
	• The changes made in reaching the preferred approach reflect responses received regarding the diversity of our villages and the level of services that they offer.
	• The four market towns (Huntingdon, St Ives, St Neots, and Ramsey) are the highest category in the settlement hierarchy to direct most growth to these areas. This is followed by Service Centres, Local Services Villages (new category), Villages and Hamlets and Countryside categories. Hamlets are classified as clusters of less than 30 homes
	• The Sustainability of Settlements Assessment provides details of the level of services and facilities available in each settlement within the district. To ensure consistency it presents data all gathered across the summer of 2023 but it is acknowledged that a level of change is inevitable.

Options - Strategy Ambitions (Employment & Economy) (76 responses)	
• Planning for high growth was the most popular option (C) • Land owners and developers were the majority of consultees in support of High Growth (option C)	• The Economic and Employment Needs Assessment was produced to help inform the economic strategy for the local plan. Rather than relying on a single approach, the preferred economic growth scenario has combined elements of the aspirational labour demand

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account

• Option C was noted as being able to capitalise on key sectors, developing business clusters, promoting strategic employment locations with supporting infrastructure and helping to create high-skilled jobs for younger people.
• Low growth options were more supported solely by residents (option A)
• The majority of Parish Councils supported medium growth (option B)
• Option B was noted as ensuring that existing infrastructure can support the growth, and focusing on areas around large towns and major roads.
• Additional suggestions included the need to provide employment in sustainable locations, producing further evidence to support a preferred approach, focusing on environmentally sustainable growth near homes, avoiding green belt land, and minimizing road transport to reduce traffic.
• Key sectors to focus on were suggested including science, technology, logistics, small businesses and manufacturing.
	scenario (high growth) and the future residence-based labour supply scenario (medium demand).
	• The Economic and Employment Needs assessment also pointed towards the retention of Established Employment Areas, greening of stock and capitalising on key sectors such as R&D, logistics, advanced manufacturing and rural enterprise. These have fed into the development of the following policies to be consulted on through the Preferred Options phase of consultation:
	  • Protecting and enhancing established employment areas
	  • Expansion and diversification of rural businesses
	  • Shaping new businesses in the countryside
	  • Enabling key clusters and innovation-led growth
	  • Enabling logistics and distribution
	  • Helping tourism and recreation in the countryside

Options - Location of Development (Employment & Economy) (76 responses)	

• No clear strategy option was identified, many cited a combination of options
• In general suggestions focus on development in sustainable locations, flexibility to support multiple uses and types and gathering more evidence
• Many agreed to focusing employment growth within and adjacent to established employment areas (Option A) to leverage existing infrastructure and support clustering benefits.
• There was support for focusing growth on major transport routes and in market towns/existing economic areas, supporting sustainable travel options.
• Focusing on locating employment near housing was proposed
• Key concerns included impact on rural areas, loss of greenfield land, landscape and environmental impact, lack of infrastructure, public transport and water supply and water recycling centre capacity. Location away from flooding was also mentioned.
	• The Economic and Employment Needs Assessment was produced to help inform the economic strategy for the local plan. These have fed into the development of the following policies to be consulted on through the Preferred Options phase of consultation:
	  • Protecting and enhancing established employment areas
	  • Expansion and diversification of rural businesses
	  • Shaping new businesses in the countryside
	  • Enabling key clusters and innovation-led growth
	  • Enabling logistics and distribution
	  • Helping tourism and recreation in the countryside
	  The policies focus employment growth in established employment areas some new strategic allocations near to the population centres of Peterborough and Huntingdon and measured growth in rural areas.
	• The Council has produced the following evidence documents Climate Change Evidence, Infrastructure Delivery Study, Water Cycle

Main Issues Raised	Council Response / How the Council has taken this into account
	Study, Strategic Transport Study, Habitats Regulations Assessment, Strategic Flood Risk Assessment to assess the issues raised.
Options - Established Employment Areas (45 responses)	
• The response in general point to the retention and review of EEAs with the opportunity for expansion and creation of additional EEAs - Options B, C and D • Key concerns include the impact that HGV movements have on small settlements. • A number of responses promoted sites sent in through the LAA. • Comments highlighted the need for flexibility and adaptability. • Suggestions ensuring that employment sites have good access to existing infrastructure, such as roads, sewage, and public transport. • Key concerns include protecting the landscape • Comments included the need to expand economic capacity to facilitate new businesses and investments and providing flexibility to enable the district to adapt to changing economic conditions • There is a need to provide EEAs in sustainable, accessible locations • There is a need for strategic employment allocations and smaller sites.	• The Economic and Employment Needs Assessment recommended the retention, modernisation and intensification of Established Employment Areas, this has been taken forward into the Preferred Options phase of consultation as policy 'Protecting and enhancing established employment areas'. • An Infrastructure Delivery Study, Strategic Transport Study, and Water Cycle Study have helped to inform the location of sites. • Some new strategic allocations near to the population centres of Peterborough and Huntingdon have been proposed for allocation.
Options - Housing Requirement (109 responses)	
• No clear option was identified. • Responses note option A helped to to ensure infrastructure is in place, reduces flood and transport impact. • Comments on option B noted that the 5% uplift allowed for flexibility in housing delivery, sufficient for a rural area like Huntingdonshire and controlled realistic development. • Responses that favoured option C liked it for its flexibility if affordability ratios worsen, accounts for unforeseen challenges, stimulates economic growth and housebuilding, aligns with the NPPF. • Some think an employment based approach to housing numbers should be applied. • Responses also suggested the need not to increase flood risk and to consider the impact on existing residential areas. • Comments noted the need for affordable housing and flexibility in delivery • Comments stated the need to align growth with infrastructure improvements (transport, services	• The housing requirement was derived through the nationally set methodology which includes a baseline of the local housing stock that is then adjusted upwards to reflect local affordability pressures to identify the minimum number of homes expected to be planned for. this provides a minimum annual figure of new homes to be sought. The standard methodology builds in a significant uplift for affordability. To build in some flexibility for future changes in the standard methodology housing need figure an uplift of just over 10% has been included to help make sure the Local Plan stays up to date, and to reduce the risk of needing to find extra housing land very late in its preparation process. • Housing requirements are discussed with neighbouring authorities as part of the Duty to Cooperate. • Infrastructure and the number of jobs/employment floorspace was assessed through the Council's evidence base for the local plan and

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
and facilities - healthcare, education etc.) and economic growth • Schemes identified to help meet growth included the A141 improvement scheme and St Ives improvement scheme • Responses noted high housing targets would assist with economic growth and doubling GVA. • Impact of East West Rail and Ox-Cam Arc on growth and the need to account for climate change, environmental, social and economic impacts and sustainable development and protecting village identities were raised. • There should be enough housing to account for older people's housing in various forms. • The Council should understand the needs of other authorities and the Cambridgeshire and Peterborough Combined Authority. • The Council should provide a mix of sites including some strategic, to allow for sustainable delivery.	can be found in the Evidence Library for the Local Plan. • Other aspects raised have been taken into account through the formation of specific policies to address affordable housing, specialist housing, flood risk and the North Huntingdon Growth Cluster to reflect the wider Combined Authority strategies, linked to the Ox-Cam Arc.
Question - Design Characteristics (49 responses)	

Specific design characteristics that were important to respondents were:
• Being informed by documents such as the National Design Code, NPPF and The County Council's Guidance for Planners and Developers, Huntingdonshire Design Guide and Landscape and Townscape Assessment
• Avoiding on street parking/ sufficient parking, retention of garages
• Ensuring minimum standards for certain employment uses e.g. logistics
• Accessible design for older people and those with disabilities
• Active travel solutions such as pedestrian, cycle paths and bridleways
• Protection and enhancement of public rights of way
• Incorporation of green spaces, accessible greenspaces nearby well connected to promote healthy living
• Architecturally sensitive design, protection and enhancement of conservation areas, historical surroundings, character of town centres and villages
	• The Council has developed policies relating to design which have been informed by the National Design Code, NPPF and The County Council's Guidance for Planners and Developers, Huntingdonshire Design Guide and Landscape and Townscape Assessment
	• The Council has developed the following policies to address the concerns raised:
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • a design policy that addresses multifunctional greenspaces and corridors, cohesive design, vehicular movements, compatibility, overheating and allows for a flexible approach to design.
	  • 'Managing flood risk', 'Managing surface water' and 'Managing waste water'.

Main Issues Raised	Council Response / How the Council has taken this into account
• Integration of sites into existing settlements - relatable extensions, not estates • Well insulated homes, with no overheating • Including emergency services in design • Flexibility of design • Mixed use, dense developments focusing on movement sustainability, drainage, reducing flood risk and nature • Sustainability and energy efficiency such as solar panels, rainwater harvesting, air/ground sourced heat pumps, zero carbon and climate resilient buildings, limiting water use etc. • Inclusion of community spaces and leisure facilities • Provision of appropriate infrastructure and services	• 'Heritage assets and their settings', conserving and enhancing heritage assets accompanied by a heritage strategy • 'Water efficiency' and 'Minimising operational energy consumption in new buildings' • An Infrastructure Delivery Study Baseline Assessment has been developed to inform infrastructure requirements as a result of growth. Larger site allocations proposed include requirements for community and leisure facilities appropriate to the size of development and policies developed on 'how will infrastructure be provided' and 'securing infrastructure provision'.
Question - Active Design (47 responses)	

• The majority of responses support the 10 Principles of active design
• There was significant support for active travel, walkable communities and connected active travel routes supporting healthy lifestyles and high quality spaces with infrastructure
• Some note the principles should be applied flexibly as not all developments can adhere to the principles, or that different areas require different approaches e.g. smaller gardens in towns than in rural villages and the need for adequate parking in rural areas
• Some were concerned about principle 8 - active buildings inside and out and how this would be applied
• Key principles supported included mixed use and co-locating facilities, high quality flexible spaces
• Safety of children, young people and vulnerable residents was a key concern
• Provision for wheeling i.e. wheelchairs, mobility scooters or similar, pushchairs or buggies should be accommodated within the principles with appropriate surfaces as should equestrian users.
• Responses highlight the need to be applied to older areas also, whilst others supported the principles for new build only
• Some were concerned about the achievability of the principles and impact on heritage.
• A few people disagreed to the Principles due to the need to tailor design to specific areas
	• The Council has developed the following policies to address the concerns raised:
	  • 'Creating high quality places and spaces' informed by the 10 Principles of active design including Principle 8, and addresses cohesive design, safety, accessibility and permeability and allows for a flexible approach to design.
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	
	• Response noted on the need to be applied to older areas. Planning policies can only apply to developments where a planning application is submitted for consideration.
	• Concerns relating to development that may impact heritage assets will be addressed through the development of policies on conserving and enhancing heritage assets accompanied and a heritage strategy.

Question - Updating current Development Management Policies (26 responses)	

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account

Suggestions for changes to existing development management policies in the Local Plan included:
• Alignment with, and adaption to, national planning policies
• Providing a comprehensive strategy for the historic environment including non-designated heritage assets, shop fronts, archaeology and conservation areas with an appropriate up to date evidence base
• Ensuring infrastructure and services are built into developments and appropriately managed
• Updating Planning Obligations SPD and the interpretation of public open space
• Clear policies on flood risk, waste water management and natural flood management
• Updating policies to meet new design guidance and sustainability requirements
• Specific design requirements for industrial and logistics sectors
• Inclusion of policies on parking, vehicle movement, cycling facilities and storage, and EV charging
• Addressing older persons' housing, including the provision of adaptable and accessible homes and mobility scooter storage
• Allowing flexible policies to meet the needs of different needs and contexts
• The need for accessible adaptable homes
• Inclusion of design codes on full and outline applications and not reserved matters applications
	• The Council has aligned policies with national planning policies
	• The Council has developed the following policies to address the concerns raised:
	  • 'Heritage assets and their settings' conserving and enhancing heritage assets accompanied and a heritage strategy.
	  • 'How will infrastructure be provided' and 'securing infrastructure provision', the council is also updating the Planning Obligations SPD
	  • 'Managing flood risk', 'Managing surface water' and 'Managing waste water'.
	  • 'Design context and character', 'Creating high quality places and spaces', and 'Placemaking for larger scale developments'
	  • a suite of climate related policies
	  • 'Supporting active and sustainable travel'
	  • 'Ensuring accessible and adaptable homes', and 'Supporting specialist housing'
	  • 'Placemaking for larger scale developments'

Options - Approach to Strategic Growth (177 responses)	
• Most responses preferred a hybrid option based around existing strategy (option A) with focus on towns (option B) with elements of other options included. • Many support an option that enforces sustainable locations for development supported by public transport, employment, appropriate infrastructure and reduces congestion. • Option G predominantly identifies scenarios such as proportionate growth of existing sustainable settlement • focusing growth around the strategic road network (option D) was supported by those promoting logistics. • Option E dispersed growth was associated with assisting in providing affordable housing and supporting local services	• The six growth strategy options were appraised in the SA for the Further Issues and Options Paper. • Following the close of the Further Issues and Options consultation in November 2024, the responses were reviewed and these six options were further refined into four reasonable alternative growth strategies which were taken forward for further technical testing (4 in total). Each Strategy Option proposed enough housing growth to meet the Government's standard method number with a 10% buffer to allow for sufficient flexibility. • The Land Availability Assessment (LAA) and Sustainability Appraisal (SA) were used to identify the sites that were available and suitable to be included within the chosen options. Other evidence to inform the final strategic growth option

Main Issues Raised	Council Response / How the Council has taken this into account
• Option F - New communities - was noted for its potential to deliver significant infrastructure and create self-sustaining communities • Key concerns included protecting rural areas, the countryside, designated landscapes, and natural environment in addition to ensuring that growth sites have good access to existing infrastructure, such as roads, sewage, and public transport. • Areas mentioned in relation to locations development included: Ramsey, Godmanchester, Alconbury Weald, Farcet, Fenstanton, Kimbolton,Sawtry, Yaxley, Little Paxton, Brampton, Buckden, Somersham, Warboys, Elton and Alconbury Weston.	included: the Integrated Water Management Strategies (Strategic Flood Risk Assessment and the Water Cycle Study), the Infrastructure Delivery Study, Strategic Transport Study, and Habitat Regulations Assessment. Each growth option was assessed also through the Sustainability Appraisal. • The technical evidence identified potential benefits to all other strategy options lending to t a hybrid strategy based on Strategy 2 with elements of other strategies incorporated. For example, placing slightly more emphasis on some dispersed growth as per Strategy 4 to support rural areas and sustainable growth of other settlements across the district as solely focusing on the most sustainable locations could result in some social and economic disparity; also from Strategy 3 placing development along public transport routes that are located within sustainable settlements.
Options - Green and Blue Infrastructure (84 responses)	

• The majority of responses strongly supported the retention of the existing Green Infrastructure Priority Areas and designation of additional areas (option B)
• Allocating new green infrastructure was also strongly supported (option C)
Comments suggested:
• They need to enhance green infrastructure and biodiversity
• The need to be aligned with the NPPF, Cambridgeshire and Peterborough Local Nature Recovery Strategy and Huntingdonshire Nature Recovery Network
• Expanding the green infrastructure network
• Incorporating green and blue infrastructure into new developments and considering Natural England/relevant organisations standards and information.
• Some note a deficiency in access to green space
• Creating a local green infrastructure strategy
• SSSI, ancient woodland and County Wildlife Sites, Ouse and Nene Washes should be protected
• Key areas identified for consideration include the Nene Valley and campaign to designate Northamptonshire Vales and Rockingham Forest as a 'National Landscape (includes the Northern Wolds). Other areas include the Great Ouse Valley, Great Ouse Fenland Arc and Western Gateway multifunctional GI corridor, Folksworth-Elton-Ashton Wold,
	• The Council has developed the following policies to address the concerns raised:
	  • 'Green and blue infrastructure' which aligns with and references the Cambridgeshire and Peterborough Local Nature Recovery Strategy and Huntingdonshire Nature Recovery Network and green infrastructure priority areas
	  • 'Supporting active and sustainable travel'
	  • 'Managing flood risk', 'Managing surface water' and 'Managing waste water'
	  • 'Enhancing biodiversity and geodiversity'
	  • 'Protecting our nature conservation sites', including reference to sites on national, international importance
	  • 'Hamlets and the countryside' including reference to best and most versatile agricultural land
	  • ''Heritage assets and their settings', conserving and enhancing heritage assets accompanied and a heritage strategy.
	• The Marine Management Plans have been reviewed and taken into account as part of Local Plan preparation.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Grafham-Brampton-River Kym, Grafham Water and Local Geological sites geological sites e.g. Great Fen: Holme Fen and Whittlesea Mere. • Acknowledging the role of green infrastructure in climate change mitigation and public health and well-being • Ensuring a balance between agriculture and nature • The need for multifunctional green and blue spaces incorporating environmental, recreational and community purposes with SUDs, natural flood management and biodiversity net gain and wildlife enhancements. • Enhanced public rights of way and active travel routes • Using green infrastructure to improve, conserve and enhance the setting of heritage assets. • Reference to including East Marine Plan policies and key objectives should be considered	
Options - Decarbonisation Scenarios (78 responses)	

• No clear option was identified.
• Option A was considered realistic and achievable, cost-effective and aligning with market dynamics and infrastructure development - Suggestions for enhancing for option A included enhanced solar generation and concern for rapid EV adoption
• Option B was supported for its ambitious approach to climate change - Suggestions for option B included balancing ambition with practicality and achievability and requiring flexibility to support new technologies as they become viable.
• There was concern that option B would place financial burdens on new developments
• Option C was considered a moderate ambition scenario and balanced approach - Suggestions for option C included S106 and CIL payments to encourage low carbon scenarios
Alternative suggestions included:
• Reducing carbon emissions but balancing this with economic and social sustainability,
• Flexible policies to adapt to changing circumstances,
• Aligning policies with national policy and building regulations.
• Providing solar to warehouses and industrial buildings, avoiding solar farms on productive agricultural land
	• The Council has developed the following policies informed by the Whole Plan Viability Assessment and Climate Change Evidence found in the Council's Evidence Library for the Local Plan:
	  • 'Approach to renewable energy schemes'
	  • 'Minimising embodied carbon in new buildings'
	  • 'Minimising operational energy consumption in new buildings'
	  • 'Making existing buildings more energy efficient'
	  • 'Electric vehicle charging points'
	  • 'Supporting carbon capture through nature'
	  • 'Transport, travel and connectivity'

Main Issues Raised	Council Response / How the Council has taken this into account
• Consideration of facilitation of battery storage, micro-energy generation, renewable energy sources, hydrogen use and carbon capture • Passivhaus standards, heat pumps and tree planting • Ensuring the approach is viable and achievable • Consideration of impact on heritage and improvement of peat land • Reducing HGV movement to minimise emissions	
Options - Renewable Energy (74 responses)	

• Option B - an ambitious approach to renewable energy - was the most preferred option, although option A and alternative solutions were also supported.
• Option A - business as usual was noted as realistic, cost-effective and aligning with current market dynamics. Suggested improvements included Solar on large buildings/roof spaces.
• Additional suggestions for option B included the need for flexibility to incorporate new technologies and balancing ambition with viability and achievability.
• Concerns were raised regarding infrastructure capacity for enhanced EV charging
Others suggested:
• a balanced pathway approach including reducing demand
• improving efficiency, electrification, hydrogen, and carbon capture,
• extending the timeline to meet zero carbon objectives
• using CIL payments and Section 106 agreements to encourage low carbon solutions in both new and existing housing stock
• Balancing the need for solar farms with agricultural food production and village/landscape/biodiversity/wildlife impact
• Solar panels on all buildings
• Ensuring viability to achieve deliverability
• Including Passivhaus standards
• No requirements beyond building regulations
• Mitigation should be delivered through sustainable construction and carefully considered design.
	• The Council has developed the following policies informed by the Whole Plan Viability Assessment and Climate Change Evidence found in the Council's Evidence Library for the Local Plan:
	  • 'Approach to renewable energy schemes'
	  • 'Minimising embodied carbon in new buildings'
	  • 'Minimising operational energy consumption in new buildings'
	  • 'Making existing buildings more energy efficient '
	  • 'Hamlets and the countryside' including reference to best and most versatile agricultural land

Options - Integrated Flood and Water Management 1 (79 responses)	
• Options B to require natural flood management techniques as part of an integrated approach to flood risk management and impact on water	• The Council has developed policies informed by national planning policy and guidance, statutory consultees, the Whole Plan Viability Assessment

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
quality on all developments was the most popular option. • Meeting national requirements only was the second most preferred option (option A), being realistic, achievable and cost effective. • It was argued that local requirements may not be necessary and could impact the viability of development. • Natural flood management techniques were strongly supported included SuDS, green roofs and wetlands • Some proposed a more targeted approach to natural flood management techniques e.g. areas at higher flood risk Key concerns included: • Viability and deliverability of new development • The need for flexibility to ensure cost effective techniques • Ensuring solutions meet topographical and hydrological conditions • The growing challenges of climate change and increased rainfall • The impact on the environment, water quality and biodiversity • Requiring an equitable solution. • Considering advice from statutory agencies such as the environment agency and Lead Local Flood Authorities, Natural England Historic England and also the Middle Level Commissioners • Considering local guidance such as the Cambridgeshire Flood and Water SPD • Flexibility for areas partly in flood zones • Minimising downstream impacts, reducing flow to rivers, surface water run off and impact on Ouse washes, Portholme, Great Ouse and Nene Rivers, Alconbury Brook and Yaxley and surrounding areas (potentially Stilton and Folksworth) • Policies should consider the East Inshore and East Offshore Marine Plans • Consideration on impact on heritage assets • Issues identified include fluvial flooding in areas such as Brampton and St Ives, surface water flooding in areas such as Sawtry and Woodwalton, groundwater flooding in Wistow and Broughton, and sewer flooding on occasions.	and Integrated Water Management Strategies (Strategic Flood Risk Assessments and Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The evidence in the Integrated Water Management Strategies takes into account topographical and hydrological conditions, climate change, downstream impact and local flood risk. The polices developed are: • 'Managing flood risk' which includes reference to the Cambridgeshire Flood and Water SPD • 'Managing surface water' • 'Managing waste water' • 'Heritage assets and their settings', conserving and enhancing heritage assets accompanied and a heritage strategy • allocation of land to safeguard against flooding within site allocations where appropriate • criteria in site allocations to mitigate against flood risk
Options - Integrated Flood and Water Management 2 (75 repsonses)	
• Option A: This option is widely supported as it aligns with national policy and ensures that	• The Council has developed policies informed by national planning policy and guidance, statutory consultees, the Whole Plan Viability Assessment

Main Issues Raised	Council Response / How the Council has taken this into account
developments do not increase flood risk elsewhere with some suggested amendments • Option B: This option is favoured by some respondents as it seeks betterment of existing flood risk improving long-term resilience • Responses suggest the inclusion of surface water management plans to address runoff rates and flooding elsewhere Key concerns include • Not increasing flood risk elsewhere • Onerous policies and the impact of viability and deliverability of housing including off-site improvements. • Concern that development in areas at high or medium flood risk should avoid increasing flood risk elsewhere • Surface water management is a significant concern • Continued coordination between other local authorities, Environment Agency, Lead Local Flood Authorities, Natural England and Middle Level Commissioners • Taking account the long term impacts of climate change. • Ensuring national policy is followed only • Incentivising risk betterment through the development control process by providing 'positive weight' in decision making • Taking into account Cambridgeshire Flood & Water SPD, Groundwater Protection guidance and Protect Groundwater and Prevent Groundwater Pollution and national guidance • Ensuring emergency services estate is not built in flood zones and care homes note built in Flood Zones 2 or 3. • Roof water should not go into sewers • Policies should take into account sewerage capacity and water quality impact • Issues identified include fluvial flooding in areas such as Kings Ripton, Broughton, Brampton and St Ives, surface water flooding in areas such as Sawtry and Woodwalton, groundwater flooding in Wistow and Broughton, and sewer flooding on occasions. • Minimising downstream impacts, reducing flow to rivers, surface water run off and impact on Ouse washes, Portholme, Great Ouse and Nene Rivers, Alconbury Brook and Yaxley and surrounding areas (potentially Stilton and Folksworth) • Considering ground water flood risk	and Integrated Water Management Strategies (Strategic Flood Risk Assessments and Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The evidence in the Integrated Water Management Strategies takes into account climate change, downstream impact and local flood risk. The polices developed are: • 'Managing flood risk' which includes reference to the Cambridgeshire Flood and Water SPD and all forms of flooding • 'Managing surface water' • 'Managing waste water' • 'Preventing and reducing ground contamination and groundwater pollution' • 'Heritage assets and their settings', conserving and enhancing heritage assets accompanied and a heritage strategy • allocation of land to safeguard against flooding within site allocations where appropriate • criteria in site allocations to mitigate against flood risk

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Options - Water Efficiency in Residential Development (60 responses)	
• Option C to go above current/future Building Regulations standards and require up to 80 l/p/d if practicable was the most popular option and was favoured to address water scarcity, climate change and environmental impact. • Option B was also considered a reasonable approach: to meet Building Regulations optional standards or future equivalent and require 110 l/p/d and to address water scarcity in the region. • Responses that preferred aligning with meeting building regulations or equivalent supported (option A) it as it avoided overburdening developers financially and met legal requirements. • Options B and C were supported due to the district's location in a water scarce area and to address climate impacts • Key concerns included fairness and transparency, financial burdens on developers and home buyers limiting affordable housing. • The main concerns raised supporting enhanced standards included water scarcity, drought and climate change and environmental impacts. • Key suggestions included: rainwater harvesting, greywater recycling, water reuse, flexible policies to foster innovation, the need for clear evidence • Some responses noted the Written Ministerial Statement in December 2023, announced a review of building regulations to allow local planning authorities to introduce tighter water efficiency standards in new homes in areas of serious water stress. This was supported by the Environment Agency, Greater Cambridge Planning and • Anglian Water proposed planning policy set future local standards which aligns with their approach to demand management in our Water Resources Management Plan 2025-2050 and an aim to reach 110 l/p/d or further with evidence	• The Council has developed a water efficiency policy informed by national planning policy and guidance, the Written Ministerial Statement in December 2023, statutory consultees, Shared Standards in Water Efficiency for Local plans 2015, the Whole Plan Viability Assessment and Integrated Water Management Strategies (Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The policy includes water efficiency standards for residential development that is below the national water efficiency target and standards for non-residential development.
Options - Water Efficiency in Non-Household Development (47 responses)	
• Option C that all 'non-household' development be required to achieve 'excellent' for category Wat 01 of BREEAM was the most favoured option and seen as balancing sustainability and practicality, encouraging best practices in water efficiency without being overly stringent meeting national sustainability goals and fostering innovation without overburdening developers	• The Council has developed a 'Water efficiency' policy informed by national planning policy and guidance, the Written Ministerial Statement in December 2023, statutory consultees, Shared Standards in Water Efficiency for Local plans 2015, the Whole Plan Viability Assessment and Integrated Water Management Strategies (Water Cycle Studies) found in the Council's Evidence

Main Issues Raised	Council Response / How the Council has taken this into account
• Some argued that not going above building regulations avoids additional costs and ensures delivery of sites • Key concerns included the importance of water efficiency and impact on water quality and supply in the district which is in an area of water stress, and the need for clear evidence to support the proposed approach. • Other concerns included flood risk, addressing the climate crisis, increased water scarcity. • The use of the word 'impractical' was considered a way to get out of requirements • There was support for flexibility to encourage innovative technologies • Anglian Water and the Environment agency and Greater Cambridge support a policy approach to ensure that all non-household development meets outstanding in all five credits in the BREEAM Wat01 category and that larger employment developments, ask that all 'non-household' developments achieve 'excellent' or 'very good' for WAT 03 on water leak detection.	Library for the Local Plan. The policy includes water efficiency standards for residential development that is below the national water efficiency target and standards for non-residential development.
Question - The Cambridge Water Area (24 Responses)	
• Some respondents support stricter water management policies to conserve groundwater levels and chalk aquifers • Some oppose stricter water efficiency standards, arguing that additional restrictions could increase development costs and hinder housing delivery • Several responses highlight the need for infrastructure improvements, such as building a new reservoir in the Fens and completing the Grafham pipeline transfer • Recommendations include incentivising green technologies, implementing awareness campaigns, encouraging water efficiency retrofitting, developing regional water management plans, implementing nature-based solutions, agricultural interventions, and reducing water abstraction, and having a long-term water resources plan • Some responses emphasise the importance of a holistic approach to water management, including improving infrastructure for water storage and promoting water efficiency across industries • There is mention of a water credits system pilot and tighter water efficiency standards for new developments	• The Council has developed a 'Water efficiency' policy informed by national planning policy and guidance, the Written Ministerial Statement in December 2023, statutory consultees, Shared Standards in Water Efficiency for Local plans 2015, the Whole Plan Viability Assessment and Integrated Water Management Strategies (Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The policy includes water efficiency standards for residential development that is below the national water efficiency target and standards for non-residential development. • Infrastructure improvements required as a result of growth are considered in the Infrastructure Delivery Study Baseline Assessment and will be refined further as part of a stage 2 assessment.
Options - Affordable Housing Proportion (69 responses)	

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Option B which asks for the same proportion of affordable housing in all schemes for 10 or more new homes was the most popular • Option A -to maximise the proportion of affordable housing within each site of 10 or more new homes - was also popular • Option B was thought to provide a consistent approach providing clarity • Option A was considered beneficial in creating mixed communities and social cohesion • Some respondents considered a lower proportion of affordable housing on larger schemes would help to provide substantial infrastructure and balance affordable housing with viability and delivery of schemes (Option C) • Some responses challenged the need to increase overall housing numbers to facilitate greater affordable housing provision • Key suggestions included waiting for appropriate evidence of need and viability to inform the affordable housing percentage across sites • Many people noted the lack of affordable housing for residents in the district asking that this is addressed • Some suggested well integrated affordable housing and proximity to services and facilities and exploration of a range of tenures was required • Key concerns included the impact on site viability, whilst others were concerned about how viability challenges limit the supply of much needed affordable housing • Some supported the current policy	• The Council has developed a 'Providing affordable homes' policy informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to understand the balance between need and development viability and to create mixed and balanced communities.
Options - Affordable Housing Location (58 responses)	
• Option B was the most popular option who support allowing affordable housing to be built in all towns and villages to support existing communities especially in rural areas • Option A was preferred by some respondents who believe affordable housing should be built in towns and villages with existing services like shops, primary schools, or village halls • Some note that affordable housing should be provided on all major development proposals (10 plus homes) regardless of their location	• The Council has developed a policy on 'providing affordable homes' which requires affordable housing to be provided on schemes of 10 or more (net) new homes or 0.5ha of land where the number of homes is not yet specified. The policy proposes that dispersed clusters of affordable housing are required for schemes of 200 home or more. • A policy on 'Promoting rural exceptions housing' requires that development is informed by a local housing needs survey. To be eligible for the rural exceptions homes, a potential resident must be able to demonstrate a genuine

Main Issues Raised	Council Response / How the Council has taken this into account

• There is a strong emphasis on the need for affordable housing to be integrated with market value properties to promote social cohesion
• Some respondents highlighted the importance of giving preference to local residents or those with local ties when allocating affordable housing
• Concerns were raised about the potential negative impact of concentrating affordable housing in specific areas, which could lead to social issues or strain on local infrastructure
• The need for sustainable development was a recurring theme, with respondents stressing the importance of ensuring that infrastructure and services are in place to support new housing developments and should be in sustainable locations with good transport links and employment opportunities
• Some responses note that affordable housing should be built anywhere where there is a need regardless of location
	local connection and that they cannot afford suitable housing to meet their needs.
	• The location of growth and new housing is identified through the Council's site allocations and the policies below which have been informed by a growth strategy (see responses to 'Options - Approach to Strategic Growth'):
	  • 'Settlement Hierarchy'
	  • 'Market Towns'
	  • 'Service Centres'
	  • 'Local Services Villages'
	  • 'Villages'
	  • 'Hamlets and the Countryside'

Options - Size and Type of Housing (66 responses)	
• Option B and D were the most popular options • Option D - requiring schemes of 10 or more homes to widen the range of housing types and sizes available using our latest evidence supplemented by any local assessments - was thought to ensure that developments meet local housing needs and promote social diversity • Option B - allowing a flexible approach was considered a way to balance market needs with community goals • Some thought that developers were best placed to understand market needs and can respond to them effectively (option A) • Option C was seen as aligning with national policy and ensuring a variety of housing types • General concerns were raised that specific requirements could impact viability and deliverability of housing • A flexible approach was suggested to allow developers to respond to changing market conditions • Suggestions included testing the viability of housing sizes and types to inform the final decision • Some residents were concerned that allowing developers to decide housing sizes and types could stop the right type of housing being provided	• The Council has developed a 'Promoting a mix of housing' policy and 'Supporting specialist housing' policy. These have been informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to create balance between need and development viability and to create mixed and balanced communities and homes for older people and those requiring specialist homes . The 'Promoting a mix of housing' policy refers to local housing need, local assessments of need and demand and the Council's Housing Strategy and Tenancy Strategy. • The 'Providing affordable housing' policy refers to the nationally described space standards for new social and affordable rented homes and the policy 'ensuring accessible and adaptable homes' also promotes building to a higher standard than current building regulations but through a different route than the national space standards.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Older peoples housing, bungalows and national space standards were suggested • Key suggestions included using local evidence to determine the size and type of housing	
Options - Supported and Specialist Housing (41 responses)	

• No clear option was favoured however Options A and B were considered favourably in combination with other options
• Allowing self-contained supported and specialist housing to be built in towns and villages with existing services was considered beneficial in reducing social isolation (option A)
• Large scale retirement communities were considered to provide comprehensive facilities and support services, creating vibrant and self-sustaining communities (option B)
• There was concern that small scale retirement schemes may be unviable to develop (option C)
• Some responses noted the need a needs assessment and viability testing of the final policy to ensure developments can be delivered.
• A flexible approach was suggested to allow developers to respond to changing market conditions
• Responses highlighted the need for well integrated developments in sustainable locations close to services and infrastructure
• Many noted that a variety of specialist and supported housing should be provided
• The need to ensure that developments have appropriate facilities was also raised as was the provision of wheelchair access and accessibility standards
• Some suggested allocating sites for specialist and supported housing
• Being near family and friends and public transport were also key suggestions
• Responses highlighted that the Local Plan should allow for both self-contained supported and specialist housing, and support one or more larger-scale integrated retirement communities
	• The Council has developed a ' 'Supporting specialist housing' policy. This has been informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to create balance between need and development viability and to create homes for older people and those requiring specialist homes that are integrated with the wider community and near public transport, services and facilities.
	• The policy refers to a wide range of specialist housing including sheltered housing and extra care housing and the need for inclusive design in terms of the standard of facilities, the level of independence, and the provision of support and/ or care.
	• The Council has also updated its policy on 'Ensuring accessible and adaptable homes' informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment.
	• A number of large site allocations have included specific requirements for supported living, care homes, extra care homes, or nursing and residential care homes including:
	  • 'Draft Allocation North Huntingdon 3'
	  • 'Draft Allocation North Huntingdon 4'
	  • 'Draft Allocation Hemmingford Abbots 1'
	  • 'Draft Allocation Needingworth 1'

Options - Residential Care and Nursing Homes (34 responses)	
• Option A was the most preferred option, with option B also a favourable option. • Option A was supported for ensuring accessibility for residents and staff, reducing car dependency, and integrating care homes into the wider community	• See responses above.

Main Issues Raised	Council Response / How the Council has taken this into account
• Option B was favoured for its flexibility and the potential to meet specific local needs • Key concerns included ensuring residential and nursing homes are located in areas that are accessible to staff and residents and near key services and facilities • Other responses highlighted the need to ensure that residential care and nursing homes are financially viable and that policies are flexible enough to account for site-specific challenges • There is a suggestion to explore a range of housing types and tenures to meet diverse needs • The need to ensure that developments have appropriate facilities and are accessible was also raised • Specialist housing was seen as beneficial for reducing demands on health and social services, improving residents' well-being, and releasing larger homes back into the housing stock • Some suggested allocating sites for specialist and supported housing • Being near family and friends and public transport were also key suggestions	
Options - Self and Custom Build Homes (54 responses)	

• There were mixed responses to these options with no clear preference for a particular option.
• Option A which proposes allocating small sites within and on the edges of towns and villages was considered a practical suggestion that aligns with the demand for self-build plots
• There were concerns that a percentage based requirement for custom and self-build homes may not be viable (option b)
• Some noted the policy should reflect local need
• Option C was to treat custom and self-build proposals the same as housing proposals was considered to ensure fairness and consistency in the planning process
• Some responses raised concerns over the viability and importance of flexibility in housing policies to account for changing market conditions and site-specific challenges
• Concern was raised over undeveloped or part developed sites near completed developments
• Some respondents support community-led group self and custom build projects in locations where other housing might not be supported (option d), provided there is clear evidence of community support
	• The Council has developed a 'Facilitating self and custom build homes' policy. This has been informed by national planning policy and guidance, a local housing needs assessment, Huntingdonshire's Self and Custom Build Register and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to create balance between need and development viability. The policy requires 5% custom and self build plots on sites over 100 homes and plots to be marketed for 12 months.
	• Planning applications are not restricted to developers and can be submitted by community-led group self and custom build projects.
	• Planning applications for self and custom build plots or sites will be assessed through the wider housing policies and development strategy policies within the local plan to ensure they are sustainably located.
	• Two site allocations have been reserved for self and custom build housing including:
	  • 'Draft Allocation Upton 1'
	  • 'Draft Allocation Waresley 1'

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Suggestions included ensuring custom and self build developments are well integrated into developments and reflect local demand • Other suggestions included ensuring these developments are sustainably located close to services and facilities • Some respondents suggest that self and custom build plots are more suitable for smaller, dedicated sites rather than being part of larger developments	
Options - Gypsy and Traveller Accommodation Needs (23 responses)	
• Options B and D were the most favourable options • Option B, which allows for extensions to existing sites that already have permanent planning permission, was supported as these sites are already proven to be sustainable and can be improved. • Option D, which relies on a criteria-based policy approach to evaluate the suitability of land for Gypsy and Traveller pitches is believed to be flexible and sustainable and allows to sites contribute positively to the wider social fabric. • There is support for making temporary sites permanent (option c), subject to adequate flood management and the sequential test. • The need for a flexible policy to respond to demographic shifts and societal trends, market conditions and site specific challenges was highlighted • Others noted the need to integrate sites within towns and villages in sustainable locations with access to services and facilities • It was noted that sufficient capacity should be available with respect to local services, water supply and drainage. • It was noted that a criteria-based approach allows for greater local involvement and engagement with stakeholders, including local communities, planning authorities, and gypsy and traveller representatives. This approach fosters collaboration and enables the community	• The Council has developed a 'Gypsies, Travellers and Travelling Showpeople' policy. This has been informed by national planning policy and guidance and evidence on levels of current provision. Current and future need can be found in the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment. The policy supports the sustainable location of sites and adequate infrastructure to support the site. The policy provides a flexible approach to the assessment of development proposals through the submission of planning applications. Temporary sites wishing to be made permanent will be assessed through the policy.
Options - Boat Dwellers Accommodation (20 responses)	
• Option A to allocate new permanent residential moorings was the most popular option on its own and in combination with options B and/or C.	• The Council has developed a 'Water related development' policy. This has been informed by national planning policy and guidance and evidence on levels of current provision.

Main Issues Raised	Council Response / How the Council has taken this into account
• Allocating sites was considered beneficial by setting out criteria for sustainable development in the right locations and ensuring no detrimental impact on the environment. • Suggestions include the requirement of facilities on sites such as waste disposal, electric hook ups and water to allow for healthier living environments • Access to local services and facilities via walking and cycling routes was proposed to allow integration with local communities • Others suggested allowing a proportion of residential moorings on leisure marinas • Residential moorings were considered important to meet demand for more diverse housing options	Current and future need can be found in the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment. The policy supports the sustainable location of sites and adequate infrastructure such as water supply, electricity, and disposal facilities for sewage and waste to support the site. It is focused on water related tourism, sport and leisure developments, such as proposals for new short term/ leisure moorings and marinas, and residential moorings including in sustainably located marinas where the use would not lead to a change in the character of the marina away from a tourist/ leisure facility.
Options - Approach to Individual Developments (Transport and Connectivity) (80 responses)	

• Option B - to continue with the current approach was the most popular option being considered realistic for rural areas, where public transport is limited, allows for active travel and adequate road infrastructure with developer contributions assisting with upgrades and mitigating negative impacts through increased traffic
• Option A which focuses on high quality and plentiful infrastructure for active travel and public transport rather than prioritising road users was considered essential for meeting net zero targets and integrating existing networks.
Suggestions include:
• referencing the Cambridgeshire Rights of Way Improvement Plan objectives to manage, improve and promote a Public Rights of Way network, the Draft Cycling Delivery Plan and the Local Transport Plan
• the production of a strategic plan to guide the development locations
• addressing traffic congestion in Huntingdon and on the ring road, the exit from Hinchingbrooke and the iron bridge at the end of St Peter's Road
• Ensuring that the cumulative impact of transport of new development on the transport network is assessed
• Taking into account potential new transport infrastructure such as East West Rail, the A141 and the Guided busway improvements
• considering a Rapid Transit System which could connect St Ives with the settlements of Somersham, Warboys, Ramsey and Chatteris based on the disused rail network
	• Policies related to transport and connectivity have been informed by Local Transport and Connectivity Plan, Cycling and Walking Investment Strategy, Cambridgeshire Rights of Way Improvement Plan, Huntingdonshire Strategic Transport Study, Infrastructure Delivery Study Baseline Assessment and Stage 1 Whole Plan Viability Assessment.
	• Huntingdonshire's Strategic Transport Study provides a baseline assessment of how transport and connectivity in Huntingdonshire currently performs, assesses strategic sites and growth options. It will identify transport infrastructure requirements for future growth.
	• Transport initiatives in development by the Cambridge and Peterborough Combined Authority have also been taken into account in the development of policies the strategic location of growth such as the A141 Improvement Project
	• Using the evidence the Council has developed policies to address the concerns raised.
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • a design policy ('Creating high quality places and spaces ')that addresses multifunctional greenspaces and corridors, cohesive design, vehicular movements, compatibility,

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• considering car schemes and dial a ride schemes, mobility hubs and park and ride schemes • realising that rural areas require effective transport networks and provision for cars and adequate parking in developments due to lack of public transport and rural isolation • ensuring that new settlements are integrated into the rights of way network and offer improvements • ensuring that the needs of older people are considered • the need for high-quality infrastructure that supports walking, cycling, and public transport • ensuring the needs of equestrians a considered. • reducing reliance on private cars and encouraging more environmentally friendly modes of transport • Integrating Green infrastructure networks into new development	overheating and allows for a flexible approach to design. • 'How will infrastructure be provided', and 'Securing infrastructure provision' • 'Facilitating transport, travel and connectivity' which sets out a transport user hierarchy and identifies strategic transport improvements such as the A141 and East West Rail
Question - Place based Approach to Net Zero Transport (28 responses)	
• Many highlighted the difficulties in implementing net zero in rural areas • Electric vehicles were considered too expensive • Commuting by foot or bicycle was considered impractical • Public transport in the area is thought of as inadequate and unaffordable Suggestions include: • improving public transport frequency and affordability • Encouraging behaviour change • last mile connectivity • segregated cycle routes • e-scooter hire • dial a ride and shared transport schemes • 15 minute neighbourhoods • ensuring strategic development include active travel infrastructure early on, prioritises public transport, bus corridors, rail links and mobility hubs • Limiting car use in local centres • Multimodal transport systems • the need for practical and equitable solutions, noting that many rural areas face significant challenges with transport and connectivity • installing electric charging points in all developments • on-street rapid charging • promoting active travel through cycle and pedestrian-friendly infrastructure	• Huntingdonshire's Strategic Transport Study provides a baseline assessment of how transport and connectivity in Huntingdonshire currently performs, assesses strategic sites and growth options. It will identify transport infrastructure requirements for future growth. • The Council has no overall control on public transport networks but looks to locate growth in sustainably located areas. Huntingdonshire's market towns offer the highest levels of sustainability in Huntingdonshire services available in all of them include public transport services. Development in Villages will be supported where the amount and location of development proposed is sustainable in relation to availability of opportunities for users of the proposed development to access day to day services and facilities by active travel or public transport. • The Local Transport and Connectivity Plan (LTCP) strategic approach is to shift travel choices to more sustainable modes of transport, including public transport, walking, and cycling. • The Council will work with and support its partners to facilitate a safe and efficient transport system that builds on existing infrastructure to support our communities and local economic growth. This will support provision of highway infrastructure where required, promote travel choice through supporting public transport infrastructure and services, and promoting networks for safe and secure walking, cycling and wheeling that provide

Main Issues Raised	Council Response / How the Council has taken this into account

• promoting projects like the Kym Valley Way active travel route to enhance connectivity for rural communities
• promoting home delivery, home working, and broadband to reduce the need for travel
• Investment in hydrogen fuel
	a realistic alternative to private car use and facilitate opportunities for people to make healthy active travel choices.
	• Building regulations require electric vehicle charging points within new development, policy 'Providing electric vehicle charging points' provides criteria on the design and location of charging points.
	• The Council has also developed policies on:
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	  • a design policy ('Creating high quality places and spaces) that addresses multifunctional greenspaces and corridors, cohesive design, vehicular movements, compatibility, overheating and allows for a flexible approach to design.
	  • 'How will infrastructure be provided', and 'Securing infrastructure provision'
	  • 'Facilitating transport, travel and connectivity' which sets out a transport user hierarchy and an approach to digital connectivity to support home delivery, home working, and broadband to reduce the need for travel
	• Investment in hydrogen fuel is beyond the scope of the local plan, the Council has developed a policy to direct the approach to renewable energy schemes

Options - East West Rail (49 responses)	
• Waiting until there is greater certainty about the timing of East West Rail was the most preferable option (option b) and seen as more realistic and cautious given the uncertainties surrounding the project's timeline and funding • Relying of the prospect of East West Rail coming forward (option a) was considered to facilitate early and strategic planning for growth in areas that will benefit from the new transport links • Option A is considered to maximise benefits by aligning development with the expected transport infrastructure, improving connectivity, accessibility, and overall quality of life in the district	• The Council has received greater certainty on the development of East West Rail which has been taken into account in the Infrastructure Delivery Study Baseline Assessment and through engagement with those involved in the East West Rail project. Stage 2 of the Infrastructure Delivery Study will provide updates on any progress. • The Council has be provided with a safeguarded route which will facilitate the delivery of East West Rail. This has assisted the council in identifying proposed sites that may be impacted by its location and/or affect delivery. • As the East West Rail project is a 'Nationally Significant Infrastructure Project' it will not be dealt

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Main Issues Raised	Council Response / How the Council has taken this into account
• Some comments emphasised the need to build infrastructure before starting new developments to avoid the issues of inadequate infrastructure • There is a concern that relying too heavily on the East West Rail project for growth could lead to missed opportunities and delayed housing delivery • Some comments highlight the importance of safeguarding potential routes for East West Rail in the Local Plan to ensure that future growth does not hinder the project's delivery • Several comments discuss the local impact of East West Rail, particularly in areas like St Neots and Huntingdonshire. There is concern about the potential traffic congestion and the need for strategic planning to manage anticipated traffic flows • The impact on transport in the Greater Cambridge area was also raised • It is proposed that East West Rail and the Council should work closely with landowners and site promoters to ensure that sustainable locations for development are not discounted at an early stage.	with by Huntingdonshire District Council. Instead it will be required to submit a Development Consent Order to the Planning Inspectorate who will examine the application and make a recommendation to the relevant Secretary of State for the final decision. More information can be found at: East West Rail | Home

Land Availability Assessments

Consultation Responses Summaries

4.22 The following table outlines a summary of the type of comments received to the Land Availability Assessments consulted on between 18 September and 27 November 2024:

Responses to the Land Availability Assessments

	Additional Sites Land Availability Assessments
Number of Comments Made	4,525
Number of Individuals or Organisations that Responded	1,133
Number that Agree with Assessment	745
Number that Disagree with Assessment	1,483
Number that Have Observations on Assessment	2,129
Number that Commented Without Noting Agree/ Disagree/ Have observations	168

4.23 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Land Availability Assessment Consultation Responses

4.24 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary of Sites consulted on in the Land Availability Assessments

4.25 The following sections provide a summary of the main issues raised during the consultation on the Land Availability Assessment and how the Council has taken these into account.

4.26 The sections are set out in the same order as the Land Availability Assessment consultation document and are:

- Area 1 - Northern Huntingdonshire
- Area 2 - North East Huntingdonshire
- Area 3 - Northern Central Huntingdonshire
- Area 4 - Western Huntingdonshire
- Area 5 - Central Huntingdonshire
- Area 6 - Eastern Huntingdonshire
- Area 7 - Southern Huntingdonshire

General comments

4.27 The consultation received responses from a number of statutory consultees and Duty to Cooperate bodies, these comments will inform the selection of sites coupled with further evidence as the plan progresses. They will also enable the Council to provide criteria within draft site allocations to shape and mitigate development.

Area 1 - Northern Huntingdonshire

General comment: Comments were raised against the general Northern Huntingdonshire area with specific concerns about the strain on medical services, increased traffic congestion, particularly around the Norman Cross roundabout, inadequate public services, loss of green spaces and biodiversity, with several sites prone to flooding exacerbating drainage issues, the importance of preserving the rural character and historical significance of their villages, and opposing developments in areas like Elton, Sibson, Folksworth, Stilton, Chesterton, Haddon, and Sibson cum Stibbington.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

4 Further Issues and Options

Alwalton

Alwalton 1: Land North of 23 to 33 Oundle Road, Alwalton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of respondents did not agree to development of this site. Key concerns of the site were potential loss of biodiversity, wildlife and natural habitats, the impact on the landscape and infrastructure. Other issues mentioned include drainage/sewerage problems and traffic congestion. Surface water flood risk, impact on the conservation area, Alwalton Hall and proximity to the A1 raising concerns about air, light and noise pollution for new residents were also mentioned.

A response was submitted by the site promoter supporting the site and addressing issues such as flood risk, accessibility, noise, air and light pollution, access and pollution.

Council Response

The site promoter resubmitted this site and additional land to the north in the Ongoing Call for Sites. As this site includes additional land, it was reassessed as Alwalton 2 and can be found in the updated Land Availability Assessments document.

Alwalton 2 was selected as a draft mixed use allocation (Draft Allocation Alwalton 1) for about 165 homes and about 4 ha of open space to safeguard against flooding.

Landscaping and biodiversity concerns have been address through criteria requiring the mitigation of recreational impacts on nearby nature sites including the Nene Valley Nature Improvement Area and an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. Drainage/sewerage concerns are addressed through criteria to ensure integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.

A criteria requiring the provision of suitable noise, light and air quality mitigation requires a development proposal to mitigate concerns about air, light and noise pollution, whilst land is also set aside to safeguard against flooding with flood specific criteria included. Development will require sensitive design having regard to the Conservation Area designation and adjacent Alwalton Hall accompanied by a heritage assessment and safe vehicular and pedestrian access form Oundle Road will be required.

Chesterton

General comment: Comments were generally against the proposed developments. Responses expressed concern about the significant visual impact on the countryside and village character, increased traffic congestion on the A605 and local roads, the lack of infrastructure to support the proposed developments, the potential for increased pollution, the impact on local wildlife, and the strain on public services such as schools and medical facilities. Comments also highlighted the historical and environmental significance of Chesterton, noting that substantial development would fundamentally alter the landscape and village setting.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Chesterton 1: Land West of A1 (North of Peterborough Motorway Services) - Option A (larger site), Haddon (Chesterton) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (82 responses)

Almost all responses oppose the development with two being unsure. Concerns raised were the significant visual impact on the rural landscape, increased traffic congestion on the A605 and local roads particularly arising from HGVs, the lack of infrastructure to support such a large-scale development increasing the potential for pollution and damaging wildlife as well as putting additional strain on public services. Comments also highlight the historical and environmental significance of the area, noting that the proposed development would fundamentally alter the landscape and village setting. There is a minerals and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the A605 to achieve an access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. It is unclear how high quality walking, cycling, wheeling access can be achieved either on the A605 or the Oundle Road across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. They state that the previously planning application submitted for this site could not demonstrate how it could achieve sustainable links. National Highways have also commented due to its close proximity to the strategic road network (the A1) and access from a local road, close to junction 17 which raises risk of potential crashes so safety improvements may be required.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. The site was tested by the council as part of Growth Strategies 1 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The site was promoted variously for employment and for residential led development and tested for residential through the Strategic Transport Study. This identified that the site has poor accessibility for pedestrians in particular. As Part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated.. The Highways Authority raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough. National Highways also raised significant concerns noting that J17 A1(M) is a potential crash cluster, therefore safety improvements may be required. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to high and/or medium risk from surface water sources and groundwater flood risk, particularly emergence to subsurface assets.

Chesterton 2: Chesterton Garden Village (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (86 responses)

The vast majority of comments are opposed to development. There were concerns raised about the significant visual impact on the rural landscape, increased traffic congestion on the A605 and local roads, the lack of infrastructure to support such a large-scale development, the potential for increased pollution, the impact on local wildlife, impact on designated heritage assets and the strain on public services such as schools and medical facilities. Some comments also raised the historical and environmental significance of the area, noting that the proposed development would fundamentally alter the landscape and village setting of Chesterton. There is a minerals and/or waste constraint present. The Highway Authority states that the combined parcels appear to have sufficient frontage to Oundle Road to achieve access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. It is unclear whether the corridor linking the site to Oundle Road is suitable to achieve either a vehicular or Pedestrian/cycle/emergency link. It is unclear how high quality walking, cycling, wheeling access can be achieved across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways have also commented

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that the site is less than a kilometre from the A1 and Alwalton junction so there is risk of potential crashes so safety improvements may be required. The Education Authority commented stating that the proposal could generate demand for an additional 426 children aged 0-3. Primary provision could generate demand for an additional 568 primary school places equating to 3FE and could be provided as one school and require a land allocation of 3ha. Secondary provision could generate demand for an additional 355 secondary school places equating to 3FE. SEND provision could generate demand for approximately 12 places for children with SEND, a contribution would be requested towards existing provision within the county.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site is at risk of groundwater emergence to both surface and subsurface assets and has limited accessibility by active travel. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. Other concerns from statutory consultees are from the Highways Authority who note that significant highway improvements are required, due to scale and that it is unclear if a corridor linking the site to Oundle Road can be achieved across the A1 to link the development with Peterborough. As the site is on the wrong side of the A1 it would be very reliant on vehicles and there are existing issues with bridge over A1. Historic England raised concerns about the the nearby (metres away) grade I listed church. There are potential adverse impact on the extensive scheduled monument of the Roman Town of Durobrivae located just 80 metres to the north of the site boundary. They also have considerable concerns about this site as a potential site allocation. A detailed heritage impact assessment would be needed to assess this and determine whether the site is suitable and if it is to make clear recommendations for protection, enhancement of the heritage assets and appropriate mitigation for any impacts. Highways England note that the junction is a potential crash cluster area therefore might need to consider safety improvement.

Conington

General comment: Comments reflects a consensus that significant changes and considerations are needed before any development can proceed. Concerns regarding congestion, flood risk, infrastructure, obscured junctions, and the archaeological and historical significance of certain areas, such as the Cromwell/Roundhill area, moated castle, and deer park site are raised.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Conington 1: Conington Airfield (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

The majority of respondents were opposed to developing the site. Concerns were raised regarding the scale of numerous industrial units, sewage, flooding, and increased traffic. There is a minerals and/or waste constraint impacting the site. The Highway Authority highlight there is a 5T weight restriction immediately to the north east of the site on the bridge at Pingle Bank so access is not achievable from Holme village notwithstanding that the approach road infrastructure north is also poor. To the south and east of the site Church Road to the B1043 is inadequate to cater for heavy commercial vehicles in terms of width and infrastructure through Conington village to the B1043. There appears to be inadequate frontage for access and visibility onto the B660 Glatton Road. It is therefore unclear how adequate vehicular access can be achieved for the site.

The site promoter states that they are currently considering further technical work to support the development vision for the site.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as there is a preference from national Government to retain airfields and the likely significant amount of infrastructure and transport improvements required to serve the development make the proposed development potentially unachievable. Additionally, there are very limited details from the site promoter to scope the potential for the site in depth at this time.

Conington 2: Land North of Conington Airfield (failed fundamental constraints)

Main Issues Raised (6 responses)

The majority of respondents were opposed to developing the site. Concerns were raised regarding the scale of numerous industrial units, sewage, flooding, and increased traffic. There is a waste constraint impacting the site. The Highway Authority highlight there is a 5T weight restriction immediately to the north east of the site on the bridge at Pingle Bank so access is not achievable from Holme village notwithstanding that the approach road infrastructure north is also poor. To the south and west of the site Church Road to the B1043 is inadequate to cater for heavy commercial vehicles in terms of width and infrastructure through Conington village to the B1043. It is unclear if there is adequate frontage to achieve a safe access.

The site promoter states that any future application on the site would be supported by an odour impact assessment to demonstrate that potential impacts from the water recycling area could be adequately mitigated.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment and failed the fundamental constraints due to the site being within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment was submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity.

Conington 3: Land West of Conington Airfield (Council conclusion pre-consultation: may be appropriate for BNG)

Main Issues Raised (5 responses)

The majority of respondents were opposed to developing the site. Comments raised concerns regarding the loss of woodland and ponds within the site. There is a mineral and/or waste constraint impacting the site. The Highways Authority states that there is connection to the public highway and there are concerns regarding the suitability of the local road network to accommodate commercial use and concerns over the accessibility sustainability of the site.

The site promoter states that it is anticipated that the site would be used to offset any development coming forward on the wider site.

Council Response

This site has not been selected as a draft allocation. It was put forward as a proposed site for commercial and open space uses. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would not support sustainable place-making as the site is consists primarily of woodland categorised as Priority Habitat – Deciduous Woodland with a pond and several internal tracks within the site. The site is also located adjacent to the Great Fen Landscape and Visual Setting Boundary which would be impacted by built development. The Assessment noted that the site may be appropriate for biodiversity net gain opportunities only top provide linkages into the

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wider Fenland landscape and support the retention of the existing habitat on site. However, due to the nature of the site 'Priority Habitat – Deciduous Woodland', biodiversity net gain enhancements may not be achievable due to the high level of biodiversity already present on site.

Conington 4: Land at Woolpack Farm, Conington (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (5 responses)

Most comments were opposed to development. There were concerns raised about the loss of agricultural land and access. There is a minerals and/or waste constraint impacting the site. The Highways Authority states that it is unclear how access will be achieved as there is no access to the public highway and there are possible junction capacity concerns at B660/ B1043. Lorry parking capacity is required to fully understand the potential impact the development may have. Traffic is likely to head to the A1(M) and likely to generate increased traffic on routes in the local highway network that would be used to access A1(M).

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for development as it would not support sustainable place-making due to the likely need to access the site via car and its potential impacts on the wider landscape.

Conington 5: Land at Middlemarsh Farm, Glatton Road, Sawtry (Conington) (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

Most respondents agree with the assessment that the site is unsuitable due to significant infrastructure, flood risk, archaeology and transport improvements required. There is a minerals and.pr waste constraint impacting the site. The Highways Authority state that the site appears to have sufficient frontage to Glatton Road to achieve access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that a minimum of two points of access will be required at least one in emergency form. The suitability of the approach road network will need to be assessed in relation to the ability to cater higher volumes of traffic and HCVs and may result in junction capacity issues in Sawtry and Glatton.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the likely significant amount of infrastructure and transport improvements required to serve the development making the proposed development potentially unachievable. Additionally, there are very limited details form the site promoter to scope the potential for the site in depth at this time.

Denton and Caldecote

Denton and Caldecote 1: Land South of Stilton Golf Course (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

All comments were opposed to development. Concerns were raised about the impact on village character, increased traffic, inadequate infrastructure locally, potential flooding, the disruption to well-used footpaths and local wildlife and the existing highway infrastructure being inadequate for the scale of the proposed development. There is a mineral and/or waste constraint present. The Highways Authority state that the existing highway infrastructure is inadequate for the scale and nature of the proposal. It is unclear how high quality walking, cycling, wheeling access

can be achieved to link the site to wider centres of population, notwithstanding the lack of transport provision. The development would generate increased traffic on Denton Road which would need to be significantly improved to allow for increased traffic.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the existing access being unsuitable for the scale of development and that it is very unlikely to be capable of being upgraded sufficiently. Infrastructure requirements to enable suitable access is likely to make the development unachievable.

Elton

General comment: Comments raised concerns about the village's character, natural, and ecological significance, potential flooding, inadequate infrastructure, and the presence of archaeological and heritage assets. Respondents emphasise the importance of preserving greenfield sites and suggest that existing vacant properties and alternative sites should be considered for development instead. There are also concerns about the capacity of local sewage systems and the potential increase in traffic. Overall, the consensus is against development due to the negative impact on the environment, infrastructure, and village character.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Elton 1: Land between Middle Street and Highgate Green, Elton (Council conclusion pre-consultation: may be appropriate for open space uses)

Main Issues Raised (38 responses)

The majority of respondents are opposed to built development on the site but many were supportive of retaining it for open space uses. Concerns raised include the site's role in maintaining the village's rural character, potential flooding issues, and the impact on local wildlife. Overall, the consensus is to retain the site as a green space to preserve the village's character and address environmental concerns.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Elton 2: Land North of Chestnuts Farm and River Lane, Elton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (36 responses)

The majority of respondents do not support the development of this site. Concerns were raised regarding the significant flood risk on site, its location within a conservation area, proximity to listed buildings, impact on the village's character, potential for increased traffic on narrow roads prone to flooding, and the need for extensive infrastructure improvements. There is a minerals and/or waste constraint present. The Highways Authority state that significant improvements to the road and footway infrastructure between the site and Stocks Green would be required.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development due to its physical constraints arising from fluvial flood risk, heritage and landscape considerations which reduce the developable area of this site and would result in development that would not reinforce the character of the area.

Elton 3: Land between Wansford Road and Oundle Road, Elton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (36 responses)

The majority of respondents do not support the development of this site. Concerns include the site's visibility from the village and surrounding roads, its location within a conservation area, the negative impact on the village's character, and potential for surface water flooding. Some respondents suggest that the site could accommodate a small number of affordable houses for young families if developed sympathetically, while others emphasise the need to preserve the greenfield land and consider alternative sites or repurpose vacant historic building. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access from Peterborough Road and not Oundle Road. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development as it would not reinforce the character of the area and would result in significant landscape impact. Development would extend the built form of the village eastwards which would not reinforce or retain the character of the village and would result in adverse landscape impact.

Elton 4: Land between Oundle Road and Greenhill Road, Elton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (36 responses)

The majority of respondents do not support the development of this site. Concerns include the site's visibility from the village, its location within a conservation area, the negative impact on the village's character, and high risk of surface water flooding. Some respondents suggest that the site could accommodate a small number of affordable houses for young families if developed sympathetically, while others emphasise the need to preserve the greenfield land and consider alternative sites or repurpose vacant historic buildings. The Highways Authority states the site has sufficient frontage to the public highway to achieve an access in accordance from Green Hill Road not Oundle Road. Local infrastructure improvements may be required in the form of walking/cycling connectivity and road widening to 5m and a footway would be required.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development as it would not reinforce the character of the area and would result in significant landscape impact. Additionally, to mitigate surface waterflood risk development would likely be placed in a way uncharacteristic of the area making integration and reflecting the character of the area further challenging.

Elton 5: Land between Duck Street and Wansford Road, Elton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (86 responses)

The majority of respondents were opposed to development on this site, a small number did support some development. Concerns include the site's visibility from the village, its location within a conservation area, the negative impact on the village's character, flood risk and many raised its archaeological significance, with evidence of medieval ridge and furrow farming. Reference was also made to a 1995 appeal decision which dismissed a previous development on the site based on landscape and archaeology matters. Some respondents suggest that the site could accommodate a small number of affordable houses for young families if developed sympathetically, while others emphasise the need to preserve the greenfield land and consider alternative sites or repurpose vacant historic buildings. The Highways Authority states the site has sufficient frontage to the public highway to achieve an access from both Wansford Road and Duck Lane. Local infrastructure improvements will be required in the form of walking/cycling connectivity however access to Duck Lane would require greater intervention to link back to the existing network. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Farcet

General comment: Several raised general concerns regarding further development within Farcet citing issues relating to inadequate infrastructure, strain on local schools and healthcare facilities, increased traffic, the impact on the village's character and environment, flood risk and loss of green spaces. Respondents emphasise the need for more infrastructure improvements and better planning before considering any new housing developments.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Farcet 1: Land West of Peterborough Road and North of Gazeley Gardens, Farcet (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (21 responses)

The majority of respondents are opposed to development. Concerns were raised about the loss of green space, increased traffic congestion, strain on local infrastructure and services, impact on the village's character with fears that Farcet would lose its identity and become a suburb of Peterborough, flooding, the loss of agricultural land, and the negative impact on wildlife. Some respondents highlight the lack of local amenities, such as shops, schools, and healthcare facilities, which are already under pressure. There is a minerals and/or waste constraint present. The Highways Authority state that on the basis of the red line there is inadequate connection to the public highway but the submission documents identify potential frontage acquisition meaning that an access may be feasible in the fullness of time, subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments.

The site promoter commented reiterating the site's availability. They state that landscape impact, drainage, and noise pollution are minor issues with implementable solutions, these are set out in a Vision document.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

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Farcet 2: Land West of Peterborough Road and South of Gazeley Gardens, Farcet (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (18 responses)

All respondents apart from one (the site promoter) opposed development on the site. Concerns raised include increased traffic congestion, impact on local roads, inadequate infrastructure, significant flooding issues, strain on local amenities such as GP surgeries, dentists, and schools as well as the loss of green space, impact on wildlife and an erosion of the buffer between Farcet and Peterborough, potentially eroding the village's character. Some respondents highlight the negative impact on privacy and property values for existing residents. The Highways Authority state that on the basis of the red line there is no connection to the public highway. Notwithstanding this, Haddon Way is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway.

The site promoter wrote in support of the site and seeks to overcome the issues identified through the planning process.

Council Response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development, but did raise concerns regarding point of access and road network capacity. Comments from Cambridgeshire Highways flagged the site as inappropriate for development due to no connection to the public highway, Haddon Way. They also noted that Haddon Way is insufficient in width meaning that improvements may not be achievable to facilitate access. They also raised concerns regarding the possibility for junction capacity issues. The site is therefore now considered inappropriate for development.

Farcet 3: Land East of Peterborough Road, Farcet (cross boundary site with Peterborough City Council) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (19 responses)

The majority of respondents do not support the development. Key issues include the impact on traffic flow, with the nearby Haddon Development already causing congestion, and the lack of local amenities such as healthcare and schools. Some comments highlight the site's importance for wildlife and protected species. Other issues include significant flooding issues, and the presence of a high-pressure gas pipeline. Some respondents suggest that the site should remain agricultural land to preserve the village's character and separation from Peterborough. Based on the whole site, the Highways Authority states that primary access should be from the A605 which is within Peterborough City Council's jurisdiction. The site appears to have sufficient frontage to achieve a secondary access on to Peterborough Road and may require off-site highway improvements in relation to the scale of development proposed. There is a possibility for capacity issues at junctions in Farcet and Yaxley. Subject to detailed design, there should be no vehicular link between the A605 and Peterborough Road with the exception of emergency access, bus, walking or cycling. The access corridor adjacent to 16c Peterborough Road is adequate only for pedestrian, cycling and emergency services. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced

The site promoter has submitted an updated planning statement setting out a reduced proposal for 200 dwellings and a local centre. Following pre-application advice, a masterplan is being developed and further supporting information.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 1 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Farcet 4: Former PH Plant Hire and 9 Cross Street, Farcet (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Concerns were raised about high housing density, inadequate infrastructure, local amenities and significant flooding issues, however others agreed with the assessment, noting that the site is already in the development stage with planning approval. The Highways Authority raised no objections due to there now being a planning approval on the site for the proposed development.

Council Response

This site has not been selected as a draft allocation as planning permission (23/02383/FUL) has been secured for the demolition of existing commercial buildings and erection of 17 dwellings including public open space, approved in May 2024.

Farcet 5: Collmart Growers, Pondersbridge (failed fundamental constraints)

Main Issues Raised (11 responses)

The majority of respondents do not support this site. Many commented that it is unsuitable due to its classification as grade 1 agricultural land, its location in a flood zone (zone 3a), and its position outside the natural boundaries of the current village development. Concerns raised include limited access to local amenities and public transport, the need for improved transport links, and the strain on existing infrastructure and facilities. There is a minerals constraint present on the site. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require highway improvements in the form of junction improvements and carriageway works. There is a possibility for junction capacity issues as traffic increases from the site on the B1095/ The drove junction.

The site promoter commented and acknowledges the grade 1 classification but considers the site's proximity to an existing commercial site with planning permission for an AD plant requires a balanced judgement.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint due to it the land being is wholly classified as grade 1 agricultural land. Grade 1 is the highest quality agricultural land. In addition it is also entirely within flood zone 3a at the time of assessment.

Folksworth and Washingley

General comment: Several comments raised concerns about inadequate infrastructure and local facilities such as shops, GP services and public transport, increased traffic arising from development, and the impact on the village's character and environment.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Folksworth and Washingley 1: Land off Hawthorn Road, Folksworth (smaller site) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (23 responses)

The majority of respondents were opposed to development on this site. Many comments highlight that Folksworth is a very small village with limited facilities, such as no shops, almost no public transport, and very few other amenities. Other issues raised were relating to flood risk, drainage, visual impact of development, traffic and access. There is a mineral and/or waste constraint present. The Highways Authority state that on the basis of the

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red line there is no connection to the public highway, however, Mallow Lane/Hawthorn Lane may be acceptable to serve the development if the intervening land ownership issue can be resolved. A minority of comments support the development, suggesting that it could enhance local facilities and contribute to the growth and vitality of Folksworth. Some suggestions were that the number of houses should be significantly reduced if development is to proceed and need for effective master planning to ensure successful integration with the village's character and landscape.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Folksworth and Washingley 2: Land adjacent A1 at Norman Cross, Folksworth (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (40 responses)

The majority of respondents oppose the development, citing concerns about increased traffic, safety hazards, environmental impact, and the loss of rural character. Specific issues include the potential for flooding due to poor drainage, the negative visual impact on the landscape, and the destruction of historical ridge and furrow farmland. There are also worries about the strain on local infrastructure, such as roads and healthcare services, and the incompatibility of commercial development with the residential nature of the surrounding area. There is a minerals constraint impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. Increased HGV trips may create junction capacity issues if access points are provided on the B1043 and Folksworth Road. National Highways have also commented recognising the site is adjacent to the strategic road network.

The site promoter also commented supporting the site, highlighting the potential economic benefits of the proposal and also stating that improvements to the surrounding road network and maintaining a landscape buffer to nearby settlements will be incorporated into proposals.

Council Response

This site has not been selected as a draft allocation. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations with the nearest settlement - Stilton' classified as a Local services Village.

Folksworth and Washingley 3: Land South of The Paddocks, Folksworth (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (34 responses)

The majority of respondents oppose the development, citing several key concerns relating to access and traffic arising from The Paddocks not being wide enough for two way traffic, impact on wildlife and trees, flood risk and drainage, Folksworth having limited amenities and that existing infrastructure is insufficient to accommodate additional housing, and that the development would negatively impact the village's character. There is a minerals constraint impacting the site. The Highways Authority state that the site appears to have sufficient frontage to the public highway to achieve an access. The site is affected by an existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and early dialogue with the County's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing bridleway and the site access.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not appropriate for development due to key constraints impacting the layout, capacity and integration into the settlement alongside potential damage to protected trees and therefore the character and form of this area of the village.

Folksworth and Washingley 4: Land off Hawthorn/Manor Road, Folksworth (larger site) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (30 responses)

The majority of respondents were opposed to development on this site. Many comments highlight that Folksworth is a very small village with limited facilities, such as no shops, almost no public transport, and very few other amenities. Other issues raised were relating to flood risk, drainage, visual impact of development, traffic and access. There is a mineral and/or waste constraint present. The Highways Authority state that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and local infrastructure improvements may be required in the form of walking/cycling connectivity. A minority of comments support the development, suggesting that it could enhance local facilities and contribute to the growth and vitality of Folksworth. Some suggestions were that the number of houses should be significantly reduced if development is to proceed and need for effective master planning to ensure successful integration with the village's character and landscape.

Council Response

This site has not been selected as a draft allocation. The smaller site (Folksworth and Washingley 1: Land off Hawthorn Road, Folksworth -smaller site) was tested by the Council as part of growth strategy 3 which includes land within this site and therefore provides an indication of suitability in relation to the growth strategy on a locational and capacity basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Glatton

Glatton 1: Land North of Glatton Ways and East of Glatton Hall, Glatton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

All respondents were opposed to development on this site. Comments raised concerns regarding the visibility and landscape impact of development, heritage impacts, loss of agricultural land, impact of wildlife and trees as well as local infrastructure. There is a mineral and/or waste constraint present. The Highways Authority state that the site appears to have sufficient frontage to achieve an access to the B660, with the new access located as far to the south west as possible, but is likely to require local infrastructure improvements in the form of walking/cycling connectivity. No access should be gained via Mill Hill/Denton Road.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site would not be appropriate for development due to the steep topography of the site and potential adverse impact upon the character of the village and conservation area. In addition, highway access may require the removal of protected tress.

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Great Gidding

Great Gidding 1: Land adjacent to 52 Main Street, Great Gidding (failed fundamental constraints)

Main Issues Raised (2 responses)

Comments received were generally supportive of development. The Minerals and Waste Authority identified no minerals or waste constraint impacting the site. The Highways Authority stated that the site has access to the public highway but does not appear suitable to cater for multiple dwellings however, a single dwelling may be possible whist retaining off-street parking for the host property.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint for assessment by being below the site threshold.

Great Gidding 2: Land South of Great Gidding Village Hall, Great Gidding (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 responses)

There was a mixed response to this site. The Minerals and Waste Authority identified no minerals or waste constraint impacting the site. The Highways Authority stated that the site has access to the public highway in accordance with requirements respecting local junction spacing subject to improvement to gradients between the highway and the site. The formation of an access and visibility splays may result in the loss of green infrastructure. CPRE suggest that 10 proposed dwellings would be overdevelopment of the site and impact on the character of the village.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement’s designation as a village. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Great Gidding 3: Land adjacent to Chapel Lane, Great Gidding (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

The majority of respondents oppose the development. Key concerns include limited drainage capacity, frequent flooding, inadequate traffic capacity, and the dangerous access from the B660. The closure of the local village school also raises sustainability issues, as transport to the catchment school in Sawtry would be costly and environmentally damaging. Some respondents, including CPRE note the scale of development is unsuitable for the village's size and facilities. There is a minerals and/or waste constraint present. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements to Chapel End to the north west to facilitate two way vehicle and pedestrian movements into the village; improvements to the junction of Chapel End and Back Lane; and localised widening to Back Lane.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for development due to key constraints arising from predominantly being in a Water Recycling Buffer Zone impacting the layout and capacity and potential for the scale and location of development causing significant landscape impact eroding the rural feel and character of Great Gidding.

Great Gidding 4: St Gidding School, Great Gidding (failed fundamental constraints)

Main Issues Raised (3 responses)

There was a mixed response to this site. The Minerals and Waste Authority identified no minerals or waste constraint impacting the site. The Highways Authority stated that the Site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing subject to significant engineering works to achieve gradients between the highway and the site.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is below the required threshold for site size and the site promoter has not provided the capacity in the submission form.

Haddon

General comment: Objections include the inappropriate use of land for large warehouses, which would bring significant light and noise pollution, increased HGV traffic on unsuitable roads, and the destruction of agricultural land and local habitats. There are also concerns about the strain on the village's limited sewage system, the lack of adequate resident notification, and the potential for speculative warehouse development along the A1 corridor. Additionally, respondents highlight the need for traffic calming measures and better pedestrian pathways to ensure safety.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Haddon 1: Manor Farm Yard, Haddon Road, Haddon (failed fundamental constraints)

Main Issues Raised (6 responses)

All comments were opposed or unsure about development on this site. Issues raised include the impact on local wildlife, increased flooding risks due to poor drainage, and the strain on the village's limited sewage system. Additionally, the single-track lane providing access to the village lacks pedestrian pathways, posing safety risks, and the proposed development would exacerbate traffic congestion and parking problems. There is a minerals and/or waste constraint present. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is below the site size and number of homes threshold.

Haddon 2: Orchard Field Allotment, Haddon Road, Haddon (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (6 responses)

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All comments were opposed or unsure about development on this site. Issues raised include inadequate infrastructure, such as the lack of public transport and proper sewage systems, increased flooding risks, and safety issues due to narrow roads and hazardous corners. There is a minerals and/or waste constraint present. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access but access out of the red line boundary onto the Bridleway should be avoided.

Council Response

This site has not been selected as a draft allocation because it is located within an hamlet and therefore it was not tested in any of the Council's Growth Strategies due to the hamlets inherent lack of sustainability. The District's hamlets are classified together with the countryside, the Preferred Options Draft Local Plan to 2046 allows for only limited and specific opportunities where development in these locations would be acceptable.

Haddon 3: Land West of A1 and South of Haddon House, Haddon (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (24 responses)

The majority of respondents oppose the development, agreeing with the assessment that the site is unsuitable. Key concerns include the negative impact on the rural character and agricultural land, inadequate infrastructure, and environmental issues. Specific objections highlight the destruction of green spaces, increased traffic congestion, and the strain on local roads and public services. There are also concerns about the loss of wildlife habitats, increased pollution, and the potential for flooding due to poor drainage. Additionally, respondents emphasise the need to prioritize brownfield sites over greenfield sites for development and stress the importance of preserving the village's character and community identity. There is a mineral and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but no HCV access should be permitted from the west as the highway network is unsuitable and mitigation may be required for other vehicles subject to transport assessment. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as due to the cumulative constraints relating to landscape, trees, flood risk, public rights of way and telegraph poles on the site making the potential developable area of the site very small for the proposed development. Also access is very constrained from Haddon Road and connection onto the A1(M) to serve a logistics development with largescale vehicles is currently inadequate without substantial upgrades.

Haddon 4: Land West of A1 (North of Peterborough Motorway Services) - Option B (smaller site), Haddon (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (68 responses)

All respondents were opposed or unsure about development. Comments raised concerns that development would cause significant landscape impact, result in the loss of productive farmland, result in adverse impact on the traffic network especially the A605, could exacerbate flooding issues, harm local wildlife habitats, increase pollution levels, harm the rural character of surrounding villages and is unsustainable due to the lack of existing infrastructure to support such a large-scale development. There is a mineral and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to the A605 to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and it is unclear how high quality walking, cycling, wheeling access can be achieved on the A605 across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Comments suggested that warehouses, if required, should be located at major intersections of the National Highways Strategic Road Network, such as the intersection of the A14 and A1, rather than on greenfield sites.

Council Response

The site is 100% Flood Zone one and therefore a sequentially preferable site. The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The site was promoted variously for employment and for residential led development and tested for residential through the Strategic Transport Study. This identified that the site has poor accessibility for pedestrians in particular. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. The Highways Authority Raised significant concerns noting that the site is likely to require significant highways improvements due to scale, and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough.

Haddon 5: Land at A1 West (South) - South of Peterborough Motorway Services, Haddon (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (60 responses)

All respondents were opposed or unsure about development. Comments raised concerns that development would cause significant landscape impact, result in the loss of productive farmland, result in adverse impact on the traffic network especially the A605, could exacerbate flooding issues, harm local wildlife habitats, increase pollution levels, harm the rural character of surrounding villages and is unsustainable due to the lack of existing infrastructure to support such a large-scale development. There is a mineral and/or waste constraint present. The Highways Authority states that access to the A605 is acceptable in principle, however it will be subject to technical assessment which may require additional land and an alternative point of access along the overall development site. It is unclear how high quality walking, cycling, wheeling access can be achieved either on the A605 or across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Comments suggested that warehouses, if required, should be located at major intersections of the National Highways Strategic Road Network, such as the intersection of the A14 and A1, rather than on greenfield sites.

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Haddon 1) for B2 light industrial and B8 storage and distribution uses.

Concerns over landscape impact, loss of agricultural land and loss of habitats have been addressed through criteria requiring a strong landscaping scheme, a landscape and visual impact assessment, retention of trees and hedgerows and ecological survey and the phasing of development to ensure the irreversible loss of agricultural land if market conditions or demand change over time.

Flood risk will be addressed through the requirement to produce a flood risk assessment and detailed drainage strategy, and minerals and waste through criteria addressing its location within a Brick Clay Mineral Safeguarding Area. Noise and air quality assessments will be require and transport impact, access, active travel and public rights of way through specific criteria including the: need for safe and suitable means of access from the A605; assessment of transport impacts through a transport assessment; requirement for a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan; and retention of and connections to public right of way

4 Further Issues and Options

Haddon 6: Land West of A1(M) between junctions 16 and 17, and South of Haddon Road (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (43 responses)

All respondents were opposed or unsure about development. Comments raised concerns that development would cause significant landscape impact, result in the loss of productive farmland, result in adverse impact on the traffic network especially the A605, could exacerbate flooding issues, harm local wildlife habitats, increase pollution levels, harm the rural character of surrounding villages and is unsustainable due to the lack of existing infrastructure to support such a large-scale development. There is a mineral and/or waste constraint present. The Highways Authority notes that the site does not link to the A605 and access via Folksworth to the south does not appear to be feasible for all forms of transport including vehicles, pedestrians and cyclists due to poor linkage and highway constraints. Morbourne Lane is not suitable for vehicular access or intensification of use. The site appears to have sufficient frontage to Haddon Road to achieve an access but no HCV access should be permitted from the west but it is unclear how this can be prevented. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Comments suggested that warehouses, if required, should be located at major intersections of the National Highways Strategic Road Network, such as the intersection of the A14 and A1, rather than on greenfield sites.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the cumulative constraints relating to landscape, trees, flood risk, public rights of way and telegraph poles. The scale of the site is fundamentally unacceptable due to the urbanising impact it would have on the landscape. Also, access is very constrained from Haddon Road and connection onto the A1(M) to serve a logistics development with largescale vehicles is currently inadequate without substantial upgrades.

Holme

General comment: Comments were received predominantly opposes the developments within Holme, citing concerns about the impact on the A605 and surrounding settlements, flooding issues, lack of gas supply, full capacity of the village school, inadequate sewage treatment, and traffic congestion.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Holme 1: Land at 39 Station Road, Holme (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (12 responses)

The majority of respondents were opposed to development on this site. Key issues include the achievability of highway access, potential traffic increases on already busy roads, and the extension of the village in a way that does not relate well to the main residential concentration. There are also concerns about flooding, the lack of gas supply, the capacity of the local school, and the adequacy of the sewage treatment works. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to the public highway to achieve an access although the existing access would however appear to be unsuitable for any shared use without improvement. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not appropriate for development due to the constraints arising from the achievability of highway access given the retention of an existing residential property and amenity impact on said property. The site would create an extension to the village with limited relationship to the main concentration of residential development within the village and therefore infrastructure and services.

Holme 2: Land at Church Street/ Short Drove, Holme (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (12 responses)

The majority of respondents were opposed to development on this site. Key issues include the potential extension of the village, which would alter its semi-rural character, and the need to protect the landscape and visual setting of the Great Fen. There are also concerns about surface flooding, inadequate sewage systems, and the capacity of local schools. Previous planning applications for the site have been refused due to its intrusive nature and impact on the open countryside. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement's designation as a village. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being high risk from fluvial sources meaning it did not meet the criteria for consideration.

Holme 3: Yaxley Road, Holme (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (11 responses)

The majority of respondents were opposed to development on this site. Key issues include the potential extension of the village, which would alter its semi-rural character, and the need to protect the landscape and visual setting of the Great Fen. There are also concerns about surface flooding, inadequate sewage systems, and the capacity of local schools. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage on Yaxley Road (access onto Short Drove is likely to require significant highway improvements in relation to the scale of development proposed) and substantial local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter states that appropriate landscaping and low density design can be achieved to address the impact upon the Great Fen.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not appropriate for development due to the potential for significant landscape impact upon the Great Fen and being of a location and scale that could be out of context with Holme.

Holme 4: Land off Pingle Bank, Holme (failed fundamental constraints)

Main Issues Raised (9 responses)

4 Further Issues and Options

Many respondents oppose the development, agreeing with the assessment that the site is inappropriate due to concerns about flooding, traffic congestion, inadequate infrastructure, and the potential negative impact on the village's semi-rural character. Specific issues include the narrowness of Pingle Bank, the strain on local sewage treatment works, and the lack of gas supply. There is a waste constraint impacting the site. The Highways Authority state that while the site appears to have sufficient frontage to achieve an access, it appears unlikely that visibility appropriate to the posted speed limit could be achieved to the south from any point along the frontage. No details of the anticipated number of dwellings have been indicated, however local infrastructure improvements would likely be required in the form of localised road widening and significant improvements to walking/cycling connectivity to local centres. Depending upon the scale of the development the suitability of the approach road network would also need to be assessed in relation to the suitability to cater the increase in traffic.

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site failed a fundamental constraint because the site is within 400m of a water recycling area and wholly within flood zone 3b. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity. Site specific flood risk was submitted for the land north of the site in 2017 however evidence from recent flood mapping puts the site is in flood zone 3a and therefore will not proceed to the next stage of assessments.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area and wholly within flood zone 3b. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity. Updated SFRA mapping evidence demonstrates that the site is in flood zone 3a and therefore will not proceed to the next stage of assessments.

Holme 5: Land to North of Station Road, Holme (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (9 responses)

There were mixed responses to development on this site. Comments include concerns about increased traffic and potential accidents due to the site's proximity to a busy T-junction and the East Coast Mainline Railway crossing. There was some support for modest retail development due to the lack of local shops, while others highlight issues such as insufficient access, speeding, and the need for green space for a play park. Challenges related to public transport, primary education capacity, and infrastructure improvements were also highlighted. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to achieve an access but may require highway improvements in relation to the scale of the proposal. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic.

Council Response

This site has been selected as a draft mixed use allocation **(**Draft Allocation Holme 1**)** for about 50 homes and 0.3 ha for local retail and health uses within the local community use class F2 or within the commercial, business or services use class E(e). Concerns relating to transport and access have been addressed through criteria requiring provision of safe access and a proportionate transport assessment that assesses the impact of traffic flow, movement and parking generated by any retail or health uses and the provision of active travel routes within and, where appropriate outside, the site to improve integration, and enable the wider community to access the health and retail uses evidenced by a travel plan. Infrastructure requirements such as green space and play parks will be guided by criteria on design and landscaping and other policies within the local plan.

Holme 6: South of Station Road, Holme (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (10 responses)

All responses were opposed or unsure towards the development. Comments raise concerns about the adverse impact on the landscape and village character, significant standing water during heavy rain, the village's lack of infrastructure to support a significant increase in population, flooding, lack of gas supply, and inadequate sewage treatment. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to achieve an access but may require highway improvements in relation to the scale of the proposal. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered to be appropriate for development due to the potential adverse impact on the landscape and village character of Holme.

Sibson-cum-Stibbington

Sibson-cum-Stibbington 1: Sibson Garden Community (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (243 responses)

Almost all responses opposed the development, apart form 3 who supported it an 5 who were unsure. Major concerns include increased traffic, insufficient infrastructure, environmental impact, and community opposition. Many comments raised concerns how the development would significantly alter the rural character, increase flood risk, and strain local services and utilities. There are strong objections from local residents due to the impact on quality of life, heritage sites, and the feasibility of realigning the A1. Alternative suggestions include focusing on brownfield sites, smaller-scale developments, and ensuring infrastructure improvements before construction.

The Highway Authority state that the site appears to have sufficient frontage and is likely to be able achieve access but is likely to require significant highway improvements in relation to the scale of development proposed. At least two points of access will be required. The site is noted to join Elton Road at its southern extent - this road would not be suitable for connection and any intensification of use without significant improvement; it is however unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. This road also joins with the A1 at its northern extent; the existing junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway. Local infrastructure improvements would be required in the form of high-quality walking/cycling connectivity to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. Early dialogue with the Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing footways and bridleway. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic.

The Education Authority state that for site of this size the following demands on education would be:

- Early years provision - generate demand for an additional 863 children aged 0-3. It is expected that all new primary schools include early years facilities, and that additional sites are marketed for full day care provision.
- Primary provision - generate demand for an additional 1,150 primary school places equating to approximately 6FE to be provided as two 3FE schools. This would require a land allocation of 6ha. The mitigation proposed would only accommodate up to 1,050 primary school places and is therefore insufficient to meet the forecast demand.

4 Further Issues and Options

- Secondary provision - generate demand for an additional 719 secondary school places equating to approximately 5FE which could be provided as one 5FE school. This would require a land allocation of 5.4ha. The mitigation proposed would accommodate up to 900 secondary school places and is therefore sufficient to meet the forecast demand.
- SEND provision - generate demand for approximately 24 places for children with SEND. It is likely that a contribution would be requested towards existing provision within the county.

The site promoter also submitted comments. They reiterate the site's availability for development and that it is in a strategic location to provide a new community, diversify housing supply, economic opportunities, new green infrastructure including connections to the Nene Valley and is well-connected to the A1 and A47, supporting enhanced connectivity to nearby settlements like Peterborough. They assert that there are no significant planning or other constraints that preclude the delivery of the entire masterplan. The site is in multiple ownership, but agreements are in place to promote the land for development. They consider the site has capacity to deliver 4,500 homes even when addressing constraints such as the oil pipeline and overhead power lines. They consider the proposal is sustainable, with no significant environmental impacts and major positive social and economic impacts.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. There is a significant hazard posed by the ordinary watercourses culverted underneath the A1. The site was also scrutinised through the Strategic Transport Study and Viability Assessments which identified that it has poor accessibility and that the mitigation required to the A1 to provide access would not be viable for the proposed development. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. . The Highways Agency also raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that Elton Road is not suitable for connection or intensification without significant improvement. They noted that it is unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. They continued that, this road also joins with the A1 at its northern extent; the existing junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway. As there are limited sustainable connections to Peterborough, given the remote location of this site and existing infrastructure crossing the A1, it is unclear how this would be achieved. The Whole Plan Viability Assessment also demonstrates the site to be the most unviable of all sites put forward.

Stilton

General comment: Generally, there is significant opposition to proposed developments in Stilton, with respondents expressing concerns about traffic and parking problems, inadequate public services, and strained drainage and sewerage systems, the loss of green spaces and biodiversity, harm to Stilton's village character and historical significance, flooding risk and opposition to commercial developments near the village entrance.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Stilton 1: Goldthorns, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (20 responses)

The majority of respondents are opposed to the development of this site. Key issues include flooding problems, strained drainage and sewerage systems, increased traffic congestion, limited capacity of local schools and medical services, impact on local wildlife, impact on heritage and impair the village's character and historical

significance. Access to the site is also a significant concern, with inadequate current access points leading to safety hazards. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Caldecote Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 2 and 3. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

There were mixed responses to this site. Many respondents oppose the development due to concerns about flooding, access, inadequate infrastructure, increased traffic congestion, the negative impact on local wildlife and green spaces and potential impact on heritage assets. However, some respondents support a smaller development (including the Parish Council), provided it includes measures to address traffic, safety, and infrastructure concerns, and refurbishes the Stilton Cheese building to preserve the village's heritage. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto North Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has been selected as a draft residential allocation **(**Draft Allocation Stilton 1) for about 8 homes. Flood risk concerns have been addressed through criteria requiring a flood risk assessment and a detailed drainage strategy taking into residual risk as a result of culverts, and modelling of the ordinary watercourse to evaluate current and future flood and residual risk. Traffic, safety and access have been addressed by asking that the development provides safe and suitable vehicular and pedestrian access; and heritage through consideration and mitigation though design informed by a heritage impact assessment. Public rights of way are not present within the site. A specific criteria on the Minerals Safeguarded Area is included.

Stilton 3: Land off High Street, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (23 responses)

There were mixed responses to this site but most were opposed. Issues include flooding problems, strained drainage and sewerage systems, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Additionally, the site is adjacent to the A1(M), leading to concerns about noise, air, and light pollution and access issues are also significant, with inadequate current access points leading to safety hazards. Some respondents suggest that the land would be better used as allotments to benefit the community. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 2 and 3. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Stilton 4: Land off Caldecote Road, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (39 responses)

The majority of respondents were opposed to developing this site. Issues include flooding problems, strained drainage and sewerage systems, access, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Some comments raised concerns that the site is near to Folksworth, raising concerns about the potential merging of the two villages and the loss of their distinct identities. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access.

The site promoter commented and considers that the developable area should instead be 60% to reflect the edge of settlement location and existing development on two sides. This would raise the capacity to approximately 120 dwellings.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the growth strategies as the Cambridgeshire County Council Highways raised concerns over access to the public highway. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Stilton 5: Land rear of 16 to 58 North Street, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (17 responses)

The majority of respondents were opposed to developing this site. Issues include flooding problems, strained drainage and sewerage systems, access, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Additionally, the site is adjacent to the A1(M), leading to concerns about noise, air, and light pollution. Some respondents suggest that the land would be better used for community benefits such as allotments, a new cemetery, or business premises with on-site parking. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has been selected as a draft residential allocation **(**Draft Allocation Stilton 2**)** for about 55 homes. Flood risk concerns have been addressed through criteria requiring a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts, modelling of the unnamed ordinary watercourse to evaluate current and future fluvial and surface water flood risk. A criteria on waste water flows is also included.

Traffic, safety and access have been addressed by asking that the development provides safe and suitable vehicular and pedestrian access; and the public right of way should be integrated with active travel routes. Retention of existing boundary trees and planting, is required to assist with biodiversity, and noise, light and air quality mitigation measures in relation to the A1. The site was put forward for residential use and is not identified in the Land Availability Assessment as available for alternative uses.

Stilton 6: Land to the South and West of 61 Church Street, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (30 responses)

Most respondents were opposed to development on this site. Issues include flooding problems, strained drainage and sewerage systems, access, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Some comments raised concerns that the site is near to Folksworth, raising concerns about the potential merging of the two villages and the loss of their distinct identities. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the Church Street but some highway improvements will be required to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

The landowner's comments reiterate the site's availability and that the dwelling on the site could either be retained or demolished to improve access and screening and the right of way could be incorporated into public open spaces for residents. They confirm a surface water mitigation strategy will be developed and that development could be focused on the eastern half with the western half providing open green space and biodiversity net gain.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the growth strategies. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Yaxley

General comment: Many residents strongly oppose further development in Yaxley due to concerns about local infrastructure, environmental impact, and quality of life. Key issues include the strain on medical services, increased traffic, overcrowded schools, and flooding risks. Residents also worry about the loss of agricultural land and the negative effects on local wildlife. Specific objections are raised for various sites, emphasizing that Yaxley is already overdeveloped and cannot sustain additional growth without significant negative consequences.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Yaxley 1: Eagle Business Park Phase 3, Yaxley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (32 responses)

The majority of respondents were opposed to development on this site but a handful were supportive. Those that supported the development agreed with the assessment (including the Parish Council) and highlight the potential benefits to the village but also identified the need for improved traffic management and mitigation on environmental considerations such as sustainable drainage systems and landscaping. Those that were opposed the development citied concerns about increased traffic, congestion, and the impact on local infrastructure, including roads and drainage systems. There are significant worries about the environmental impact and the negative effects on local

wildlife and biodiversity as well as the site's Fen edge location. Flooding is a major concern, the LLFA highlight that further detailed surface water management options will be required. Additionally, the impact on the local community, including noise and light pollution, and the potential for the village to lose its character and become overdeveloped, are also noted. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Broadway/B1091 in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has been selected as a draft employment allocation **(**Draft Allocation Yaxley 1**)** for commercial, business, industrial and storage and distribution uses within use classes E(g)(i-iii), B2 and B8.

The site has existing access from the public highway but traffic concerns will be addressed through the need to provide highway and active travel infrastructure that safely connect the scheme into the existing Eagle Business Park at Falcon Way. The retention of the public right of way through the site, either on the current alignment or on an enhanced route is required. Provision of a strong landscaping buffer on the southern and north eastern boundaries will be required to minimise the visual impact of the scheme on the adjoining landscape, and the Great Fen.

Concerns regarding flood risk are addressed through criteria including the sequential location of development within flood zone 1, maintenance strips for Pig Water Drain and provision of a flood risk assessment and detailed drainage strategy, taking into account groundwater, modelling of the unnamed ordinary watercourse and Pig Water ordinary watercourse. Noise and light pollution is to be addressed through the expansion of the wooded buffer on the western edge of the site to provide acoustic screening from the East Coast mainline railway.

Yaxley 2: Land South West of Yaxley and East of A1(M) near Norman Cross (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (44 responses)

The majority of respondents do not support the development of this site, agreeing with the assessment that it is inappropriate for development due to significant adverse impacts on the fenland landscape, biodiversity, heritage assets, the setting of the Great Fen, and the character and setting of Yaxley. There are substantial concerns about flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue. The LLFA state that the high risk of surface water must be taken into account. Respondents highlight that existing drainage systems are already under pressure, and additional development could lead to more frequent and severe flooding. Increased traffic and congestion are major concerns, with respondents noting that the local roads are already struggling to cope with current traffic levels. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto West End or London Road in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced. National Highways notes that the proposal includes an access to roundabout, which has some of National Highways land but is not part of the Strategic Road Network.

The site promoter has stated that the applicant has undertaken extensive design work to mitigate adverse impact on the Great Fen landscape and Yaxley's character from the outset. A Site Constraints Map was used to optimize the layout, placing smaller units near Yaxley with a buffer of vegetation and larger units closer to the A1 to minimize traffic impact on the village. The development aims to improve local permeability with strong links to the Great Fens, and the design includes measures to visually separate the built form from the wider landscape using trees and a bund. Additionally, the Vision Document illustrates how the development would integrate with surrounding settlements, providing suitable infill for growth. The Landscape and Visual Assessment (LVA) concludes that the proposed scheme would not detrimentally impact the Great Fen's character and landscape setting, with visibility varying from no views to longer-range views, softened by rendered facades and planting. They also reiterate the potential economic growth and job creation potential of the site.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered to be appropriate for development due to the likely significant adverse impacts on the fenland landscape and the setting of the Great Fen. It will also fundamentally and detrimentally impact the character and setting of Yaxley.

Yaxley 3: Land South of Main Street, Yaxley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (55 responses)

The majority of respondents do not support the development of this site. Many comments highlight severe flooding problems in the area, with the local pumping station unable to cope with the current water volume. Comments state the site is frequently waterlogged, and there are concerns about raw sewage overflow during heavy rains. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. There were also concerns regarding the existing infrastructure, including roads, schools, and medical services, is already under significant strain. Respondents believe that additional development would further overwhelm these services. Traffic congestion is a major issue, with Main Street already experiencing heavy traffic and parking problems. Respondents state development would destroy one of the last viewing points across the fens and negatively impact local wildlife. The historical and agricultural significance of the land is emphasized, with many respondents advocating for its preservation. One respondent stated that the site could provide opportunity for low density housing along the frontage in keeping with the wider character of the area. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Main Street or Great Drove in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. Significant concerns were raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time.

Yaxley 4: Folly Farm, London Road, Yaxley (Council conclusion pre-consultation - only appropriate for open space uses and BNG)

Main Issues Raised (33 responses)

The majority of respondents do not support the development of this site, agreeing with the assessment that it is inappropriate for built development instead supporting its use for open space and BNG opportunities. The proposed development's proximity to the Great Haddon development and the potential for coalescence between Yaxley and Great Haddon are critical issues. The overall sentiment among respondents is that Yaxley is already overdeveloped and cannot sustain further growth without significant negative impacts on the community and environment. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. There are substantial concerns about flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue and that the existing drainage systems are already under pressure. The LLFA highlight further detailed consideration of surface water management options will be required. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto London Road in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

4 Further Issues and Options

The site promoter disagreed with the outcome that the site could only be suitable for open space and BNG uses. They state that if residential development does not occur, the equestrian use is likely to continue. They state the site does not contain any agricultural structures and is entirely previously developed land. They consider the assessments should be revised to indicate that the land is potentially suitable for development with no or minor constraints, pending detailed sustainability appraisals and technical assessments. All relevant planning application documents, including a letter addressing perceived coalescence, have been submitted. The Council should perform delivery calculations using information from previous representations.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for the proposed development for housing through the Council's Land Availability Assessment as it was considered important to support the proposed neighbouring land uses and to reduce coalescence between Yaxley and Great Haddon. The site progressed to sustainability appraisal on the basis of assessment as open space and biodiversity net gain opportunities, where it was considered suitable. However, the land was not put forward for this use and therefore development as open space was not considered achievable.

Yaxley 5: Land off The Wykes, accessed from West End, Yaxley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (41 responses)

The majority of respondents do not support the development of this site. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. Many comments highlight severe flooding problems in the area, with the local drainage systems already under pressure. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. Increased traffic and congestion are major concerns, with respondents noting that the local roads are already struggling to cope with current traffic levels. The impact on local infrastructure, including schools and medical services, is also a significant issue, with many comments highlighting that these services are already at or near capacity. The proposed development would negatively impact local wildlife and the local character of the area as well as potential urbanising impact. There is a mineral and/or waste constraint present. The Highway Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access. It is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

The landowner commented wishing to clarify that they have a formal right of access to the field via West End, which is regularly used by large agricultural machinery and motor vehicles. The gate is locked only to prevent unwanted vehicles from using the track. They state development could be arranged in a linear row to avoid high or medium risk areas. Further details can be provided through a Drainage Strategy if requested. Concerns about the site's visibility from the Great Fen are addressed by noting that the site is well enclosed by existing planting, which will be enhanced in any future proposal.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the cumulative constraints impacting the site and the uncertainty of the achievability of access to the site.

Yaxley 6: Land to the rear of St Peter's Church, Yaxley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (39 responses)

All but one comment was opposed to development on the site (one was unsure). Many comments highlight the site's proximity to St. Peter's Church, a Grade 1 listed building, and its location within a conservation area. There are substantial concerns about flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue. The LLFA consider this site may be unsuitable for the proposed

development due to high surface water flood risk. The impact on local infrastructure, including schools and medical services, is also a significant issue, with many comments highlighting that these services are already at or near capacity. The proposed development would negatively impact local wildlife. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. There is a mineral and/or waste constraint present. The Highway Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development due to the likely significant impact on heritage assets and on the landscape which would fundamentally impact the character by having an urbanising effect on Yaxley on its western side.

Yaxley 7: Land South of 25 West End, Yaxley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (59 responses)

The majority of comments were opposed to development on this site. There are substantial concerns about the impact on heritage assets and also flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. The impact on local infrastructure, including schools and medical services, is also a significant issue, with many comments highlighting that these services are already at or near capacity. The proposed development would negatively impact local wildlife. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. There is a mineral and/or waste constraint present. The Highway Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto West End in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. Significant concerns were raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time.

Area 2 - North East Huntingdonshire

Broughton

Broughton1: Land off Causeway Road, Broughton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (58 responses)

The majority of responses were opposed to development on this site. Concerns raised primarily due to its location within the Conservation Area of Broughton and the potential negative impacts on the village's character, biodiversity and environment including impacting listed buildings. Many raised that the site contains a Wellingtonia/Sequoia Redwood tree, likely dating to the 19th century. Flooding was raised highlighting that Causeway Road and Bridge Road are prone to regular and impactful flooding with references to past flood events, including the severe flooding in December 2020. The cumulative impact of multiple developments along Bury Brook is also a concern, as it could significantly increase flood risk. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk and high surface water flood risk and pre-application advice is

recommended. Another concern is that that Broughton lacks public transport, shops, and schools within walking distance, making residents reliant on car use and the roads are narrow. There is a consensus that the village needs affordable homes for younger people, but this site is not appropriate for development. The Highways Authority state the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing subject to significant engineering works to achieve gradients between the highway and the site. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement's designation as a village. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as not being 100% within flood zone 1 meaning it did not meet the criteria for consideration.

Bury

General comment: General issues raised include overstretched local services and infrastructure, with new housing developments potentially exacerbating the situation, flood risk, preference for developing brownfield sites such as the old RAF Upwood over green agricultural land, and there are concerns about insufficient capacity in local schools and early years provision to accommodate the increase in children from new developments without mitigation.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bury 1: Bury Industrial Estate, Old Station Road, Bury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There was a mixed response to this site. Key concerns include inadequate parking, high surface water flood risk, and potential over-development leading to increased traffic, noise, and strain on local services. Bury Parish Council supports the development, emphasising the need for sustainable planning, flood risk mitigation, and site decontamination. The LLFA recommends pre-application advice to assess surface water flood risk. The Highways Authority state the site appears to have sufficient frontage to the public highway and already has an access which looks to be in a suitable position, however some amendment of the junction radii would be required as it is proposed for residential use rather than the existing commercial use.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Bury 1) for about 30 homes. Concerns relating to transport and traffic have been addressed through criterion requiring amendment or replacement of the existing junction with Old Station Road. Parking would be addressed through other policies in the local plan such as 'Parking provision and vehicle movement'. The allocation requires a flood risk assessment and a detailed drainage strategy, and modelling of the High Lode watercourse to evaluate current and future flood risk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bury 2: Land off Cheveril Lane, Bury (Council conclusion pre-consultation - may be appropriate for BNG)

Main Issues Raised (4 responses)

There was support for the site being used for BNG uses. The Parish Council supports this and considers the site could assist in enhancing the rural edge and character of this part of Bury as well as providing some linkages to other habitats enhancing connectivity. No minerals or waste constraint present.

Council response

This site has been selected as a draft open space allocation (Draft Allocation Bury 1) for open space and land to safeguard against flooding a layout plan will be required to identify areas of open space, biodiversity and flood risk to assist in enhancing the rural edge and character of the area.

Bury 3: Land North of High Street and East of Bury Road, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. The LLFA identify medium surface water flood risk considering the site potentially unsuitable for development. Bury Parish Council objects to the development, citing conflicts with the Bury Neighbourhood Plan, which aims to prevent the coalescence of Bury and Ramsey and protect the area's landscape and heritage. There are no minerals or waste constraints impacting the site. The Highways Authority state that the site appears to have sufficient frontage to achieve an access but is likely to require highway improvements in relation to the scale of development proposed.

The site promoter argues that the site has limited physical constraints, is in flood zone 1, and proposes sustainable urban drainage systems to mitigate flood risk. They have prepared a concept plan to address issues. The site is also noted for its sustainable location, within walking distance of amenities in Bury and Ramsey, and the potential to encourage active travel.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site forms the southern third of the protected settlement break designated in the Bury Neighbourhood Plan. The purpose of this is to prevent the spatial, physical and visual coalescence of Bury with Ramsey. The site while not extending beyond the existing building line on its western and southern sides would detrimentally start to erode the settlement break and would further the sense of coalescence between the two settlements and therefore be in direct conflict with the neighbourhood plan policy.

Bury 4: Land East of Bury Road, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. Bury Parish Council objects to the development due to its conflict with the Bury Neighbourhood Plan, which aims to prevent the coalescence of Bury and Ramsey and protect the area's landscape and heritage. Concerns were raised regarding traffic and lack of infrastructure to accommodate further development within Bury. The LLFA identify low surface water flood risk considering the site potentially unsuitable for development. There are no minerals or waste constraints impacting the site. The Highways Authority state the site appears to have insufficient frontage to achieve an access from the highway based on the red line. It is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter argues that the site has limited physical constraints, is in flood zone 1, and proposes sustainable urban drainage systems to mitigate flood risk. They have prepared a concept plan to address issues. The site is also noted for its sustainable location, within walking distance of amenities in Bury and Ramsey, and the potential to encourage active travel.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is identified in the Bury Neighbourhood Plan as a protected settlement break to prevent the coalescence of Bury with Ramsey. The scale of the site with its edges adjoining built development on three sites would further the sense of coalescence between the two settlements and therefore be in direct conflict with the neighbourhood plan policy.

Bury 5: Land off Brookfield Way, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. The LLFA identify high surface water flood risk considering the site potentially unsuitable for development. Bury Parish Council objects to the development due to flood risk and potential erosion of the rural edge of Bury. Some comments express concerns about over-development in Ramsey and Bury, leading to traffic congestion and strained infrastructure. There are no minerals or waste constraints impacting the site. The Highways Authority state the site appears to have no/inadequate frontage to achieve an access from the highway based on the red line. It is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter argues that the site has limited physical constraints, is in flood zone 1, and proposes sustainable urban drainage systems to mitigate flood risk. They have prepared a concept plan to address issues. The site is also noted for its sustainable location, within walking distance of amenities in Bury and Ramsey, and the potential to encourage active travel.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the substantial risk of flooding now and in the future accounting for climate change. Development would also further erode the rural edge of Bury.

Bury 6: Land West of Warboys Road, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most comments were opposed or unsure about development on this site. The LLFA identify there is a high risk from surface water flooding potentially making the site unsuitable for development, pre-application advice is recommended. Bury Parish Council objects to the development due to its location within a conservation area, proximity to several listed buildings, and potential harm to the rural character and heritage assets. Concerns about over-development, traffic congestion, and strained infrastructure are also mentioned. Conversely, some observations suggest that with significant highway improvements and sustainable urban drainage systems, the site could be considered for limited development. There are no minerals or waste constraints impacting the site. The Highways Authority identify that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Bury.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the substantial risk of flooding now and in the future accounting for climate change. Development would also likely harm the character and rural nature of this part of the settlement as well as adversely impact heritage assets.

Bury 7: RAF Upwood - Phase 3, Bury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Half of respondents were supportive of this site. Key concerns include insufficient local employment, increased traffic, erosion of the rural character of Bury, over development, inadequate public transport, and the need for significant infrastructure improvements to support safe access to schools and mitigate traffic congestion with some comments emphasising the need for developer contributions to expand local schools and services. The LLFA considers the site potentially unsuitable due to previously reported flood risk, pre-application advice is recommended. Bury Parish Council supports the development, provided it includes green infrastructure, landscaping, and integration with previous phases of development. There are no minerals and waste constraints impacting the site. The Highways Authority stated that on the basis of the red line there is no/inadequate connection to the public highway but on the basis of the submission documents which identify potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design.

The site promoter submitted a vision document setting out the benefits of the proposal as well as how constraint swill be overcome and how the proposal will be integrated into the wider development and surrounding area.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Bury 3) for about 170 homes and about 11.5ha of land for green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. The site will allow for additional employment opportunities in the local area. Concerns relating to traffic and access have been have been addressed through criteria requiring provision of a safe and suitable means of access and integration with approved development RAF Upwood including an assessment of transport impacts through a transport assessment and travel plan alongside active travel routes to link with existing and proposed networks and local services and facilities. A strong landscaping scheme informed by a landscape and visual impact assessment and retention of trees and hedgerows will help to minimise impact on the rural character of Bury. Flood risk will be addressed through the requirement to provide a flood risk assessment and detailed drainage strategy to evaluate current and future surface water flood risk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Pidley-cum-Fenton

General comment: The Education Authority has commented stating that data suggests that mitigation will be required at primary and secondary school providers to accommodate development as Somersham Primary School and Abbey College are currently offering the maximum number of places allowed by their physical capacity.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Pidley-cum-Fenton 1: Land South at Manor Farm, Fenton Road, Fenton (failed fundamental constraint)

Main Issues Raised (4 responses)

There were mixed responses to this site. Key issues include the inadequacy of the current sewage system, which frequently overflows and would require major investment to support new development, the condition of local roads, traffic, limited active and sustainable transport links and limited village amenities. Some comments suggest that if the properties were bungalows with small gardens and improved drainage, the development might be acceptable. There are no minerals and waste constraints impacting the site. The Highways Authority states there appears to have insufficient frontage to the public highway to achieve an access in accordance with requirements for anything other than a single dwelling.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is below 0.25ha and is not considered capable of providing 5 homes considering the form of the adjoining developments and the very rural location of the site. Therefore the site did not pass the minimum site size threshold for detailed assessment.

4 Further Issues and Options

Pidley-cum-Fenton 2: Land End Farm, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to this site. Comments raised concerns regarding the inadequacy of local infrastructure including sewage systems and mobile reception, poor road conditions, limited public transport and lack of amenities as well as potential environmental impact and need for appropriate housing types. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. There are no minerals and waste constraints impacting the site.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Pidley-cum-Fenton 3: Old Football Field, Warboys Road, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site along Warboys Road as well as the capacity in the sewage system to accommodate new development, poor road conditions and the potential impact on the environment were also raised. One comment stated a preference that new housing on the site should be affordable an for local families. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. There are no minerals and waste constraints impacting the site.

The site promoter states flood mitigation and landscaping can be provided on site and are supportive of the density set out in the LAA.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Pidley-cum-Fenton 4: Bittens Field, North of Warboys Road, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site along Warboys Road as well as the capacity in the sewage system to accommodate new development, poor road conditions, flood risk and the potential impact on the environment were also raised. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. It is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. There are no minerals and waste constraints impacting the site.

The site promoter supports the assessment proposed density. They state flood mitigation can be accommodated on site, trees and hedgerows cans be retained and development can be fully integrated with public right of way.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Pidley-cum-Fenton 5: Land North of Oldhurst Road, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site along Warboys Road as well as the capacity in the sewage system to accommodate new development, poor road conditions, water supply, flood risk and the potential impact on the environment were also raised. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing for anything other than a single dwelling. There are no minerals and waste constraints impacting the site. Two comments raised concern that part of their property appears to be included within the proposal.

The site promoter supports the assessment proposed density and supports self and custom build potential. They it is of sufficient size for onsite mitigation for flooding, landscaping and BNG.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development. Comments from Cambridgeshire Highways flagged that the site appears to have insufficient frontage to the public highway to achieve an access for anything other than a single dwelling. Therefore the site was not taken forward as part of the growth strategy options testing, alternative sites Pidley 2, 3 and 4 were.

Pidley-cum-Fenton 6: Gloucester Barn, Fen Road, Pidley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site as well as the capacity in the sewage system to accommodate new development, poor road conditions, water supply, flood risk and the potential impact on the environment were also raised. The Highways Authority states the site appears to have sufficient frontage to achieve an access (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments) and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

The site promoter reiterates that they consider the site to be suitable site for custom or self-build plots.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is in a location that could not be effectively masterplanned to become part of the existing community. It is also noted that the site would create an extension to the village with limited relationship to the main concentration of residential development within the village and it has the ability to substantially impact the landscape

and biodiversity and ecology through the removal of extensive tree coverage. Development would also require the assembly of land in multiple uses (garden land, employment and greenfield), however the site promoter notes this is in single ownership.

Ramsey

General comment: Comments raised concerns regarding the impact on infrastructure, such as the capacity of schools, doctors' surgeries, and dental services, which are already strained. There are also issues with road safety, particularly the condition and capacity of roads like Biggin Lane and the B1040. Additionally, there are objections to building on prime agricultural land and floodplains, with suggestions to use car parks and develop green energy spaces instead. Responses highlights the need for significant improvements in infrastructure before any further development, including better transport links, more local jobs, and facilities for young people. Mitigation will be required at primary and secondary school providers to accommodate development.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Ramsey 1: Land South of Biggin Lane, Ramsey (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. Some key concerns were regarding surface water flood risk, road safety issues on Biggin Lane, and the impact of over-development on local infrastructure and services. There are also objections to the site's agricultural classification and its potential adverse impact on the landscape and townscape character of Ramsey which some feel have already experienced over development. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk. No minerals or waste constraints present. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but if there is potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter disagrees with the assessment and asserts that the site should not be dismissed based on landscape impact. They emphasises the site's accessibility and lack of significant constraints, arguing that the landscape constraints and opportunities can be addressed through masterplanning.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely adverse impact on the landscape and townscape character of Ramsey

Ramsey 2: Land to the West of Longland Crescent, Ramsey (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

The responses were mixed. The LLFA states there is medium surface water flood risk and that this site may be unsuitable for the proposed development. There is no mineral or waste constraints present. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure and quality of life. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but there may the potential frontage acquisition an access may be feasible in the fullness of time subject to detailed

design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as development of the site would continue the urbanising impact of development on this part of the countryside and risk the further sense of coalescence between Ramsey and Bury and therefore adversely impact landscape and townscape character.

Ramsey 3: Land North of Hollow Lane, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. There are significant concerns about increased traffic, especially near Abbey College, which raises safety issues for students. Comments also raised that road conditions are problematic with subsidence in some areas and that an archaeological survey should be undertaken. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure and quality of life as well as the loss of habitat for animals and plants in a conservation area and the loss of essential school playing fields. They raise that further development should be accompanied by appropriate infrastructure and employment opportunities. The LLFA states there is high surface water flood risk and that must be taken into consideration. There is no mineral or waste constraints present. The Highways Authority states that the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Ramsey 2) for about 20 homes. Concerns relating to traffic, safety, access and active travel have been addressed through criteria requiring provision of safe and appropriate vehicular and pedestrian access from Hollow Lane. The site's location within a conservation area will require the development provide design sensitive to the conservation area and edge of settlement location informed by an proportionate heritage assessment. The development will be required to engage with Abbey College on the reuse of this field and determine if alternative provision of playing fields is required to address the potential loss of a playing field. The development will need to undertake a flood risk assessment and drainage strategy, taking into account groundwater, surface water and modelling of unnamed ordinary watercourse to address flooding risks. The retention of trees and hedgerow and provision of a landscape plan or strategy will assist in the mitigation against habitats. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Ramsey 4: Land East of Wood Lane, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (21 responses)

The majority of responses were opposed to the development of this site. There are strong objections to the development due to its impact on the rural character and heritage of Ramsey, traffic levels, flood risk, on local infrastructure and potential archaeology. They state it is valued for its green space, which is used for walking, dog walking, and other recreational activities. Comments raise concern regarding impact on the nearby listed buildings and the Ramsey Rural Museum which is used for various community events such as the 1940s weekend and Plough Day. These events are crucial for the financial viability of local heritage sites and the local economy. Many comments highlight that Ramsey and Bury have been over-developed, leading to traffic, noise, and pollution issues, and that further development should be accompanied by appropriate infrastructure and employment opportunities. The LLFA states there is high surface water flood risk and that must be taken into consideration.

4 Further Issues and Options

There is no mineral or waste constraints present. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. They also state the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Ramsey.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Ramsey 3) for about 14 homes and about 7.7ha for community and open space uses. Concerns regarding traffic and improvement to footways have been addressed through criteria requiring provision of safe and appropriate vehicular and pedestrian access from Wood Lane. 7.7ha of land is reserved for open space community uses to assist in the facilitation of community events. Flood risk is addressed through a requirement to provide a flood risk assessment and detailed drainage strategy, taking into account groundwater, culverts and modelling of unnamed ordinary watercourses. To mitigate heritage impact design will be required to be sensitive to the setting of the adjacent grade II listed buildings and conservation area informed by an proportionate heritage assessment. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Ramsey 5: Land at Newtown Road, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. There are no mineral or waste constraints present. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure, levels of pollution, traffic and quality of life. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council response

This site has not been selected as a draft allocation. High flood risk present on the majority of the site (flood zone 3a) which is proposed for a ‘more vulnerable’ use, alternative sequentially preferable sites are available. Built development is unlikely to be able to avoid high or medium risk flood areas.

Ramsey 6: Land East of Stocking Fen Road, Ramsey (failed fundamental constraints)

Main Issues Raised (5 responses)

The responses were unsure or opposed to development of this site. One comment highlights that the site has failed fundamental constraints but is/has been proposed within the Ramsey Masterplan market towns programme. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. There is a waste constraint present which will require mitigation. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure and quality of life. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as almost all of the site apart from its southern edge is located within 400m of a water recycling area. In addition a third of the site is classified as grade 1 agricultural land and about two thirds of the site is located within flood zone 3a.

Ramsey 7: Ramsey Gateway, St Mary's Road, Ramsey (failed fundamental constraints)

Main Issues Raised (5 responses)

The responses were unsure or supportive to development of this site. One comment highlights that the site should progress to detailed assessment due to its planning history. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. There are no minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely that two points of access will be required at least one in emergency form.

The site promoter commented that the site should progress to the next stage of assessment considering its planning history, they state the site is no longer viable for farming due to the detailed planning permission that includes a spine road and a supermarket. Also they consider discounting the site solely based on its agricultural classification fails to consider the broader growth options especially as Ramsey is identified as a sustainable location for new development, supported by the adopted settlement hierarchy and the Sustainability of Settlements (2023).

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of site is classified as grade 1 agricultural land and is within flood zone 3a.

Ramsey 8: Peppers Yard, Stocking Fen, Ramsey (failed fundamental constraints)

Main Issues Raised (4 responses)

There were mixed responses to the site. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. There is a minerals and waste constraints present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing. They also state the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Ramsey It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population to make it a sustainable location given the scale of the proposed development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of site is classified as grade 1 agricultural land and is within flood zone 3a. In addition, the site is adjacent to a water recycling area and half of the site is within 250m of a waste management area.

Ramsey 9: School Farm, Stocking Fen Road, Ramsey (failed fundamental constraints)

Main Issues Raised (4 responses)

There were mixed responses to the site. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. There is a minerals and/or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require highway improvements in relation to the scale of development proposed. Also, the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Ramsey.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the vast majority of the site is classified as grade 1 agricultural land apart form a very small amount of the site along its southern edge and the site adjoins a water recycling area. In addition, half of the site is within flood zone 3a.

Ramsey 10: Land off Ugg Mere Court Road, Ramsey Heights (failed fundamental constraints)

Main Issues Raised (4 responses)

There were mixed responses to the site. There is a minerals and waste constraints present. The Highways Authority states it is unclear if there is sufficient frontage to achieve an access and is likely to require highway improvements in relation to the scale of development proposed. They state the current highway network is not sufficient for the development and this development could generate significant traffic for the junctions at Ramsey Heights.

The site promoter has commented stating that the site should not have been discounted based on agricultural land and flood zone 3a. They say this approach may result in a shortage of new housing in the Ramsey Fens. Exceptions should be made for land that was previously shown as being within flood zone 1 of the 2010 SFRA.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 11: Land off Middlemoor Road, Ramsey St Mary (failed fundamental constraints)

Main Issues Raised (3 responses)

There were mixed responses to the site. The LLFA states there is low surface water flood risk but that further detailed consideration of surface water management options will be required. There are no a minerals or waste constraints present. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Ramsey St Marys.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 12: Chestnut Farm, Ramsey Mereside (failed fundamental constraints)

Main Issues Raised (3 responses)

There were mixed responses to the site. The LLFA states there is low surface water flood risk but that further detailed consideration of surface water management options will be required. There are no a minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing and local infrastructure improvements may be required in the form of walking/cycling connectivity. They also state that looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 13: Land on Oillmills Road, Ramsey Mereside (failed fundamental constraints)

Main Issues Raised (2 responses)

There were mixed responses to the site. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 14: Ramsey Forty Foot Village rural mooring, Ramsey Forty Foot (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were generally supportive towards the site. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. Local infrastructure improvements may be required in the form of walking connectivity and local infrastructure improvements may be required in the form of parking places.

Council response

This site has been selected as a draft Rural Mooring allocation (Draft Allocation Ramsey Forty Foot 1) for 1.4 ha of land for leisure moorings, open space and land to safeguard against flooding. The allocation will be required to ensure safe and suitable access can be provide and that the site can be safe for the lifetime of the development.

Ramsey 15: Land at Bridge Farm, Ramsey Forty Foot (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

The responses were mixed towards the site. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure, wildlife and quality of life. Comments highlight that infrastructure in Ramsey Forty Foot is limited. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 1,2 and 3. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

4 Further Issues and Options

Ramsey 16: Forty Foot Field, North of Mill Lane, Ramsey Forty Foot (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The responses were mixed towards the site. One comment supported the assessment and had concerns regarding flood risk, impact on rural nature of the village and access. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but the only linkage is what appears to be a private road.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the majority of the site is located within flood zones 2, 3a and 3b and the proposed residential uses are classed as a more vulnerable use.

Ramsey 17: Woodlane Farm, West of Ramsey Road, Ramsey Forty Foot, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

The responses were mixed towards the site. There are objections to further development in Ramsey and Bury, citing over-development, increased traffic, and strain on local infrastructure such as schools and healthcare. Some objections highlight concerns about spoiling the rural aspect of the village, affecting popular walking routes, wildlife, flood risk and the limited services in Ramsey Forty Foot, which would necessitate car use for new residents. There are also concerns about the narrow access road and its ability to handle construction traffic. The LLFA states there is no surface water flood risk but further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but the formation of an access may result in the loss of green infrastructure.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater flood risk should be investigated meaning it did not meet the criteria for consideration.

Somersham

General comment: The general sentiment is opposition to further housing developments due to concerns about the lack of supporting infrastructure, such as the primary school, which is already at full capacity and cannot expand. There are objections to building on historically significant land, such as the remains of the Bishops Palace fish stock pond, which is of historical interest and home to various wildlife.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Somersham 1: Dews Bus and Coach Depot, Chatteris Road, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were mixed towards the site. The Parish Council raised objections that it would expand the village too much along Chatteris Road and lead to further traffic issues. The Minerals and Waste Authority states there are some minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 3) for about 50 homes. Concerns have been addressed regarding traffic, highway improvements and active travel through criteria requiring provision of a safe and suitable means of access from Chatteris Road and assessment of transport impacts through a transport assessment as well as provision of active travel routes to facilitate integration with Somersham. The allocation highlights the sites location within a Sand and Gravel Mineral Safeguarding area and the need to consult with Cambridgeshire County Council. The site is part previously developed land.

Somersham 2: Somersham Town Football Club and land to the south of the Football Club, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The responses were mixed towards the site. The Parish Council raised objections based on drainage. The Minerals and Waste Authority states there are some minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter has commented and have submitted a Flood Risk Assessment and Landscape and Visual Impact Assessment. They state that the key principles for the development include retaining existing landscape features, considering the height of dwellings near existing properties, providing buffers to heritage sites, and integrating green infrastructure.

Council response

This site has not been selected as a draft allocation. The SFRA mapping update has shown the site is now 82% in Flood Zone 3a it is therefore no longer considered appropriate for residential development.

Somersham 3: Land North of The Pasture and South of Rectory Lane, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (2 responses)

4 Further Issues and Options

The responses were mixed towards the site. The Parish Council raised objections if access were proposed from Rectory Lane. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Vehicular access from Rectory Lane should not be proposed as the width is unsuitable for intensification, all vehicular access should be via the Pastures.

Council response

This site has not been selected as a draft allocation as planning permission has been secured on the western parcel of the site (21/02111/OUT) for 11 dwellings and associated works (all matters reserved) was approved in December 2022.

Somersham 4: Land East of Parkhall Road, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed towards the site. The Parish Council raised concerns that the site would push the boundary of the village and that there is a dangerous access due to the old railway bridge. The Minerals and Waste Authority states there are some minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter has submitted a response including a Waste Compatibility Assessment and Mineral Safeguarding Assessment as appendices.

Council response

This site was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site wholly lies within the buffer zone around the Somersham Waste Management Area. At its closest point, the site is within 20m of the WMA. No assessment was provided at the time. In response to the Spring 2025 consultation on additional sites, the site promoter submitted a Site Suitability Assessment which includes a review of air quality, odour, amenity and compatibility of the proposed use with the WMA which is currently being restored. Now that this assessment has been provided, the site passes the fundamental constraints and a full LAA and SA of the site has been undertaken. It had previously failed due it being within the consultation area for a WMA and no assessment had been provided. The site promoter also submitted a document setting out example street scenes and house types that could be used for this site. The site is now considered potentially appropriate for development.

This site has not been selected as a draft allocation. This site was assessed as having high and/or medium risk from surface water sources and groundwater risk. More sequentially preferable sites were selected which are 100% flood zone 1 with very low risk of surface water flood risk.

Somersham 5: Land to West of College Farm, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The responses were mixed towards the site. The Parish Council raised concern that the site would extend the village boundary and would affect the character of the village. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but if there was the potential for frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to constraints to the site regarding access and the detached nature of the site. An alternative development proposal including this site is set out in Somersham 7: Land to the West of College Farm (larger site), Somersham (which includes this site) was taken forward as draft allocation Somersham 2.

Somersham 6: Land to South of College Farm, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were mixed towards the site. The Parish Council raised concern that the site would extend the village boundary and would affect the character of the village. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting, therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has not been selected as a draft allocation. Although the Council's Land Availability Assessment and Sustainability Appraisal concluded that site may be appropriate for development an alternative site Somersham 7: Land to the West of College Farm (larger site), Somersham (which includes this site) was taken forward as draft allocation Somersham 3.

Somersham 7: Land to South of College Farm (larger site), Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were mixed towards the site. The Parish Council raised concern that the site would extend the village boundary and would affect the character of the village, as well as concerns regarding access at the junction. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting, therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 2) for about 140 homes. Concerns have been raised regarding active travel and cycling and walking connectivity. The site boundary abuts a footpath providing access to Somersham local centre. Criteria requiring the provision of a safe and suitable means of access from B1086 and assessment of transport impacts through a transport assessment will address access to the site and the requirement of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of ordinary watercourse will mitigate flood risk and take into account a drain which may require culverting.

Somersham 8: College Farm, West of Newlands Industrial Estate, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were unsure or supportive of this site. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 4) for about 45 homes. Concerns have been raised regarding active travel and cycling and walking connectivity. The site boundary abuts a footpath providing access to Somersham local centre.

Somersham 9: Land South of 35 Church Street (smaller site), Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

The majority of comments were opposed to development of this site. There is a minerals and/or waste constraint impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity. They state that the site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and village centre. Several comments including the Parish Council and Historic England were opposed to development of the site based on heritage grounds including the whole site being a scheduled monument. Other comments raised concerns regarding flood risk, impact on wildlife and the narrowness of Church Street.

Council response

This site has not been selected as a draft allocation. During the Autumn 2024 consultation on sites, comments were received from the Parish Council and Historic England expressing concern regarding impact on heritage assets. Following this, the site is no longer viewed as being potentially suitable for development due to impacts on heritage including the designated scheduled monument.

Somersham 10: Land South of 35 Church Street (larger site), Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The comments were mixed towards this site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity. The site is affected by existing public Rights of Way, should be retained on their existing alignment, maintained, or enhanced. They also state the site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and village centre. Several comments including the Parish Council were opposed to development of the site based on heritage grounds including the whole site being a scheduled monument. Other comments raised concerns regarding flood risk, impact on wildlife and the narrowness of Church Street.

Council response

This site has not been selected as a draft allocation. During the Autumn 2024 consultation on sites, comments were received from the Parish Council and Historic England expressing concern regarding impact on heritage assets. Following this, the site is no longer viewed as being potentially suitable for development due to impacts on heritage including the designated scheduled monument.

Somersham 11: Land to the west of Parkhall Road, College Farm, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The majority of comments were opposed to development of this site. The Parish Council have observations regarding access to the site and that it is near to the old railway bridge. There is a minerals and/or waste constraint impacting the site that requires mitigation. The Highways Authority states that the site appears to have insufficient

frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. The site is affected by existing Public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. They also state that when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter reiterates the site's availability for development. They state that a Highway Statement confirms that primary vehicular access via Parkhall Road and a new footway connection are feasible, with a secondary emergency access via Queens Road and that the public footpath network will be retained and improved. A Conceptual Drainage Strategy has been undertaken.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 1) for about 120 homes. Observations regarding the site's proximity to an old railway bridge are addressed through a requirement to use design that harmonises with surrounding development to integrate the new homes with neighbouring residential development, disused railway line, allotments and smallholdings. The draft allocation highlights the site's location withing a sand and gravel mineral safeguarding area. Highways improvement will be addressed through the requirement to provide of a safe and suitable means of access from Parkhall Road and assessment of transport impacts through a transport assessment, public rights of way will be required to be retained and enhanced, including connections to public rights of way to facilitate integration with Somersham and nearby services and facilities. Presence of a drain that may require culverting will be addressed through of a flood risk assessment and detailed drainage strategy, taking into account groundwater and surface water flood risk.

Somersham 12: Land North of Chatteris Road, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

The majority of comments were opposed or unsure towards development of this site. The Parish Council have observations stating that part of the site forms part of the Somersham Nature Reserve. There is a minerals and/or waste constraint impacting the site that requires mitigation. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but if there were potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The Wildlife Trust supports the assessment and the recognition of the need to protect the adjacent Local Nature Reserve and County Wildlife Site from the direct and indirect impacts from this proposed site, this is supported by the County Council's Biodiversity and Green Spaces Team.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to significant constraints including access, impact on active travel routes, the Local Nature Reserve and ecology and biodiversity within the wider green network/corridor, lack of access to gas, mains water and electricity supply and digital telecommunications.

Somersham 13: Land East of Chapel Field Lane, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The majority of comments were opposed towards development of this site. The Parish Council have observations stating that access is a key issue. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and King Street Notwithstanding this, Rectory Lane/

4 Further Issues and Options

Chapelfield Lane is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway. The County Council's Biodiversity and Green Spaces Team raise concerns regarding impacts on local accessible greenspace and ecology.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its potential harm to the character of the village and landscape. The site was also considered to have very limited accessibility via suitable vehicle and pedestrian routes into the village, and has a more rural feel as the village transitions into the countryside to the west. The site is narrow making designing a scheme in keeping of local character challenging and likely to adversely impact the village character and erode the rural edge of the settlement.

Somersham 14: Somersham Telephone Exchange (failed fundamental constraints)

Main Issues Raised (3 responses)

Most responses were opposed to development on this site. The Parish Council have observations stating that part of the site forms part of the Somersham Nature Reserve. The Minerals and Waste Authority state that there is a minerals and/or waste constraint impacting the site requiring mitigation. The Highways Authority states that on the basis of the red line there is inadequate connection to the public highway and there is insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but if there is the potential for frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing assessments. Local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment was submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity.

Upwood and The Raveleys

General comment: The general sentiment is opposition to further housing developments due to concerns about the adverse impact on the village, which is already experiencing detrimental effects from over-development in nearby areas like Bury and Ramsey. Key issues highlighted include increased traffic, noise, flooding, pollution, and the erosion of services such as healthcare and education.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Upwood and The Raveleys 1: RAF Upwood - Phase 4, Upwood (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses towards this site were mixed but most were opposed. Comments raised concerns about the site's impact on the small village, including increased traffic, insufficient infrastructure, and limited local services. Key issues include the need for road and footpath improvements, better public transport, and addressing flooding and drainage problems, lessons should be learnt form previous phases of the RAF Upwood redevelopment. Some supported the site recognising its potential to provide local employment and potentially reuse buildings. Some

suggest alternative uses, such as green spaces or nature reserves, to enhance the quality of life for residents. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs. Looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter reiterated the site's availability for development submitting a Vision Document for the site.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Ramsey 1) for about 4.8 ha for office, research and development, industrial and general industrial uses and about 9.2 ha of land for green infrastructure to include a mixture of strategic green space, accessible natural green space and flood mitigation. This will assist in providing local employment opportunities and additional public open space. Concerns regarding transport have been addressed through criteria requiring provision of a safe and suitable means of access from Ramsey Road and assessment of impacts of proposed employment uses through a transport assessment and travel plan and the need to provide active travel routes to link with existing and proposed networks and local services and facilities. Flood risk and drainage will be addressed through a requirement to produce a a flood risk assessment and detailed drainage strategy taking into account surface water. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Upwood and The Raveleys 2: Village Field, Raveley Road, Great Raveley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The majority of comments were unsure towards this site. One comment raised that drainage and flooding is an issue which may get worse with more housing. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The Wildlife Trust supports HDC aims to protect the landscape and visual setting of the Great Fen and would like assurances that the proposed scale of development aligns with this objective.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Upwood and The Raveleys 3: Upwood Field, Meadow Lane, Upwood (failed fundamental constraints)

Main Issues Raised (7 responses)

The majority of comments were opposed towards development on this site. One comment raised that the odour from the water recycling centre impacts living conditions for local residents. There is a waste constraints impacting the site which may require mitigation. Two comments raised that the site name should be Meadow Lane rather than Meadow Road. Concerns were also raised regarding the water recycling centre, access, the narrowness of Meadow Lane, the impact on wildlife and nature conservation sites as well as infrastructure concerns within the village and Ramsey. One comment asked why reference to a 'Specific Features Recommends for Preservation Conservation- designation had not been made in the assessment. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway but if there is the potential for frontage acquisition then an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. The traffic produced by the

development would require significant improvements of Meadow Lane and there are currently no footways to the site. The Wildlife Trust supports the assessment and notes that the scale of development and location is completely inappropriate and would have significant adverse impact on Upwood Meadows NNR. The site is also located within the Fen-edge Woodland Priority Natural Landscape (from the Huntingdonshire Interim Nature Network) and being close to Upwood Meadow should be a priority location for habitat enhancement and / or nature friendly farming.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is adjacent to a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity.

Warboys

General comment: The general sentiment is opposition to further housing developments due to concerns about the already overstretched infrastructure, including roads, healthcare, and schools. Many comments highlight the negative impact on local amenities, traffic congestion, and the character of the village. There were also concerns about the impact of these developments on local wildlife, air pollution, and the overall quality of life for current residents.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Warboys 1: Land on Heath Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Responses were mixed towards this site but most were opposed to development. The Parish Council agreed with the site assessment, several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Suggestions for small-scale, sustainable, and community-focused developments instead were highlighted. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. They also say the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and the village towards pasture close.

Site promoter commented and states that suitable access can be achieved with visibility splays in both directions of at least 90m, and this takes into account the topography of the site and that the site should be considered a natural extension of the settlement which relate well to existing development to the west and south.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site would be out of context with the settlement/ built form. There may be difficulties in terms of highway safety in a village location being a adjacent to a significant junction onto the A141 and with achievability given the sloping topography of the land within the site.

Warboys 2: Land adjacent to Second and Third Avenue, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Responses were mixed towards this site but most were opposed to development. The Parish Council agreed with the site assessment, several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Suggestions for small-scale, sustainable, and community-focused developments instead were highlighted. One comment raised concern that access points would turn established cul-du-sac roads into busy access points for the proposed development and impact the quality of life of residents. Not constrained by minerals or waste constraints. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway, however, if there is the potential for frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. It is likely that two points of access will be required at least one in emergency form. Also, the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter reiterated the site's availability stating that this site and Warboys 6 should now be considered as a single site and are being promoted for comprehensive development. They state the surface water risks are manageable through appropriate drainage strategies. Landscape mitigation through landscaping buffers along the north and west boundaries is proposed. Feasibility assessments are ongoing to determine the best access strategy, with options along Humberdale Way and Saxon Way.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the location of the site being out of context with the existing built form, potential for significant adverse landscape impact and highway access to the site being potentially unachievable as a result of the presence of ransom strips and ability of Second and Third Avenue to accommodate the scale of development. Although sites 'Warboys 2' and 'Warboys 6' have now been proposed as a single site, the deliverability of this site is dependent on providing appropriate access and connection to the public highways as stated by the Cambridgeshire County Council Highways Authority. Therefore the site is currently considered unachievable.

Warboys 3: Land rear of 51 Church Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (12 responses)

The majority of responses were opposed to the development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the impact on the Conservation Area, the area's character, wildlife, flood risk and protected trees. There are significant concerns about the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Some respondents suggest dividing the site for different uses, such as housing and commercial development and there are recommendations to focus on developing brownfield sites and low-impact agricultural land instead of conservation areas. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and would require significant improvements to the footway infrastructure between the site and the village.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the site being wholly within Warboys Conservation Area and the potential for significant adverse impact to this designated heritage asset due the removal of established trees situated within the site to accommodate the development.

Warboys 4: Land East of Church Road, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

The majority of comments were opposed to development on this site. The Parish Council commented that the site is unsuitable for development due to its potential impact on already stretched infrastructure such as the Doctors Surgery. Key concerns raised were regarding flood risk; impact Conservation Area, protected trees, wildlife and the overall character of the area; strain on infrastructure with local schools, doctors' surgeries, and public transport already overstretched; and access and safety. Some respondents suggest finding alternative brownfield sites for development instead of using greenfield and conservation areas. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. From an individual site perspective the site was considered that it may be appropriate for development however, in the context of the whole settlement it was not considered appropriate to consider as an allocation as the site is not well connected to Warboys and there are concerns regarding safe access and exit to the site.

Warboys 5: Little End, Station Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The majority of responses were opposed to the development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Not constrained by minerals or waste constraints. The Highways Authority states the site appears not to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter commented stating that the site forms a natural extension to development of the settlement and that access can be achieved through the adjoining site to the south which is also controlled by the landowners. They consider that a very low density development of 25dph would ensure space is available for landscaping, BNG and flood alleviation as well as reflecting the topography of the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the scale and location of the site being out of context with the settlement/ built form, the steep topography of the land and intrusion into the countryside. In addition, there would have highway access difficulties given the existing track and limited scope to upgrade.

Warboys 6: Land North of Humberdale Way, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses were mostly opposed towards development on this site. The Parish Council stated that the site is unsuitable for development, as a large-scale project would place significant strain on already stretched infrastructure, including the local doctor's surgery. Members also felt that statements regarding proximity to employment opportunities and access to a regular bus service were misleading. Residents were concerned by the potential scale of the proposal. Several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Suggestions for small-scale, sustainable, and community-focused developments instead were highlighted. One comment raised concern that access points would turn established cul-du-sac roads into busy access points for the proposed development and impact the quality of life of residents. Not constrained by minerals or waste constraints. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway, however, with potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. Two points of access will be required they state the development is likely to cause junction capacity issues throughout Warboys and the surrounding area. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter reiterated the site's availability stating that this site and Warboys 2 should now be considered as a single site and are being promoted for comprehensive development. They state the surface water risks are manageable through appropriate drainage strategies. Landscape mitigation through landscaping buffers along the north and west boundaries is proposed. Feasibility assessments are ongoing to determine the best access strategy, with options along Humberdale Way and Saxon Way.

Council response

This site has not been selected as a draft allocation. Although sites 'Warboys 2' and 'Warboys 6' have now been proposed as a single site, the deliverability of this site is dependent on providing appropriate access and connection to the public highways as stated by the Cambridgeshire County Council Highways Authority. Therefore the site is currently considered unachievable.

Warboys 7: Land South of Warboys Sports Field, Warboys (unavailable for the proposed open space use)

Main Issues Raised (5 responses)

Responses were mixed towards this site. The Parish Council disagreed with the assessment stating that the land in question is connected to the current sports ground, meaning it could benefit from existing access points and utility supplies. They state concern over the lack of recognition that the Parish Council are set to provide 22 acres of sports provision land, of which only 7 acres are currently available within the parish. They wish for clarification on the term "significant constraints" as they say the land is designated for recreational purposes. Several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Not constrained by minerals or waste constraints. The Highways Authority states on the basis of the green line there is no/inadequate connection to the public highway.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is unavailable for the proposed open space use and was submitted by a third party who do not own the land.

Warboys 8: Land at New Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

4 Further Issues and Options

Main Issues Raised (6 responses)

The responses were mixed towards this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. The site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and the adjacent roundabout.

The site promoter reiterated the site's availability and submitted a Parameter Plan showing the location of the proposed areas for residential development and natural green space. They state the recent consent for 8 dwellings on part of the site demonstrated that a new footway could be provided along New Road to link into existing footways to the north of the site. This footway could be extended to provide access to the land now promoted. They raise issues between this assessment and Warboys 2 highlighting 'inconsistencies' within the assessments relating to landscape impact and mitigation, impact of the water tower and active travel infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site is in a location that could not be effectively masterplanned to become part of the existing community. In addition it was considered that the site would create an extension to the village with limited relationship to the main concentration of residential development within the village and has a very close relationship with the countryside the impact of which would be significant. The site promoter has reduced the potential capacity expectation to 7 homes. This reduced site area is in principle considered to be suitable.

Warboys 9: Land at Ramsey Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The responses were mostly opposed towards development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the scale of the proposal, its impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required and when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the potential for significant adverse impact upon the local landscape and potential difficulties integrating the site with the existing place and community.

Warboys 10: Manor Farm Buildings, Church Road, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

The responses were mostly opposed towards development of this site. Respondents feel that the development would alter the fabric of the village, creating a busy site between Adam Lyons Recreation Field and St. Mary Magdalene Church. Concerns include the potential danger to children due to increased traffic and the impact on the play area. There were concerns regarding heritage assets. Other concerns raised were the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to wildlife, environment, road safety, pedestrian access, and the suitability of current access were also raised. Suggestions made include identifying brownfield sites and agricultural land that do not impact the village's character. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing, however, access is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway.

Council response

This site has not been selected as a draft allocation. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and access is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway. Therefore the site is currently considered unachievable.

Warboys 11: Land to the rear of 70 - 84 Station Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The responses were mostly opposed towards development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the scale of the proposal, its impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity and the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter commented on behalf of the landowners stating that is in a sustainable location. The Site Development Plan reserves a large area for open space, landscaping, and BNG, minimising the landscape impact. They state detailed masterplanning and additional landscaping will help assimilate the development into the surrounding landscape. They recognise there may be a minimal loss of view for existing residents along Station Road. They state the landowners dispute the Council's claim of multiple landowners, stating that the red line boundary encompasses only two landowners and are in discussions with them to secure a comprehensive development plan and ensure adequate access and utility connections.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the scale and location of the site being out of context with the settlement/ built form and the potential for significant landscape impact which would be hard to avoid given the downward sloping gradient of the land within the site.

Warboys 12: Land off Fenton Road, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses were mostly opposed towards development on this site. The Parish Council stated that the site is unsuitable for development, as it lacks direct connection to the village aside from a crossing over the A141 and expressed concerns about the strain this development would place on already stretched infrastructure and noted

4 Further Issues and Options

that statements about bus access and employment opportunities were misleading. Several respondents raised concerns regarding access from the A141, the safety and feasibility of placing additional traffic here. Other issues raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter states the site is an appropriate site for development subject to good masterplanning to ensure the preservation of the local landscape, designated heritage asset and integration with the built form and wider community. They refer to a high level masterplan and will undertake further technical work to demonstrate additional mitigation in relation to the other constraints identified.

Council response

This site has not been selected as a draft allocation. Although a vision document was resubmitted in relation to this site, and the Land Availability Assessment has assessed the site in isolation concluding that the site may be potentially suitable. When looking at the wider context that the site sits within, it is considered that the site is detached from the main built area of Warboys which would pose challenges for safe pedestrian access across the A141 to local services and facilities for development of this scale. It is therefore not suitable for allocation.

Wistow

General comment: The general consensus is against development, with concerns about the inadequate infrastructure to support new housing, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There were also concerns about the impact on local wildlife and the rural character of the area. Suggestions were to discount all sites in Wistow and enhance local infrastructure, such as roads and drainage systems before considering any new developments.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Wistow 1: Land West of Harris Lane, Wistow (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (41 responses)

The majority of respondents were opposed to development. The general consensus is against development, with significant concerns about the loss of agricultural land, inadequate local infrastructure, environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There are also concerns about the impact on local wildlife and the rural character of the area. One comment recognised the potential need for some growth in the village. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking connectivity. The site would not be acceptable for a development of this scale without improvements to the road and footway infrastructure between the site and to the south and east as well as possible improvements in the form of passing places. The Education Authority identifies there is an existing pressure on early year's places and there is likely to be insufficient capacity locally to accommodate the increase in children at local primary and secondary schools without mitigation.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Wistow 2: Land South of Ramsey Road adjoining Kingsland Farm (larger site), Wistow (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (17 responses)

The majority of respondents were opposed to development. There were strong opposition based on the loss of agricultural land, inadequate local infrastructure, significant environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There was a also concerns regarding the impact on the rural character of the area. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely to require two points of access. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Bury, also looking at possible connections to the site, they state there may be an element of drain that may require culverting therefore early dialogue with the LLFA would be required on this.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would result in significant adverse landscape impact and adversely impact the character of the area and is also of a scale that would further stress local facilities. Development could also adversely impact the permitted attenuation pond within the site which was approved to accommodate off site drainage for the redevelopment of RAF Upwood.

Wistow 3: Land South of Ramsey Road, North West of Kingsland Farm (smaller site), Wistow (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of respondents were opposed to development. There were strong opposition based on the loss of agricultural land, inadequate local infrastructure, significant environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There was a also concerns regarding the impact on the rural character of the area. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely to require two points of access. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Bury, also looking at possible connections to the site, they state there may be an element of drain that may require culverting therefore early dialogue with the LLFA would be required on this.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would result in significant adverse landscape impact and adversely impact the character of the area and is also of a scale that would further stress local facilities.

Wistow 4: Land South of Ramsey Road, North East of Kingsland Farm (smaller site), Wistow (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (15 responses)

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The majority of respondents were opposed to development. There were strong opposition based on the loss of agricultural land, inadequate local infrastructure, significant environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There was a also concerns regarding the impact on the rural character of the area. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely to require two points of access. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Bury.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would result in significant adverse landscape impact and adversely impact the character of the area and is also of a scale that would further stress local facilities. In addition, development could adversely impact the permitted attenuation pond within the site which was approved to accommodate off site drainage for the redevelopment of RAF Upwood.

Area 3 - Northern Central Huntingdonshire

General comment: A comment was received against the whole of the North Central by the Alconbury Brook Flood Group area setting flood risk concerns, these concerns are also registered against several sites within Alconbury, Alconbury Weston and The Stukeleys.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Abbots Ripton

General comment: General comments related to concerns on the impact on the village's historic character and conservation area.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Abbots Ripton 1: West of Wennington Road Wennington, Abbots Ripton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Comments were mixed but broadly supportive or unsure of this site. The primary concerns revolve around the scale and density of the development and its potential impact on the Wennington conservation area and its listed buildings. There is a strong emphasis on ensuring that the development respects the vernacular architecture and character of Wennington, with suggestions for an architectural competition to achieve high standards in design. There was concern given Wennington's lack of amenities, public transport, and reliance on single-track roads. Comments also highlighted the need for affordable housing, public transport and community involvement in the planning process. There is a minerals and or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance requirements respecting local junction spacing but local infrastructure improvements may be required in the form of passing places.

Council response

This site has not been selected as a draft allocation because it is located within an hamlet and therefore it was not tested in any of the Council's Growth Strategies due to the hamlets inherent lack of sustainability. The District's hamlets are classified together with the countryside, the Preferred Options Draft Local Plan to 2046 allows for only limited and specific opportunities where development in these locations would be acceptable.

Abbots Ripton 2: Home Farm North, Abbots Ripton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

The majority of respondents were opposed to development on this site. Opposition to the development is due to its impact on listed buildings, conservation area, townscape and residential garden settings. There are significant concerns about flood risk, the negative impact on the village's character and identity, access and traffic issues, ecological and environmental concerns, and the loss of valuable agricultural land. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the development would have a fundamental impact on the setting of listed buildings, conservation area, townscape, character of the area and residential garden settings. That the site could create transport and safety impact for pedestrians as a result of access via Rectory Lane and have a negative ecological impact.

Abbots Ripton 3: Home Farm South, Abbots Ripton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

Most respondents were against or unsure about the site. Concerns were raised regarding flood risk with significant past flooding experiences and the need for flood zone risk removal before development; the impact on veteran elm trees, species-rich grassland, and overall biodiversity; and infrastructure challenges, particularly with the Anglian Water sewage pumping station. Comments also highlighted the visual impact of development on the rural landscape, access and traffic issues, and the loss of agricultural land. There are no minerals or waste constraints. The Education Authority states that there is expected to be sufficient places locally to be able to accommodate the increase in children from this development, without mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft mixed use allocation **(**Draft Allocation Abbots Ripton 1**)** for about 15 homes and about 0.5ha for commercial use within classes E(g)(i-iii). flood risk concerns have been addressed through criteria requiring sequential location of development outside areas of flood risk and provision of a flood risk assessment and detailed drainage strategy, taking into account surface water, residual risk from a culvert and modelling of unnamed ordinary watercourse to evaluate current and future fluvial and surface water flood risk.

Concerns on the impact on the landscape, veteran elm trees, and biodiversity will be addressed though a requirement for the retention and protection of existing trees and hedgerows, and the provision of a comprehensive scheme of landscaping set out within a landscape plan or strategy and management plan. There is a criteria to address waste water flow and the development will have to address access traffic and active travel concerns by providing a suitable means of access a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village

4 Further Issues and Options

Abbots Ripton 4: Penny Green, Abbots Ripton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

Responses were mixed but half of them were opposed to development. Kings Ripton Parish Council commented some small scale development within the village may be acceptable providing it does not change the character of the village and all development can guarantee mitigation to actively reduce the peak flow to the Bury Brook which is close by. One responders object based on concerns about ecological harm to trees and biodiversity, flood risk, topographical challenges, visual impact, inadequate access and traffic issues, unsuitability for residential and commercial development, and the loss of agricultural land, all of which threaten the rural character and environmental integrity of Abbots Ripton. Another objection was raised highlighting infrastructure challenges, particularly with the main Anglian Water sewage pumping station. Not constrained by minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site could create transport and safety impact for pedestrians and vehicles as a result of access via 'The Green' and lack of pedestrian connections to the main village and services. That direct access from 'The Green' has not been included within the site boundary making it unclear if this may impede delivery and viability or if there are ownership issues and that the site is removed from the main village of Abbots Ripton having little relationship to the village creating isolated developed in the countryside.

Abbots Ripton 5: Land South of Station Road, Abbots Ripton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Responses were mixed but half of them were opposed to development. Kings Ripton Parish Council commented some small scale development within the village may be acceptable providing it does not change the character of the village and all development can guarantee mitigation to actively reduce the peak flow to the Bury Brook which is close by. One responders object based on concerns about ecological harm to trees and biodiversity, flood risk, topographical challenges, visual impact, inadequate access and traffic issues, unsuitability for residential and commercial development, and the loss of agricultural land, all of which threaten the rural character and environmental integrity of Abbots Ripton. Another objection was raised highlighting infrastructure challenges, particularly with the main Anglian Water sewage pumping station. Not constrained by minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments). Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site would create transport and safety impacts for pedestrians due to lack of pedestrian connections to the main village and services. It is also removed from the main village of Abbots Ripton having little relationship to the village creating isolated developed in the countryside.

Abbots Ripton 6: Sapley Park Garden Village (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (15 responses)

The majority of respondents were opposed to the development. Concerns raised include its impact on farmland, historic and archaeological sites, conservation villages, and areas supporting wildlife, including red-listed species. The Wildlife Trust objects due to potential adverse impacts on nature conservation sites and nature recovery efforts. Flood risk and heritage impacts as well as infrastructure constraints were raised. There is topographical variation within the site, leading to potential visual intrusion and challenges in development. The CPRE opposes the development due to its visual dominance and impact on the rural landscape. Another concern was on the pressure it would add to the road network, traffic, congestion and safety concerns and how development could be integrated with surrounding areas. There are no minerals or waste constraints. The Highways Authority states that access should be from the A141and secondary accesses may be possible from C112 King Ripton Road/Sapley Road; C115 Abbots Ripton Road/Huntingdon; and B1090 St Ives Road all of which appear to have sufficient frontage and may require off-site highway improvements in relation to the scale of development proposed. The suitability of the approach road network for secondary accesses will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs and may require infrastructure improvements. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter commented stating that the landowner is flexible as to the exact scale and form of any allocation that could come forward. Further to feedback received in the LAA, the landowner would like to withdraw the area of the Site to the west of the East Coast mainline railway in recognition that it is unlikely to be deliverable with the plan period currently proposed.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site was considered to be less viable than other sites submitted. It has highly variable accessibility to services and facilities with the southern part being good whilst the northern parts of the site have poor accessibility and significant challenges in terms of active travel and public transport at present. Until there is greater certainty over the rerouting of the A141 (which will potentially run through the site impeding access) the ease and safety of potential connections to Huntingdon are challenging. The previous Local Plan Inspector expressed significant concern over the market absorption challenges. This site is very close to the existing strategic location of Alconbury Weald and likely to compete directly in the market. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets.

Alconbury

General comment: Several comments raised general concern to proposed developments in Alconbury Weston, primarily due to flood risks exacerbating existing issues, environmental impact, impact on the character of the village and the strain on local infrastructure.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Alconbury 1: Land South of Great North Road, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

4 Further Issues and Options

The majority of responses were opposed to development on this site. The LLFA identified it is at a high risk of surface water flooding making it potentially unsuitable for development. Concern regarding surface water flooding was also made by several other respondents particularly flooding along Great North Road, Sharp Lane and The Leys. Alconbury Brook Flood Group highlighted that development may exacerbate these issues and that mitigation is required. Respondents also considered that there will be increased traffic and noise pollution and development would impact local wildlife and the rural character of the village. There was also concerns about the capacity of local services, such as doctors' surgeries and schools, to cope with the increased population. There were also concerns about the loss of identity of Alconbury and Alconbury Weston as separate but linked villages. Some questioned the need for development beyond infill, especially considering the ongoing development at the adjacent Alconbury Weald site. The Parish Council stated the site could be supported subject to mitigation. There is a minerals and/or waste constraint which could be overcome with mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

Since the Land Availability Assessment was originally undertaken, the site's potential development use has been confirmed as residential rather than mixed use or employment. This site has been selected as a draft residential allocation (Draft Allocation Alconbury 1) for about 30 homes. More recent flood map updates and information find that site is not constrained by fluvial flood risk however surface water flood risk is present on a small portion of the site in the northern most corner. Remaining flood risk concerns will be addressed through a flood risk assessment and drainage strategy to include safe access and escape routes. The site's location within a Sand & Gravel Mineral Safeguarding area is addressed through specific criteria within the policy, and highways concerns through the requirement for provision of a safe and suitable means of access from Great North Road.

The site does not coalesce with Alconbury Weston and infills land between residential and farm buildings. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Alconbury 2: Land to the East of Globe Lane (smaller site), Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

There were mixed responses to this site. The LLFA identify the site has a low risk of surface water flooding, but there have been previous reports of local flooding. Comments raised concerns are raised about the site's potential to exacerbate flooding in the area, with specific mentions of Cock Brook and the impact on local infrastructure. Alconbury Brook Flood Group highlighted that development may exacerbate these issues and that mitigation is required. Respondents also considered that there will be increased traffic and noise pollution and development would impact local wildlife and the rural character of the village. There was also concerns about the capacity of local services, such as doctors' surgeries and schools, to cope with the increased population. Some questioned the need for development beyond infill, especially considering the ongoing development at the adjacent Alconbury Weald site. The Parish Council stated the site could be supported subject to mitigation and could provide new public open spaces. There is a minerals and/or waste constraint which could be overcome with mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Alconbury 2) for about 60 homes. More recent flood map updates and information find that site is not constrained by fluvial flood risk and surface water flood risk very low. Remaining flood risk concerns will be addressed through a proportionate flood risk assessment and detailed assessment of surface water flood risk. The site's location within a Sand & Gravel Mineral Safeguarding is addressed through specific criteria within the policy.

A landscape and visual impact assessment and arboricultural assessment demonstrating retention of existing mature and established trees and hedgerows and provision of substantial landscaping on all boundaries will be required to address concerns in relation to impact local wildlife and the rural character of the village. Highway concerns and access will be addressed through criteria requiring provision of a safe and suitable means of access from Globe Lane and assessment of transport impacts through a proportionate transport assessment.

An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Alconbury 3: Land to the East of Globe Lane (larger site), Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of responses were opposed to this site. Comments raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group warns the site is unsuitable unless a large floodplain extension is implemented. Other concerns are that Globe Lane is too narrow, sewage capacity and infrastructure and service provision, loss of agricultural land, impact on wildlife, impact on the character of Alconbury and loss of separation between it and Alconbury Weald. The Parish Council stated the site could be possible suitable if all these concerns could be addressed. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and the suitability of the approach road network from the A14/Woolley Road will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs.

The site promoter reiterated the site's availability and considered that many of the issues identified in the assessments can be overcome such as traffic and that the Design Principles and Concept Document (July 2023) helps to address some of the landscape and oil pipeline concerns.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that due to its scale this may provide challenges in effectively masterplanning a large disproportionate residential expansion to become part of the existing community. The site is of a size that is likely to have a significant impact on the landscape or townscape representing a significant extension to the settlement (40%). Access would be from Globe Road, a narrow lane may present safety and transport impacts and significantly increase transport movements through the village, which would require further assessment and mitigation. An oil pipeline infrastructure crosses the site which could impact the achievability of site or affect design, layout and location of properties, this would require further investigation.

Alconbury 4: Brooklands Farm, land to the East of A1 junction 13, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

There were mixed responses towards this site. The Parish Council support this site subject to measures to mitigate constraints such as flood risk. Comments raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group suggests mitigation measures such as a storage pond, permeable surfaces

4 Further Issues and Options

and rainwater gardens. Other concerns are that HGV traffic may worsen road conditions, highway safety, loss of agricultural land, impact on wildlife, and noise pollution form the A1. There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. They also state it is likely that two points of access will be required at least one in emergency form and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

The site promoter reiterated the site's availability for development and expressed their willingness to work on overcoming concerns such as surface water flood risk, landscaping and the water recycling area as well as the scale of development.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Alconbury 5: Land to the North of School Lane, Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (16 responses)

The majority of responses were opposed to this site. Comments raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group highlights the topography of the site and need for enhanced drainage. Other concerns is that Manor Lane is too narrow, impact on infrastructure and service provision, sewage capacity, impact on wildlife, impact on medieval ridge and furrow land and on the character of the village. Some raised that Alconbury Weald should absorb further growth instead. The Parish Council stated the site could be possible supported with limitations and required additional measures to address these concerns were included as well a reduced number of houses on site. The LLFA states there is low surface water flood risk and that the site may potentially be unsuitable for the proposed development. There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed including the suitability of the approach road network via Manor Lane from the B1043 and Junction 13 of the A1(M) through Alconbury village will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs. Also, it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements will be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability and submitted a Vision document which they consider demonstrates that many of the issues identified in the assessments can be overcome. The submitted Design Principles and Concept Document (Nov 2024) outlines that landscape buffers and greenspace can be incorporated as well as street layouts that integrate with the topography of the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered appropriate for development as it would have a significant landscape impact. Development would be highly exposed within the wider landscape due to the sloping nature of the site and would require flood mitigation.

Alconbury 6: Land North of B1043 and East of Alconbury, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

There were mixed responses towards this site. Comments, including those form the Parish Council raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group suggests mitigation measures such as a storage pond. Other concerns are HGV traffic on local roads, highway safety, infrastructure and service capacity, loss of agricultural land, impact on wildlife, loss of trees and hedgerows and noise pollution form the A1. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to B1043 Rusts Lane to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. This site is not acceptable as it does not accommodate walking or cycling. It will also cause junction capacity pressures on the nearby roundabouts and junctions. It is not clear if the north western half of the site will be connected to the south eastern half via the tree belt. If not, on the basis of the boundary line there is inadequate connection to the public highway. They also state it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability for development and considers the site provides economic benefits and can be effectively masterplanned as part of the existing business cluster and overcoming constraints on site.

Council response

This site has not been selected as a draft allocation. The site was not considered appropriate by the Highways Authority and was considered unacceptable as it does not accommodate walking or cycling. They also note that it will cause junction capacity pressures on the nearby roundabouts and junctions and that it is not clear if the north western half of the site will be connected to the south eastern half via the tree belt. If not, on the basis of the boundary line there is inadequate connection to the public highway. Therefore the site was not taken forward as a site within the growth strategy options due to these issues.

Alconbury 7: Fifty Acres, Land adjacent to Ermine Street and A1304, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

The responses for this site were mixed. The Parish Council were supported of the site with mitigation measures such as surface water alleviation. The Alconbury Brook Flood Group warns that development could increase flooding in Alconbury Village unless robust mitigation such as smart-controlled storage ponds and sustainable drainage. Comments raised concerns regarding flood risk, environmental impact of development, impact on wildlife, loss of agricultural land, impact on traffic and local infrastructure. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Also that it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. This site is located in proximity to Alconbury Weald. It was considered that development at Alconbury Weald would need to be completed before the commencement of any nearby residential allocation due to market absorption pressures. Therefore the site was not taken forward as a site within the growth strategy options.

Alconbury 8: Land at Weybridge Farm (Brampton Cross) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (18 responses)

4 Further Issues and Options

There were mixed responses to this site. Some expressed support for the site including Alconbury and Ellington Parish Councils subject to adequate assessments and major traffic improvements, active travel, flood risk and biodiversity measures. Comments raised concerns regarding flood risk, the scale of the proposal, environmental impact of development, impact on wildlife, loss of agricultural land, impact on traffic and local infrastructure. CPRE is opposed based on landscape impact, flooding and industrialising the open countryside. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraint impacting the site that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to Woolley Road to achieve two accesses but is likely to require significant highway improvements in relation to the scale of development proposed. They state that no access should be permitted via the A14 east bound, Woolley Hill and Woolley Road as the route is not suitable to cater for high volumes of traffic and HCVs. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting recognising the site's proximity to the strategic road network.

Comments raised the need for adequate wildlife, transport and flood risk assessments to be undertaken.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres.

This site is located away from such locations. More sequentially preferable sites have been selected for strategic employment with regards to flood risk, these are North of A141 between the Racecourse and A1307 (immediately north of Huntingdon) and West of the A1 and South of Peterborough Motorway Services. These sites have also been chosen due to their locational distribution, ensuring that logistics and distribution uses spread the transport impact. In addition, the floorspace proposed for Brampton Cross would concentrate Huntingdonshire's employment need all in one location creates less opportunity for employment across the district. This is not to say that this site may not be deliverable in the future as part of the Combined Authority's Local Growth Plan. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to substantial accessibility challenges both by non-car modes of travel and through the capacity of the highway network to accommodate the volume and nature of vehicles expected to be generated by the proposed scheme.

Significant concerns have also been raised by the Highways Agency with the need for significant highway improvements in relation to the scale of development proposed. No access should be permitted via the A14 east bound, Woolley Hill and Woolley Road as the route is not suitable to cater for high volumes of traffic and HCVs. There are also concerns regarding sustainable travel connections to wider centres of population and the site would not be acceptable for a development of this scale without significant improvements. Natural England also raise concerns citing the need careful consideration and likely requirement for additional assessments including as downstream impacts on internationally designated sites.

Alconbury Weston

General comment: Several comments raised general concern to proposed developments in Alconbury Weston, primarily due to flood risks exacerbating existing issues, environmental impact, impact on the character of the village and the strain on local infrastructure including education provision which will require mitigation to address if development went ahead.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Alconbury Weston 1: Land North West of Buckworth Road, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

There were mixed responses to the site. Comments (including those from Alconbury Weston Parish Council) raised concerns about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, the loss of green space, poor access to services and transport, ecological sensitivity (including presence of protected species), and potential overdevelopment that could alter the village's character. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Also it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements will be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Several suggest that further assessments and mitigation measures are essential before any development proceeds.

Council response

This site has not been selected as a draft allocation. The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater emergence risk at significant rates meaning it did not meet the criteria for consideration.

Alconbury Weston 2: Land East of High Gables, Buckworth Road, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

There were mixed responses to the site. Comments (including those from Alconbury Weston Parish Council) raised concerns about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, poor access to services and transport, ecological sensitivity (including presence of protected species Great Crested Newts), and potential overdevelopment that could alter the village's character. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access via Great North Road and North Road and local infrastructure improvements will be required in the form of walking/cycling connectivity.

The site promoter stated that dwellings will be prioritised towards areas of very low surface water flood risk and will not be located in areas shown to be at risk of medium or high surface water flooding. Surface water will discharge to the watercourse located adjacent to the site's northern boundary and will be restricted to greenfield runoff rates. The proposed SuDS strategy will include various drainage measures.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Alconbury Weston 3: 48 Old Great North Road, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

There were mixed responses to the site. Comments (including those from Alconbury Weston Parish Council) raised that the site has already been cleared of trees and vegetation and that there is likely to be contamination arising form the site's former use to store fuel and old tankers. Other concerns were raised about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, the loss of green space, poor access to services and transport, and impact on the village's character. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Also it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements will be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater emergence risk at significant rates meaning it did not meet the criteria for consideration.

Alconbury Weston 4: Land West of 41 Vinegar Hill, Alconbury Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (9 responses)

The responses were opposed to development on this site. Comments raised concerns regarding flood risk and the downstream impact on flooding in Alconbury. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals. The LLFA states there has been locally reported flooding which may

make the site potentially unsuitable for the proposed development. There are no mineral or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access via Great North Road/North Road and B1043 Old North Road in accordance with requirements respecting local junction spacing subject to improvement to gradients between the highway and the site. Local infrastructure improvements will be required in the form of walking/cycling connectivity and the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to key constraints arising the location of the development being out of context with the built form and because the topography of the land would significantly constrain the achievability of development.

Alconbury Weston 5: Land East of Vinegar Hill, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

There were mixed responses to the site. Comments (including those from Alconbury Parish Council) raised concerns about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, traffic along Vinegar Hill, the loss of green space, poor access to services and transport, and impact on the village's character. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals and a reduction in the number of homes by 50%. One comment raised that there is no footpath along the frontage. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access via Great North Road/North Road and B1043 Old North Road in accordance with requirements respecting local junction spacing. Local infrastructure improvements will be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Alconbury Weston 6: Land to the North of the Crossways Distribution Centre, Alconbury Hill (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Responses were mixed with most being opposed or unsure towards development. Alconbury Weston Parish Council considered that expansion of the Crossways Distribution Centre (CDC) should be possible in a controlled and to a proportionate extent with highway improvements, flood mitigation and mitigation against impacts to wildlife and Monks Wood SSSI. The Wildlife Trust identified that development should seek to buffer and enhance the landscape around Monks Wood in line with the interim Huntingdonshire Nature Network ambitions and opportunities. Other comments raised concerns flood risk, inadequate infrastructure, traffic impact, environmental

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impact including that on Monks Wood SSSI, poor access to services and transport, and the presence of oil and gas pipelines. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the B1043 Ermine Street to achieve an access and it is likely that two points of access will be required at least one in emergency form. An access off Monks Wood Road is likely to require significant highway improvements in relation to the scale of development proposed and while access from the A1(M) via B1043 Ermine Street is acceptable however, the suitability of the approach road network from the B1090 via Monks Wood Road will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs and is likely to require significant highway improvements. Local infrastructure improvements will be required in the form of walking/cycling connectivity. National Highways commented highlighting the site's proximity to the strategic road network.

The site promoter commented that reference to their Vision Document be made and that amend the assessment to note that that the site could accommodate up to 125,000 sqm of floorspace. They consider the scale and location of the proposal will deliver substantial employment growth and business clustering opportunities and the Vision Document shows how the development can be integrated with Crossways Distribution Centre while avoiding adverse impacts on Monks Wood and the surrounding landscape. They state that a range of survey and assessment work will be commissioned to demonstrate how any constraints can be appropriately addressed.

Council response

This site has not been selected as a draft allocation. It was originally considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However significant objections have been raised by Natural England who state that they "object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities."

Alconbury Weston 7: Land East of the B1043 and North of Wheatsheaf Cottages, Alconbury Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

The responses were mostly opposed or unsure towards development and agreed with the assessment. The LLFA states there is locally reported surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the B1043 Ermine Street to achieve an access.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint due to its location wholly within a waste management area which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for the management of waste.

Alconbury Weston 8: Safefield Farm, North West of Alconbury Airfield (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

The majority of comments were opposed to development. Comments raised concern of the scale of development citing its impact on the landscape and on Upton and Alconbury Weston as well as harm to ancient woodland, loss of agricultural land, presence of an oil pipeline, noise and light pollution, traffic and lack of services and infrastructure. CPRE is opposed due to its urbanising impact on the countryside and impact on the villages of Upton and Alconbury Weston and potential impact on Hermitage Wood County Wildlife site and Ancient/Semi-Ancient woodland. The LLFA states there has high risk form surface water flooding which may

make the site potentially unsuitable for the proposed development. There are minerals and/or waste constraints impacting the site that may require mitigation. The Highways Authority states the parcels on the eastern side of the A1(M) appear to have sufficient frontage to the B1043 Ermine Street/Old North Road and Alconbury Hill to achieve accesses but likely to require significant highway improvements in relation to the scale of development proposed. The parcels on the western side of the A1(M) appear to have sufficient frontage to achieve access from Vinegar Hill and Nora Wood Way but further assessment will be required. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the sites to wider centres of population. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The Wildlife Trust supports the need to buffer and to maintain strategic landscape connections between these sites and therefore reducing the potential developable areas accordingly. A further consideration is the potential for adverse impacts on these ancient woodlands from excessive access and recreational use. These will need to be effectively buffered (and could potentially be extended) and to remain connected with ecologically functional landscape connections requiring a natural landscape connection between Hermitage Wood and Hill Wood and Bevills Wood several hundred metres wide, buffers to Bevills Wood and Hill Wood of at least 100 metres wide and ideally several hundred metres and a buffer of at least 100 metres wide to Upton Wood.

Site promoter reiterated the site availability and noted that while the Council has assessed it for employment use only, they advocate for a mixed-use scheme including housing, schools, and local services, leveraging proximity to the Enterprise Zone (EZ). The site is seen as deliverable within 15 years, with strong infrastructure links and opportunities for biodiversity enhancement, collaboration with adjacent landowners, and mitigation of pollution and heritage impacts. The promoter argues that the site could support around 2,000 homes and contribute significantly to local education, employment, and sustainability goals. This is supported by a masterplan.

Council response

This site has not been selected as a draft allocation. It was originally considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However significant objections have been raised by Natural England who state that they " object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities." National highways raised issues noting that "Development requires realignment of the A1 between Wansford Station overbridge and Elton Road (Water Newton)." which has the potential to impact viability and achievability. The site is therefore now considered inappropriate for development.

Alconbury Weston 9: Land Northwest of Chequers Close, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

There were mixed responses to this site. Multiple comments highlight concerns about surface water flooding and that site has been observed to form a temporary pond during peak rainfall, indicating its importance in flood management for the village. Other concerns included its impact on the character of the village, loss of greenspace, access, increased traffic generation, its agricultural use and loss of trees and biodiversity. Some raised that it has previously had planning permissions refused (22/01350/OUT) and appeal (APP/H0520/W/23/3327277). The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway in the turning head of Chequers Close to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity and that it is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

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This site has not been selected as a draft allocation. This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

The site has since secured a Permission in Principle (25/01596/PIP) for the erection of up to 9 residential dwellings.

Alconbury Weston 10: Land East of B1043 and South of Alconbury Hill, Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (11 responses)

The majority of responses were opposed to development. Several comments agreed with the Council's assessment including Alconbury Weston Parish Council and the Wildlife Trust. Objections to the proposal were made regarding the impact it would have on local roads, flood risk, and overdevelopment in combination with other nearby major developments. The LLFA identifies the site is at high risk of surface water flooding consider this site may be unsuitable for the proposed development. CPRE consider the proposal could impact ancient woodlands in terms of light and noise and visual pollution with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument, additionally it is on elevated ground making landscape impact more prominent. No minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form.

The site promoter did not agree with the Council's assessment and reiterated the site's availability and consider the site can be masterplanned to protect ancient woodlands and provide high-quality open space, minimizing landscape impact. They dispute the Council's view that the site is not sustainably located close to local services, highlighting its proximity to new and planned services and facilities as part of the Alconbury Weald scheme.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that due to its separation from Alconbury Weald it is currently unclear how the site could be masterplanned to become part of this community, without further completion of the Alconbury Weald development and/or compilation of potential intervening land to create a more comprehensive development, additional information would be required. The site forms part of a green break between Crossways Distribution Centre and Alconbury Weald/ Alconbury Enterprise Zone. The site has a greater relationship to the open countryside than the nearby uses. The site proposal could also impact a significant concentration of ancient woodlands in terms of light and noise, with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument.

Alconbury Weston 11: Land adjacent to Alconbury Weald Development and South of Safefield Farm, Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (13 responses)

The majority of responses were opposed to development. Several comments agreed with the Council's assessment including Alconbury Weston and Alconbury Parish Councils. Objections to the proposal were made regarding the impact it would have on local roads, flood risk, and overdevelopment in combination with other nearby major developments. The LLFA identifies the site is at high risk of surface water flooding. CPRE consider the proposal could impact ancient woodlands in terms of light and noise and visual pollution with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument. No minerals or waste constraints. The Highways Authority states that on the basis of the site boundary there is no connection to the public highway and access is dependant upon development of adjacent sites and it is unclear how high quality walking, cycling, and wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter did not agree with the Council's assessment and reiterated the site's availability and consider the site can be masterplanned to protect ancient woodlands and provide high-quality open space, thus minimizing landscape impact. The Commissioner also disputes the Council's view that the site is not sustainably located close to local services, highlighting its proximity to new and planned services and facilities as part of the Alconbury Weald scheme.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is currently unclear how the site could be masterplanned to become part of this community without further completion of the Alconbury Weald development, coordination of access arrangements which could present land ownership issues and/or compilation of potential intervening land to create a more comprehensive development, additional information would be required. The site has a greater relationship to the open countryside than the nearby uses. The site proposal could also impact a significant concentration of ancient woodlands in terms of light and noise and visual pollution with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument. The site is north and west of Alconbury Enterprise Zone which would require assessment as to the compatibility of these sites in terms of amenity. Current lack of access from the B1043 and Alconbury Weald means the site is isolated regarding means of access and could present viability issues.

Sawtry

General comment: Concerns include the destruction of natural habitats, prime agricultural land, and established woodland hedgerows. There are significant worries about the village's infrastructure, which is deemed inadequate to support the proposed developments, citing limited medical facilities, schools, shops, and public transport. Environmental issues such as light, noise, and air pollution, as well as increased traffic congestion and potential anti-social behaviour, are highlighted. Additionally, there is pressure on drainage systems and a high risk of flooding due to the soil composition. The Education Authority notes existing pressures on early years and primary school places, with recommendations for mitigation to support further development.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Sawtry 1: Green End Field, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Comments were either unsure or opposed towards development. One response stated the development would significantly alter the local landscape and character requiring landscaping mitigation, surface water flooding risk, access and traffic with a potential ransom strip, is incompatible with the surrounding area, and the presence of an oil pipeline buffer zone raises safety concerns, and the proximity to the A1 could result in noise pollution for future residents. The LLFA identifies the site is at high risk of surface water flooding and consider that it could

potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but the formation of an access and visibility splays may result in the loss of green infrastructure.

Council response

This site has not been selected as a draft allocation. The findings from the Council's Land Availability Assessment and Sustainability Appraisal noted that the site was potentially appropriate for development with a potential capacity for 16 homes. The status of this site has been revised following the results from the Level 2 Strategic Flood Risk Assessment which concluded that “This site should not be developed for more vulnerable purposes and be left for agricultural use or as open green space.” These ‘more vulnerable’ uses include residential dwellings as set out in Annex 3 of the NPPF and therefore the site is no longer considered appropriate for development.

Sawtry 2: Land at St Andrews Way, Sawtry (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Comments were mixed towards development on this site. One response raised concerns about road safety due to the dangerous access point on a tight bend with a 60 mph speed limit, and the impact of noise, air, and light pollution from the nearby A1 motorway, flood risk and drainage issues, loss of agricultural land, potential impact on the quality of life of residents, and the adverse impact on the rural character of the area. The LLFA identifies the site is at low risk of surface water flooding and consider that it could potentially be unsuitable for development due to locally reported flooding. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing. Local infrastructure improvements will be required in the form of walking/cycling/wheeling connectivity to village amenities.

The site promoter disagreed with the assessment and reiterated the site's availability for development and ask that the technical evidence submitted is revisited.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site has little relationship to the existing place and community and contributes to the approach to the village. That it would be susceptible to substantial noise light, vibrational and air pollution, some of which may be from an elevated level above the site. The site is also impacted by an oil pipeline buffer zone which could impact development and there are safety concerns for access and exit to and from the site.

Sawtry 3: Land to the West of Glatton Road, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (7 responses)

Comments were mostly opposed to development. CPRE showed support for the development. Comments raised concern regarding the site's location, lack of integration with the existing community, access and infrastructure issues, flood risk, previous land use, and significant environmental and landscape impacts including impact on Sawtry's character. They also highlight that this site's dependency on the development of a neighbouring parcel for access. The LLFA identifies the site is at high risk of surface water flooding and consider that it could potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that on the basis of the red line there is no connection to the public highway but one could be made if additional land is acquired. Local infrastructure

improvements may be required in the form of walking/cycling connectivity and the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter contends that this adjacent site is progressing, with detailed planning permission granted and delivery expected within five years, making Sawtry 3 viable for development.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 1) for about 330 homes and about 2ha of open space to safeguard against flood risk along Sawtry Brook. Concerns relating to integration will be addressed through a criteria requiring a public master planning exercise ensure that the design is capable of being integrated with the approved development to the east and south, alongside the need for safe access through the approved development. Environmental and landscape impacts are guided by criteria relating to strong landscaping and the retention of trees and hedgerow informed by a landscape and visual impact assessment and arboricultural assessment and flood risk through a flood risk assessment and detailed drainage strategy taking into account surface water flood risk and modelling of Sawtry Brook and unnamed watercourses. Walking and cycling connectivity and existing public Rights of Way mean that the site will be required to retain public rights of way alongside provision of active travel routes to facilitate integration with Sawtry.

Sawtry 4: Land East of Glatton Road and North of Brookside Industrial Estate, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (6 responses)

Comments were mostly opposed to development. Comments raised concern regarding flood risk, visual and landscape harm, poor integration with the existing village, infrastructure constraints, access, loss of agricultural land, potential contamination, legal restrictions, environmental risks and impact to Sawtry's rural character. The LLFA identifies the site is at high risk of surface water flooding and consider that it could potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity. The suitability of the approach road network from B1043 via Glatton will need to be assessed in relation to the ability to cater for higher volumes of traffic.

The site promoter reiterated the site's availability for development and submitted plans and details.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 2) for about 170 homes and about 1ha of open space to safeguard against flood risk along Sawtry Brook. Concerns relating to integration are addressed through the requirement to provide active travel routes into Sawtry, and landscaping issues through the reinforcement and retention of trees and hedgerow supported by a landscape and visual impact assessment and arboricultural assessment. Criteria relating to flood risk ask that a development proposal provide a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of Sawtry Brook and an unnamed ordinary watercourse. The allocation includes criteria to address its location within a brick clay mineral safeguarding area and a safe and suitable means of access will be required from Glatton Road and the assessment of transport impacts through a transport assessment to address transport and access concerns. Legal restrictions expire in 2027.

Sawtry 5: Land to the North East of the Brookside Industrial Estate, Sawtry (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

4 Further Issues and Options

Comments were opposed or unsure towards development. Comments raised concern on the impact of the rural character and approach to the village, introduce industrial uses that could cause light, noise, odour, air, and visual pollution; and pose safety risks due to increased HGV traffic on narrow local roads. Other issues were flood risk, loss of agricultural land, integration with the existing community and legal access issues. The LLFA identifies the site is at high risk of surface water flooding and consider that it could potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that on the basis of the site boundary the only connection to the public highway is via Tort Hill but this is a gated road and the approach road network is not suitable for additional vehicles. Access could be gained via Gidding Road and Sawtry 4 however this would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments, but is likely to require significant highway improvements to Gidding Road in relation to the scale of development proposed.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to landscape impact, impact on character and form of nearby residential area and the village in general, pollution and safety. An oil pipeline buffer zone could impact the layout and proposed use of the site. The site promoter notes that access is a significant constraint potential access from neighbouring land which may pose significant issues regarding viability or ransom strips affecting viability and/or achievability.

Sawtry 6: Glebe Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for BNG)

Main Issues Raised (5 responses)

Comments were mostly supportive of the site being used for BNG. CPRE stated support. The Wildlife Trust states they support private landowners wishing to undertake action for nature recovery to address the biodiversity crisis but have concerns regarding the location of the site as it does not related well to the Huntingdonshire Interim Nature Network. Ideally such a standalone Habitat Bank site would be at least 100 Ha in size as the lack of connections to other nearby sites or nature rich landscape will limit the species that can colonise. If the site also had a degree of public access (compatible with the chosen habitats) it could also provide a strategic natural greenspace to help address the lack of other such provision in the rapidly growing village of Sawtry and prevent future adverse impacts on nearby nature sites such as the ancient woodlands to the south of the village. The Minerals and Waste Authority identify that there no minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve accesses in accordance with DMRB/MfS requirements. The site is affected by an existing public Right of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. The site now has a conservation covenant on it which means biodiversity net gain credits can be purchased from the site as off-site credits for development.

Sawtry 7: Land at Little Common Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Comments were mixed towards development. The LLFA identifies the site is at medium risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing and proximity to the A1(M) off slip roundabout. However, access from Cooks Lane would not be achievable without significant highway improvements. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter stated support for the assessment and reiterated its availability for commercial development. A Transport Accessibility and Highway Access Review has been prepared.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 5) for B2 general industrial uses and about 2.5ha of open space to safeguard against flood risk along Middle Level Catchwater Drain. Concerns over flood risk are addressed through the requirement for land to safeguard against flooding and through the requirement to provide a flood risk assessment and detailed drainage strategy, taking into account culverting the bridge on Cooks Lane and full detailed flood modelling of the Middle Level Catchwater Drain. The allocation addresses the site's location within a brick clay minerals safeguarding area. Access and walking and cycling connectivity are required through criteria asking for provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes.

Sawtry 8: Land North of Black Horse Industrial Estate (larger site), Sawtry (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Comments were mixed towards development. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as there are significant constraints to overcome especially in relation to the eastern parcel which would require crossing of the Middle Level Catchwater Drain, a third of this parcel is within flood zone 3a and the land is allocated in Sawtry Village Neighbourhood Plan for sports and recreation uses. The smaller site: Sawtry 9, the western parcel was however selected.

Sawtry 9: Land North of Black Horse Industrial Estate (smaller site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Comments were mixed towards development. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability for development and considered constraints can be managed and mitigated.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 6) for B2 general industrial uses and B8 storage and distribution uses alongside about 0.3ha of open space to safeguard against flood risk along Middle Level Catchwater Drain. Concerns over flood risk are addressed through the requirement for land to safeguard against flooding and through the requirement to provide a flood risk assessment and detailed drainage strategy modelling Middle Level Catchwater Drain and Black Horse Drain. The allocation addresses the site's

4 Further Issues and Options

location within a brick clay minerals safeguarding area. Walking and cycling connectivity are required through criteria asking for provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes.

Sawtry 10: Land to the East of St Judith's Lane and west of Toll Bar Way and Green End Road (larger site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (7 responses)

Comments were mostly opposed towards development. Concerns were raised over the impact on the open countryside, flood risk, loss of agricultural land, pollution from the A1, powerlines and impact on Aversely Wood SSSI. The scale of the proposal was also a concern as was its ability to integrate with the village and existing infrastructure. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site appears to have sufficient frontage to Toll Bar Way to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. National Highways highlighted the site's proximity to the strategic road network.

The site promoter stated support for the assessment but recommends further assessment particularly around flood risk (they assert the site is entirely in Flood Zone 1), landscape exposure (citing their own visual appraisal showing limited visibility), and agricultural land classification (noting the need for site-specific surveys). Their masterplanning proposes lower densities (30 dph) than the Council's estimates (35 dph).

Council response

This site has not been selected as a draft allocation. The smaller site (Sawtry 11) was selected to provide an element of separation from, and to address the impact on, Judith's Lane and potential impact on Aversley Wood SSSI.

Sawtry 11: Land to the West of Toll Bar Way and Green End Road (smaller site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (7 responses)

Comments were mostly opposed towards development. Concerns were raised over the impact on the open countryside, flood risk, loss of agricultural land, pollution from the A1, powerlines and impact on Aversely Wood SSSI. The scale of the proposal was also a concern as was its ability to integrate with the village and existing infrastructure. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site appears to have sufficient frontage to Toll Bar Way to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way. Such Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter stated support for the assessment but recommends further assessment particularly around flood risk (they assert the site is entirely in Flood Zone 1), landscape exposure (citing their own visual appraisal showing limited visibility), and agricultural land classification (noting the need for site-specific surveys). Their masterplanning proposes lower densities (30 dph) than the Council's estimates (35 dph).

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 3) for about 330 homes and about 3ha about of open space to safeguard against flood risk along an unnamed watercourse on the northern boundary. Concerns regarding active travel, rights of way and integration with the village of Sawtry are addressed through criteria noting that the development will require the retention, enhancement and connections to public right of way alongside provision of active travel routes to facilitate integration with Sawtry. The allocation addresses the site's location within a brick clay minerals safeguarding area. An approach to mitigating flood risk must be set out through a flood risk assessment and a detailed drainage strategy taking into account residual risk from culvert condition, and modelling of the ordinary watercourses to the north and south. Concerns that relate to landscape impact and proximity to Aversely Woods requires that the site provide a strong landscaping scheme informed by landscape and visual impact assessment and arboricultural assessment and an ecological assessment to ensure protection of the Aversley Wood SSSI. Assessment of noise and air quality impacts for the site, particularly from the A1(M) and appropriate mitigation will be required to address any adverse impacts. The presence of powerlines will be addressed through the need for a master plan for the site.

Sawtry 12: Land to the West of Toll Bar Way and North of Whitehall Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (5 responses)

All responses were opposed to development on this site. One comment raised concerns about flood risk and drainage, loss of agricultural land, landscape and visual impact, impact on Aversley Wood SSSI, access and traffic safety including a potential ransom strip, and environmental and safety issues including an oil pipeline and overhead powerlines. The LLFA states there is high surface water flood risk making this site potentially unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to Toll Bar Way to achieve an access respecting local junction spacing including the signalised junction for the Moto services area currently under construction on the east side of Toll Bar Way. Local infrastructure improvements may be required in the form of walking/cycling connectivity. CPRE are concerned at the potential impact on Aversley Wood SSSI.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses.

Sawtry 13: Land South of Old Great North Road Industrial Estate (larger site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Responses to the site were mixed. The LLFA states there is high surface water flood risk and that further detailed consideration of surface water management options will be required. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has direct access on/off the A1(M) and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access/es respecting local junction spacing and proximity to the A1(M) on slip roundabout. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter supported the assessment and submitted an Odour Risk Assessment for consideration.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment

areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with 25% of the site being within flood zone 3b. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk.

Sawtry 14: Land South of Old Great North Road Industrial Estate (smaller site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Responses to the site were mixed. The LLFA states there is no surface water flood risk but further detailed consideration of surface water management options will be required. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access/es respecting local junction spacing and proximity to the A1(M) on slip roundabout.

The site promoter supported the assessment and submitted an Odour Risk Assessment for consideration.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. This site was considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites.

Sawtry 15: Land East of B1043 and East of Keeper's Cottage, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Responses to the site were generally against development. The LLFA states there is high surface water flood risk which should be taken into account. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has no frontage to the public highway but is accessed via a private access road off the B1043 Old Great North Road but an adequate access may be achievable but is likely to require significant highway improvements in relation to the scale of development proposed. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. CPRE objected to the site's development.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with only 76% of site being within flood zone 1 and the remainder in flood zones 2, 3a and 3b. The location of fluvial flood risk is such that the southern extent is severely restricted and the northern half of the site is divided by flood zone 3b raising questions as to whether a comprehensive development could be achieved. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. This site was also considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites.

Sawtry 16: Land at Brickyard Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (6 responses)

There was a mixed response to this site. One comment supported the site highlighting its potential contribution to the local economy. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing. An access to the site off B1090 Woodwalton Lane would not be acceptable for a development of this scale without significant improvements. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. The Wildlife Trust states that should this site be brought forward for development, a significant buffer of complementary habitats should be created adjacent to the SSSI and ideally extend to at least 100 metres in width and be managed to enhance biodiversity. CPRE objected to the site's development.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with only 87% of site being within flood zone 1 and the remainder in flood zones 2, 3a and 3b. In comparison, those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. This site was also considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites. In addition this proposed site for employment has the potential to adversely impact ancient woodland and SSSI 'The Odd Quarter' which selected proposed allocations do not.

Spaldwick

General comment: Generally comments highlighting concerns about the overall impact on the village, flood risk, road safety, cumulative impact of development and capacity of infrastructure. There is existing pressure on early years and secondary school places, Spaldwick Community Primary School has sufficient capacity for the current population but may need mitigation for future developments

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Spaldwick 1: Land at Thrapston Road, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (9 responses)

The majority of responders were opposed to its development. The Parish Council are opposed to the development citing concerns regarding Norman Bridge, flood risk, impact on County Wildlife Site, sewage capacity, HGV traffic and highway safety. These concerns are also raised by several other respondents. CPRE are opposed stating that lorry parking within a residential area is unsuitable. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing. The site is adjacent to the A14 but can only be accessed from the east bound direction via the village which would not be acceptable. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

The site promoter commented reiterating its availability for development. They recognise the LAA constraints and the further work required including a traffic impact assessment, heritage impact assessment, ecological impact assessment and flood mitigation. They wish to clarify that the gross site area of the site should be 2.04 ha instead of 2.83 ha, they attached a map showing the site area. They wish the assessment to be updated to reflect this and the capacity potentially amended.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, over half the site is at fluvial flood risk, more sequentially preferable sites are available.

Spaldwick 2: Rear of Manor Farmyard, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. The Parish Council and another respondent are opposed to the development citing concerns regarding designated heritage assets, water run-off, traffic, impact on wildlife and sewage capacity. The Parish Council state that they would support a smaller number of homes more sympathetic to the character of the street scene and surrounding properties. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has an existing access but it is likely to require significant highway improvements in relation to the scale of development proposed and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. Over three quarters of the site is at risk of fluvial flood risk, more sequentially preferable sites are available.

Spaldwick 3: Church Field, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (8 responses)

The majority of responders were opposed to its development. The Parish Council recognise the potential amenities development may bring but have the concerns regarding its location, importance as a green break, heritage assets, they may require land for future cemetery expansion, access, surface water flooding, impact on wildlife, protected trees and sewage capacity. These concerns are also raised by several other respondents. CPRE are opposed to this site being developed as the greenspace and historic setting of the Church is a key part of the setting and character of the village and should not be developed. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and early dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. A selection of sites were tested by the Council as part of growth strategies 3 and 4 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as

the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. There was also concern over the impact on the character of the area (including views to the church) which would not be the case with the other sites that were tested as part of the growth strategies.

Spaldwick 4: Land to East of Stow Road, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (6 responses)

The responses were mixed but half of responders were in support of the site. The Parish Council acknowledges that this could be a suitable site for development within the village but would recommend a smaller number of homes as the proposed number of homes is a significant extension to the village and would impact its character and there is a lack of amenities and infrastructure to deal with this as well as the potential highway safety impacts. Support for a smaller development was also raised by two other respondents. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There are minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. Also, the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The Stukeleys

General comment: General concerns include the potential for increased flood risk due to the large size of the sites and their proximity to Alconbury Brook, which already experiences significant flooding. The Alconbury Brook Flood Group suggests significant additional mitigation measures, such as widening the floodplain and creating off-line ponds and swales to manage runoff and reduce flood risk. There are also objections to certain developments, such as the removal of green spaces and the overdevelopment of areas struggling with infrastructure issues like road capacity, healthcare, and schools.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

The Stukeleys 1: Land North East of Ermine Street (adjoining Huntingdon) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were mixed towards this site. There were concerns about the site's isolation from sustainable travel options and the potential for it to become a small satellite settlement with no viable links to wider communities. One comment stated that safe integration and proper pedestrian crossing points across the A141 are needed to minimise car travel, suggestions include the development of overpasses or underpasses to facilitate active travel. Huntingdon Town Council support the development but reiterate concerns expressed during the planning process. The Highways Authority states the site appears to have sufficient frontage for access but will likely require significant highway improvements due to the scale of the proposed development. This includes the need for two points of access and local infrastructure improvements for walking and cycling connectivity.

4 Further Issues and Options

Council response

The site is included within the Preferred Options Draft Local Plan within the chapter 'North Huntingdon Growth Cluster Opportunity Zones' as an existing commitment. An outline planning application (reference 20/00847/OUT) was submitted on 6th May 2020 which is awaiting a decision as of September 2025 once issues with Anglian Water are resolved. The site retains the principle of the site being appropriate for development in case works have not started before this Local Plan is adopted.

The Stukeleys 2: Nook Farm, Little Stukeley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (18 responses)

The majority of the responses to this site were opposed to its development. Many respondents strongly oppose the development, citing reasons such as loss of countryside and rural character, overdevelopment, infrastructure strain, increased traffic, and road safety risks. The Alconbury Brook Flood Group has raised concerns about flood risk and suggested the flood risk should be reassessed. There were also concerns include the loss of green space, increased pollution, impact on local communities and the overall environmental footprint of the development. Some respondents support the development, noting its suitability due to its location and potential for sustainable mixed-use development. There is a minerals and/or waste constraint present that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the A1307 on both sides to achieve accesses but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required on each side at least one in emergency form. The site also has frontage to Ermine Street but the suitability of the road network will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs should access be required. Access should not be gained from minor local roads such as Mill Road and Low Road. The site is not sustainable given a lack of public transport links or high quality walking, cycling, and wheeling access from local centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced, they recommend early dialogue with CCC's Asset Information Definitive Mapping team regarding this. National Highways highlights the proximity of the site to the strategic road network including the A1307/A141, they identify that to deliver the proposed new junction, funding would need to be established and noise mitigation will be required.

Site promoter reiterated the site availability. They state that development can avoid high flood risk areas and incorporate green buffers to protect the character and heritage of The Stukeleys. It is in single ownership with no legal constraints, and is considered deliverable within 15 years. Concept plan provided.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site is the least sequentially preferable strategic site when considering flood risk and the Huntingdonshire Transport Strategy ranks the site as one of the least accessible. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets.

The Stukeleys 3: Land between 76 and 86 Owl End, Great Stukeley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed, with half supportive of the site. One comment considered the site to be an appropriate use of a small scale development that fits in with the current rural setting. Another comment states that the access over a drainage ditch has been in place since 2014, they suggest the bullet requiring this to be removed from the assessment. They also state that hedgerows on its northern boundary have been planted and just beyond its eastern boundary screening will soon become Alconbury Weald Country Park. There are no minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. They also state that it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population and local infrastructure improvements may be required in the form of passing places.

Council response

This site has been selected as a draft residential allocation **(**Draft Allocation Great Stukeley 1**)** for about 3 homes. The allocation includes a requirement for the provision of safe and suitable vehicular access and consideration of safe accessible active travel routes to address walking, cycling and wheeling access.

The Stukeleys 4: Land North of Ermine Street, Little Stukeley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The responses were mixed, with half opposed to the site. One comment objected based that the site is considered to be outside of the village boundary and is an important buffer between Alconbury Weald and Little Stukeley. There are no minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing and local infrastructure improvements may be required in the form of walking/cycling connectivity. They also identify that access to the site may be affected by a significant watercourse and early dialogue with Lead Local Flood Authority is encouraged to determine how appropriate crossing can be managed.

Council response

This site has not been selected as a draft allocation, it was considered inappropriate for development through the Council's Land Availability Assessment as it is a protected settlement break in 'The Stukeleys Neighbourhood Plan'.

The Stukeleys 5: Land North of A141, between Huntingdon Racecourse and A1307 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

The responses to this site were mixed with half of respondents supporting the site's development. Some respondents support the development of the site, noting its suitability for warehouses due to its access to both the A1 and A14, and its proximity to Huntingdon. They highlight the economic benefits, including increased jobs and opportunities for local businesses. The Alconbury Brook Flood Group has raised concerns about flood risk and suggested the flood risk should be reassessed. There are concerns about the impact on existing residents, increased traffic, potential strain public services and infrastructure. There were also concerns include the loss of green space, increased pollution, and the overall environmental footprint of the development. There is a minerals and/or waste constraint present that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the A1307 and the A141 to achieve an accesses but is likely to require significant highway improvements in relation to the scale of development proposed. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to any Rights of Way diversions that may be necessary. National Highways highlights the proximity of the site to the strategic road network including the A1 and Brampton Hut Interchange, they identify that some land around the site is in flood zone 3 but this shouldn't impact directly on the A1.

4 Further Issues and Options

Council response

This site has been selected as a draft employment allocation **(**Draft Allocation North Huntingdon 2**)** for B2 light industrial and B8 storage and distribution uses with up to 70% of floorspace to be for B8 use. Flood risk concerns have been addressed through criteria requiring the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk, modelling of ordinary watercourses. Pollution and environmental impact concerns are covered through criteria that requires a noise and air quality assessment and appropriate mitigation from the A141, A1307 and proposed uses on the site and a requirement to maximise opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse. Strong landscaping is required informed by a proportionate landscape and visual impact assessment to minimise landscape impact. Employment uses are considered sustainable located to existing residential populations. Supporting text asks that a Construction Environment Management Plan is completed demonstrating how a proposal can make best use of any mineral incidentally extracted as part of the development and / or make available for others to use. Transport impacts, access, improvements, public rights of way and active travel infrastructure are all addressed through criteria requiring safe and suitable means of access from the A141, assessment of transport impacts through a transport assessment, a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan and the retention of and connections to public right of way.

The Stukeleys 6: Huntingdon Racecourse (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Responses were largely opposed to development. Brampton Parish Council highlighted that the site floods and therefore they do not support its development. Huntingdon Town Council and CPRE also had concerns regarding flood risk and the impact on Brampton Racecourse SSSI. The Wildlife Trust raised concerns regarding the impacts on Brampton Racecourse SSSI and the Great Ouse Valley priority natural landscape and the significant scaling back of potential development opportunities to avoid impacts on both of these features. There is a minerals and/or waste constraint present that requires mitigation. The Highways Authority states that on the basis of the site boundary, the only connection to the public highway is at the racecourse/Brampton junction of the A141 between Spittals interchange and Brampton Hut which may not be adequate to accommodate a development of this scale without improvements which may not be achievable within the existing highway. Any proposed improvements would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments but would be likely to be significant. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. Early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to any Rights of Way diversions that may be necessary.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation North Huntingdon 1) for continued use of the site for the racecourse, equine support facilities and Huntingdon and District Rugby Football Club and complementary conference and events facilities, outdoor recreational and leisure facilities. Concerns in relation to the impact on the SSSI and Ouse Valley Priority Area are addressed through a requirement to minimise impact through strong design informed by a landscape and visual impact assessment and provision of an ecological survey and mitigation. Flood risk concerns will be addressed though the need for development to relocate existing uses to lower flood risk parts of the site wherever possible in order to reduce overall exposure to flood risk, the sequential location of new development and the provision of a flood risk assessment and detailed drainage strategy, taking into account culverts and modelling of Alconbury Brook and unnamed ordinary watercourses. The site's location within a Sand & Gravel Mineral Safeguarding is addressed through specific criteria within the policy. A proportionate transport assessment and travel plan will be required taking into account the cumulative impact of any preceding or future development and the retention and enhancement of public rights of way and pedestrian, cycle and public transport routes to address transport, active travel and access concerns.

Upton and Coppingford

Upton and Coppingford 1: Land to South West of South Farm, Upton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (2 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority confirmed there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance although it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council response

This site has been selected as a draft residential allocation **(**Draft Allocation Upton 1**)** for about 7 Custom and Self-Build homes. Active travel concerns are addressed through the requirement to provide safe and appropriate active travel and vehicular access from Pig Market End

Upton and Coppingford 2: Land to East/South East of Maple Tree House, off Pig Market End, Upton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority confirmed there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance although it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Winwick

Winwick 1: Land adjacent Winwick Village Hall, Thurning Road, Winwick (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority confirmed there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter submitted a proposed site plan for the site showing how 5 homes can be accommodated on the site.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been

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selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Area 4 - Western Huntingdonshire

General comment: One comment was made on the whole of the Western Huntingdonshire area from Covington Parish Meeting who undertook a questionnaire on those within their Parish. In summary the questionnaire showed that there is a willingness to accept a small amount of growth in the village but restricted to small units of development as infill or to replace existing properties within the village boundary; a preference for smaller housing units 2 to 3 bedrooms; some enthusiasm for workshops/offices in unused farm buildings; a fear of the village growing too large and losing its character; it recognises the fact that we are a small, aging community and not able to attract younger families; and the lack of public transport and the condition of the roads are a continuing problem.

Council response: The Council has not selected any sites in Covington as draft allocations and no sites were submitted to the Council for consideration as proposed allocations in the local plan.

Brington and Molesworth

General comment: There were general observations relating to the impact of potential sites on local educational provision including early years, primary and secondary provision in the local area. There were also concerns relating to the flooding, limited village amenities and infrastructure and the impact of potential development on the character of Brington.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Site Name: Brington and Molesworth 1: Land West of Brookside, Molesworth (did not pass fundamental constraints)

Main Issues Raised (3 responses)

All responses were unsure or did not support the proposed site. The LLFA stated that surface water management would be required due to surface water flood risk, the Minerals and Waste Authority highlighted the presence of a waste constraint requiring an odour assessment and which may be difficult to overcome. The Highways Authority stated that the site has sufficient frontage for access but local walking and cycling infrastructure improvements may be required.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of residential amenity.

Brington and Molesworth 2: Land opposite Jolly Hills Farm, Molesworth (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

All responses were unsure or did not support the proposed site. The LLFA stated that there was low surface water flood risk, but local flooding has been reported to the LLFA so surface water management will be required. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation. The Highways Authority note there is "no through road" leading to RAF Molesworth and may require highway improvements to accommodate two-way traffic, and local walking and cycling infrastructure improvements may be required.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its limitations in successfully integrating development with the existing place and community and impact on the character of the area

Brington and Molesworth 3: Land North and East of Hill Place, Brington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (31 responses)

Most responses did not support this site setting out strong opposition to the proposed development, with numerous concerns about its impact on the local community, the environment, and infrastructure including increased flooding, traffic, pollution, and insufficient parking. Safety concerns were highlighted including poor road drainage, inadequate footpaths, and insufficient street lighting. Several comments highlight the need for amenities such as a shop and village hall if the development proceeds. The LLFA stated that development may be unsuitable due to high surface water flood risk, the Minerals and Waste Authority highlighted the presence of a waste constraint. The Highways Authority highlights that there is sufficient frontage onto Brington Road to achieve an access but the formation of an access may result in the loss of green infrastructure. Also local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter has set out the economic and social benefits of the scheme. A masterplan has been prepared setting out access from Hill Close, tree planting and an attenuation bond. A Drainage Appraisal has been prepared which concludes that surface water discharge from the proposed development will outfall to a ditch located on the eastern boundary.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Bythorn and Keyston

General comment: There were general observations relating to the impact of potential sites on local educational provision including early years, primary and secondary provision in the local area.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

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Bythorn and Keyston 1: Land West of Warren Lane, Bythorn (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

Most responses did not support this site. Respondents considered the site unsuitable for development due to the narrowness of Warren Lane and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation. The Highways Authority note that highway improvements may be required to accommodate two way traffic.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Bythorn 1) for about 10 homes. Impact on landscape impact and the rural nature of the area is addressed through the provision of a small number of homes and the requirement for a landscape and visual impact assessment to demonstrate the scheme will not have a significant detrimental impact on the adjoining countryside and a landscaping scheme to allow for the transition to the open countryside along the northern, western and southern boundaries. Although the lane is narrow there is scope to expand the lane through highways improvements which will is sought through the allocation through the requirement for provision of a safe vehicular access onto Warren Lane including upgrading of Warren Lane to accommodate highway movement and the provision of a footpath on Warren Lane to allow pedestrian access to services within the village. The development will be required to gain agreement with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.

Bythorn and Keyston 2: Land South West of Old Toll Bar House, Toll Bar Lane, Keyston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

Most responses did not support this site. Observations include concerns about the site's location near the A14 junction, which is considered dangerous and unsuitable for housing. Many comments highlight the need for significant improvements to the A14 junction to make it safer for traffic. The Highway Authority identified there is a road safety risk and a road safety audit would be required in the early feasibility stage of any proposal, also local infrastructure improvements may be required in the form of walking/cycling connectivity. Respondents considered the site unsuitable for development due to the narrowness of Toll Bar Lane and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The Highways Agency noted that Toll Bar Lane appears to be around 130m in length, between the A14 and the bend. There is a road safety risk heading north with the potential for overtaking slow moving vehicles risking head on collisions or rear end shunts as commercial vehicles turn into the site. Due to these serious concerns the site was therefore considered inappropriate for development.

Bythorn and Keyston 3: Home Farm, Bythorn (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

There were a mixed opinions towards this site. Some comments highlight the need to retain the existing redbrick agricultural buildings and convert them into residential properties rather than demolishing them and also potential impact on the Conservation Area. Suggested changes include limiting the number of dwellings to ensure existing facilities in the village are not overwhelmed. The Highway Authority identified there is sufficient road frontage from Thrapston Road and local infrastructure improvements may be required in the form of walking/cycling

connectivity. Some highlighted that the site was unsuitable due to the narrowness of the road and capacity of the foul sewage network. There were also concerns regarding storm water runoff and the potential for flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Bythorn and Keyston 4: Land off Main Street, Bythorn (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (9 responses)

Most responses did not support this site. Respondents considered the site unsuitable for development due to the narrowness of local roads and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Highways Authority states there is sufficient highway frontage along Main Street and that and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the sensitivity of the location and lack of reflection of the linear nature of development in Bythorn.

Bythorn and Keyston 5: Land East of Clack Lane, Bythorn (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were a mixed opinions towards this site. Respondents considered the site unsuitable for development due to the narrowness of local roads and the impact on the rural character and landscape of Bythorn. The Highways Authority states there is sufficient highway frontage along Thrapston Road and that and local infrastructure improvements may be required in the form of walking/cycling connectivity. There are significant surface water flood risk to overcome. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. Some sites were tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas

at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration.

Bythorn and Keyston 6: Land West of Clack Lane, Bythorn (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

All responses did not support development of the site. Respondents considered the site unsuitable for development due to the narrowness of local roads and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Highways Authority identified that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with requirements.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its impact on the character of the local area and challenges in integration both impacting on the ability to achieve successful place-making.

Catworth

General comment: There were concerns relating to the impact of potential sites on local infrastructure, education provision, traffic and safety as well as environmental and heritage concerns including impact on the village's unique characteristics and landscape.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Catworth 1: Fruit Field opposite Victory Playing Field, Catworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

There was a mixed response to the site with most respondents supporting its development. The Parish Council have expressed support for this site over others within the village. Key concerns highlighted include the need for development to be in character with the village, infrastructure issues such as schools, doctors, roads, and public transport, traffic and safety concerns, environmental and heritage impacts, and the need for affordable housing. Specific suggestions include reducing the number of houses permitted, ensuring low-density housing, and implementing traffic calming measures. The Highways Authority states there is sufficient frontage to the public highway onto the B660 to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. This site was tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat

Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration.

Catworth 2: Land West of Catworth, Catworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

There was a mixed response to the site with several respondents supporting its development. Concerns highlighted include archaeological remains, access difficulties, traffic, parking and safety issues, environmental and heritage impacts, and the need for infrastructure improvements. The Highways Authority states that highways improvements may be required to accommodate two way traffic, consideration should be given to the feasibility of carriageway widening to achieve a suitable access. Also local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. The Highways Authority raised significant concerns in relation to the narrow road and the feasibility of providing carriageway widening to accommodate two way traffic and suitable access.

Catworth 3: Land South of A14, Catworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (27 responses)

The majority of responses did not support this site. A key concern was traffic and safety issues particularly related to the A14 junctions and increased numbers of lorries. The Highways Authority highlights that the site appears to have sufficient frontage to the public highway to achieve an access in accordance requirements respecting local junction spacing but the suitability of the approach road network will need to be assessed in relation to the suitability to cater specifically for HCVs. They also highlight the site has limited walking and cycling connectivity. Other comments highlighted concerns on the impact on the environment and landscape, heritage, pollution, flood risk and the need for infrastructure improvements. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. This site was tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, the Highways Agency noted that the suitability of the approach road network will need to be assessed in relation to the suitability to cater specifically for HCVs, as no further information was submitted the site was not progressed. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations.

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Catworth 4: Land East of Fox Road, Catworth (Council conclusion pre-consultation - may be appropriate for BNG)

Main Issues Raised (13 responses)

All respondents were opposed to development of this site. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth, and the preservation of green spaces. Many respondents agree with the assessment and oppose built development on the site but recognise there could be opportunities for biodiversity net gain on the site. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is is inappropriate for built development as it would not support sustainable place-making and has limited potential for open space uses such as biodiversity net gain in the south eastern and northern portions of the site in conjunction with existing areas of trees at The Grange and Little Wood. The site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain.

Catworth 5: Land West of Fox Road, Catworth (Council conclusion pre-consultation - may be appropriate for open space)

Main Issues Raised (11 responses)

All respondents were opposed to development of this site. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth and on ridge and furrow, as well as the preservation of green spaces. Many respondents agree with the assessment and oppose built development on the site but recognise there could be opportunities for open space uses on the site. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development but has potential to accommodate a variety of open space uses and biodiversity net gain which should be restricted to the southern portion of the site which could be laid out to relate to the physical form of the existing village. The site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain.

Catworth 6: Triangular Field South of Church End, Catworth (Council conclusion pre-consultation - may be appropriate for open space or BNG)

Main Issues Raised (11 responses)

All respondents were opposed to development of this site. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth, as well as the preservation of green spaces. Many respondents agree with the assessment and oppose built development on the site but recognise there could be opportunities for biodiversity net gain and/or open space uses on the site. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development, but has the potential as a biodiversity net gain site. The site has the potential to come forward outside the Local Plan process for open space/or biodiversity net gain.

Catworth 7: Land East of Church Road, Catworth (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (12 responses)

Almost all respondents were opposed to development of this site and agreed with the assessment. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure within the village to accommodate growth, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth and on a scheduled monument. The Highways Authority highlighted that there appears to be a sufficient frontage to the public highway to achieve an access but upgrades would be required and there is a public right of way that would be impacted.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the extensive area designated as a scheduled monument in December 2023 which would impede development of the residential and community uses sought on the site.

Ellington

Ellington 1: Land South of Ben Burgess, Ellington (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to this site. The LLFA identified that there has previously been low surface water flooding reported on the site and that further consideration of surface water management would be required. There is a mineral and/or waste constraint present. The Highways Authority identifies that the site does not appear to have sufficient frontage to the public highway to achieve an access. The Parish Council agrees with the Council's flood risk observations and while supportive of local employment opportunities, the site falls outside the built-up area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the site being wholly located within flood zone 3a.

Ellington 2: Land South East of Brook Farm, Ellington (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to this site. The LLFA identified that there has previously been high surface water flooding reported on the site and that further consideration of surface water management would be required. There is a mineral and/or waste constraint present. The Highways Authority identifies that the site does appear to have sufficient frontage to the public highway to achieve an access onto Thrapston Road, and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council agrees with the Council's flood risk observations and states the site is outside of the built up area identified within their neighbourhood plan.

Council response

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This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as placing development within flood zone 1 would result in development being poorly located which could not be integrated within the existing place and community. In addition the site has significant flood risk, has unresolved issues relating to access to the site, which may be restricted due to flood risk and has unresolved issues relating to the ownership of access .

Ellington 3: Land West of Grafham Road, Ellington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. The LLFA identified that there has previously been medium surface water flooding reported on the site and that further consideration of surface water management would be required. There is a mineral and/or waste constraint present. The Highways Authority identifies that the site does appear to have sufficient frontage to the public highway to achieve an access onto Grafham Road. The Parish Council notes the Council's assessment but considers the proposal to be contrary to their neighbourhood plan.

The site promoter supports the assessment of the site and confirmed its availability and that a housing developer controls the site. They confirm that sustainable drainage to mitigate surface water flood risk will be incorporated and that existing hedgerows and vegetation will be retained. . The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk-based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. However, site 'Ellington 4 Old Sheds at Manor Farm, Ellington' also met this criteria. 'Ellington 4 Old Sheds at Manor Farm, Ellington' was selected as a draft residential allocation due to the presence of large buildings on the site, meaning that it was considered more favourable as it also contributed towards the reuse of brownfield land.

Grafham

General comment: Comments raised the impact of development on a small rural community and potential impact on the rural environment and the reduction in the appeal and safety of the leisure facilities due to increase in traffic suggesting that a more appropriate development site would be the field opposite the Cinnamon restaurant. They consider there are inconsistencies within the assessments, particularly regarding the poultry farm and caravan sites, noting issues such as impact on single-track roads, lack of mains sewage disposal, limited broadband capacity, and distance from public amenities.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Grafham 1: Grafham Water Caravan and Motorhome Club Campsite, Grafham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

Most respondents were not supportive of developing the site. Respondents considered the site to be unsuitable for development due to its archaeological significance, flood risk, and access issues. The Parish Council and other stakeholders agree with the assessment, noting the site's historical importance and the need for professional archaeological investigation before any work can start. Additionally, concerns about flood risk, drainage, loss of leisure uses and the impact on Church Road's single-track access were raised, emphasising the need for infrastructure improvements and traffic studies. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Church Road in accordance with requirements respecting local junction spacing but may require highway Improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, which should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the loss of leisure uses and development being located in the countryside. It also unclear at this stage what use the site submission is proposing and whether the tourist accommodation and leisure facilities are to remain. Contact has been made with the site promoter to address these but no response has been received to date, as such the site is categorised as being potentially unachievable arising from the levels of uncertainty in the proposals. Residential development may be appropriate on the eastern parcel. This was been assessed through a separate proposal - Grafham 2 (CfS:303). Continuing the leisure use on site is considered appropriate, however the loss of such facilities would be resisted. Further investigation is also required regarding land ownership and control.

Grafham 2: Land adjacent to 24 Cedar Close, Grafham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

There were mixed responses to this site with most not supporting its development and several unsure. The site faces significant opposition due to concerns about archaeological significance, flood risk, impact on the character of the area and access issues including the impact on Church Road's single-track access, emphasising the need for infrastructure improvements and traffic studies. The Parish Council notes the Council's assessment but considers the proposal to be contrary to their neighbourhood plan. One respondent highlights that land at 22 Cedar Close is not available and not owned by the site promoter. The Education Authority highlight capacity pressures at nearby early years and secondary schools but potentially capacity at local primary schools. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Church Road in accordance with requirements respecting local junction spacing but may require highway Improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, which should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Grafham 1) for about 20 homes. Response to comments that land at 22 Cedar Close is not available and not owned by the site promoter. Following this, a check on the land showed that the rectangular piece of land immediately north of 22 Cedar Close is not in the ownership of the wider site promoter. There is also a triangular piece of land between this parcel and the wider parcel in unknown ownership. Therefore, bringing forward this site could involve several landowners. Therefore, the site area has been reduced to that which is in the ownership of the site promoter.

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In response to comments on the impact on the character of the area criteria have been included to require high quality design that reflects the site's position on the edge of the settlement and the need for the retention and enhancement of existing trees and hedgerows as part of a landscaping. Flood risk will be addressed through provision of a of a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flood risk. Development of this site will require the provision of a suitable means of access from Church Road and provision of a safe and appropriate access to the village by vehicles and active travel alongside integration of the existing public rights of way that run through the site to address concerns relating to access, presence of a public right of way and active travel needs. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Grafham 3: Sullivans Poultry Farm, Grafham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. There were concerns regarding the safety and connectivity via sustainable modes of transport to and from the site. Other concerns raised related to potential archaeological significance and flood risk. The Parish Council notes the assessment and identify that the poultry farm has been unused for over 10 years and the site is in need of reinstatement, however have concerns relating to flood risk and drainage, along with access via Church Road. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Church Road in accordance with requirements respecting local junction spacing but may require highway Improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that whilst the demolition of the existing poultry units could enhance the 'gateway' to the village, this does not justify new buildings in such a detached location. This is especially so of uses relating to residential and care home development which would benefit from being sustainably located near to accessible services and facilities. Proposals for commercial leisure uses could present issues relating to active travel/pedestrian safety through increased vehicle movements along what is a narrow road. As a result of the above it is considered that the site could not be effectively masterplanned to become part of the existing community.

Great Staughton

General comment: There were general observations relating to the impact of potential sites on local educational provision including early years, primary and secondary provision in the local area.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Staughton 1: Land East of B661, The Green, Great Staughton (Council initial conclusion - may be appropriate for development)

Main Issues Raised (2 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority identified that the site is not constrained by a minerals or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto The Green in accordance with requirements respecting local junction spacing.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Great Staughton 1) for about 15 homes. The site will be required to provide of a high quality development which reflects the sensitive setting in proximity to a listed building and the surrounding countryside.

Great Staughton 2: Land South of 29 The Green, Great Staughton (Council initial conclusion - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were generally supportive of this site. The Parish Council are in support of this site. The Minerals and Waste Authority identified that the site is not constrained by a minerals or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto The Green in accordance with requirements respecting local junction spacing.

The landowner confirms their commitment to bringing the site forward and has invested in addressing identified issues. They commissioned a Flood Risk Assessment (FRA) and proposes a SuDS scheme to manage surface water. The visual impact is considered manageable with enhanced tree and hedge screening. The landowner challenges the assessment's statement that the site is surrounded by open countryside, arguing it has a close relationship to the village built form. A concept plan includes measures to protect trees and hedgerows, manage surface water, divert the foul sewer, and provide a range of property types, including smaller units suitable for older people and younger adults. The landowner believes the assessment needs to be amended to reflect these points.

Council response

This site has not been selected as a draft allocation. The site is allocated in the Great Staughton Neighbourhood Plan for housing.

Great Staughton 3: Land West of Cage Lane, Great Staughton (Council initial conclusion - not appropriate for development)

Main Issues Raised (3 responses)

Responses were mixed for this site. The Minerals and Waste Authority identified that the site is constrained by a minerals or waste constraint. The Highways Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with requirements. The site is also affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. CPRE Cambridgeshire and Peterborough agrees with the assessment that this is an inappropriate site for development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as there is little opportunity to successfully integrate the site with the existing place and community considering its detachment from the built form and also the potential difficulty in accessing the site.

Great Staughton 4: Brook Farmyard, Great Staughton (Council initial conclusion - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were generally supportive of this site. The Parish Council are in support of this site. The Minerals and Waste Authority identified that the site is not constrained by a minerals or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto The Highway in accordance with requirements respecting local junction spacing. This would also depend on the access and the turning movements of the proposed vehicles as alterations may be required to the existing infrastructure. If this is the case a road safety audit would be required in the early feasibility stage. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. The site is allocated in the Great Staughton Neighbourhood Plan for provision of a healthcare facility and enabling housing development.

Hail Weston

General comment: Comments highlight that Hail Weston is a small settlement with limited social and community infrastructure. The High Street forms the main route through the village, with critical sections lacking footpaths and having restricted sight lines. Traffic movements are restricted to one way at a time, and pedestrians face safety issues. The surface water drainage system is an issue with incidents of surface water flooding down roads and entering properties. The proposed development sites will likely increase flood risk to existing properties and exacerbate traffic issues. Other concerns were raised regarding the impact on wildlife, including ancient oak trees, rare bats, and great crested newts.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Hail Weston 1: Land West of 5 High Street, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (15 responses)

Responses were mostly against development of this site. The site faces opposition due to concerns about biodiversity loss, wildlife habitat destruction, surface water drainage issues, and infrastructure challenges. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity which would be adversely affected by the development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Hail Weston 1) for about 8 homes. Impact on landscape and surrounding area will be addressed through criteria requiring design that reflects the site's position on the edge of the settlement and integrates with residential development to the east and b. a landscaping scheme that minimises impact and responds to the open countryside to the north and west. The site is not at risk from flooding and therefore is a sequentially preferable site. transport and active travel will be addressed by criteria requiring safe and appropriate access to the site from High Street which connects directly from B645 and provision of active travel to integrate the site with the village of Hail Weston. The water cycle study does not highlight any concerns regarding wastewater infrastructure however there are policies within the local plan that will require the management of wastewater, parking and biodiversity.

Hail Weston 2: Eaton Bank (northern section), North of Kimbolton Road, Hail Weston (Council conclusion pre-consultation - not appropriate for development)

Main Issues Raised (22 responses)

All comments were opposed to development on the site. The site faces opposition due to concerns about its disproportionate size, impact on the village's character, and limited infrastructure. Many respondents object to the development, noting that it would dramatically harm the village's form and character, increase traffic on already busy roads, and strain local amenities such as schools, medical services, and sewage systems. The site is also noted for its rich biodiversity, including foxes, deer, hares, rabbits, kites, and owls, which would be adversely affected by the development. A minerals and/or waste constraint is present. The Highway Authority identifies that

the site is an integral part of the Eaton Bank sustainable new neighbourhood proposal put forward to Bedford Borough Council for consideration for allocation in the Bedford Local Plan to 2040. The site is not a proposed allocation within that Local Plan. The site appears to have sufficient frontage to the public highway to achieve an access onto the B645 in accordance with requirements respecting local junction spacing. The site is affected by existing public Rights of Way and should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is part of a wider cross-boundary scheme where achievability is uncertain. The site promoter has not submitted a separate proposal just for this site so their intentions of how it could be developed in isolation are unclear. The site is put forward as an integral part of the large scale Eaton Bank proposal with proposed uses shared across the wider site. As this is not being taken forward at present it is not appropriate to assess the land as a free-standing site because it is not the intention of the site promoter to develop it in this manner.

Hail Weston 3: The Walnuts, 113 High Street, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

The majority of comments were opposed to development on this site. It faces opposition due to concerns about access and exit, road safety, and impact on the village's character and infrastructure. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity, including bats, owls, and kites, which would be adversely affected by the development. The Highways Authority highlights the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 1, 2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 no flood risk meaning it could meet the criteria for consideration. However, site 'Hail Weston 1: Land West of 5 High Street, Hail Weston' also met this criteria by not being at risk of flooding. 'Hail Weston 1: Land West of 5 High Street, Hail Weston' was selected as a draft residential allocation as it is closer to local services and facilities and will not impact the setting of an heritage asset. This site 'Hail Weston 3' is directly over the road from the grade II* listed St Nicholas's Church and any development scheme would need to be sensitive to the setting of this building.

Hail Weston 4: Land South of High Street, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

4 Further Issues and Options

The majority of comments were opposed to development on this site. The site faces opposition due to concerns about biodiversity loss, wildlife habitat destruction, surface water drainage issues, and infrastructure challenges. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity, including bats, owls, kites, and black squirrels, which would be adversely affected by the development. The Highways Authority highlights the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'Hail Weston 1: Land West of 5 High Street, Hail Weston' which has no flood risk.

Hail Weston 5: Land South of 143 High Street, Hail Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (24 responses)

The majority of comments were opposed to development on this site. Comments highlighted opposition due to concerns about the disproportionate size of the proposed development, which would dramatically impact the village's character and infrastructure. Many respondents note that the development would more than double the size of the village, leading to increased traffic, strain on local amenities, and loss of biodiversity. Specific concerns include the impact on wildlife habitats, surface water drainage issues, and the village's limited infrastructure, which is inadequate to support such a large development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street, B645/Kimbolton Road in accordance with requirements respecting local junction spacing. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. There is a minerals and/or waste constraint present.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its impact on the local area and inability to be integrated into the existing village of Hail Weston. The site is also of an excessive scale which would overwhelm the village and even a substantially reduced proposal would still suffer integration challenges

Hail Weston 6: Land opposite Brook End Farm, 17-19 Ford End, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (16 responses)

The majority of responses were opposed to development on this site. Responses set out opposition due to concerns about the narrow and poorly accessible Ford End road. Many respondents note that the development would pose safety risks to current residents, especially pedestrians, and would negatively impact the village's strong sense

of community. Specific concerns include the loss of biodiversity, with habitats for owls, kites, bats, and other wildlife being destroyed. Additionally, the development would strain the existing infrastructure, including roads, drainage, and sewage systems. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Ford End in accordance with requirements respecting local junction spacing and may require improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. There is a minerals and/or waste constraint present.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'Hail Weston 1: Land West of 5 High Street, Hail Weston' which has no flood risk.

Hail Weston 7: Land South West of Pound Close, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (20 responses)

The majority of responses were opposed to development on this site. Comments raised opposition due to concerns about biodiversity loss, wildlife habitat destruction, surface water drainage issues, and infrastructure challenges. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity, including bats, owls, kites, and black squirrels, which would be adversely affected by the development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. There is a minerals and/or waste constraint present.

Council response

This site has not been selected as a draft allocation. A larger version of this site was tested by the Council as part of the Growth Strategy Option 3 (Hail Weston 4). The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'Hail Weston 1: Land West of 5 High Street, Hail Weston' which has no flood risk.

4 Further Issues and Options

Kimbolton

General comment: Comments notes that 11 sites have been identified or proposed for development, concerns are raised regarding existing flood issues from the River Kym, leading to traffic concerns and expensive home insurance for residents. Other issues raise relate to access, traffic pressures, wildlife and that local schools have limited capacity to accommodate new students from these developments without mitigation.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Kimbolton 1: Brittens Farm, Station Road, Kimbolton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

There are mixed responses to this site. The LLFA considers the site unsuitable due to high surface water flood risk, recommending pre-application advice. The Minerals and Waste Authority identifies that it is impacted by a minerals and/or waste constraint. The Parish Council agrees to the development in principle if proper consideration is given to drainage, access, and environmental factors. The Highway Authority's notes the site has sufficient frontage to the public highway to achieve an access onto the B660 but may require local infrastructure improvements.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Kimbolton 1) for about 25 homes and about 0.5 ha of open space to safeguard against flooding. Concerns have been addressed regarding flood risk, drainage and environmental factors through criteria requiring demonstration that the site can pass the exception test and built development located on land within flood zone. In addition a blue green corridor is to provided on the southern 0.5ha of the site and the applicant must undertake a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water and residual flood risk, modelling of River Kym and ordinary watercourse including climate change. Provision of safe and appropriate vehicular and pedestrian access from Station Road and within the site will be required to address highways concerns.

Kimbolton 2: Land East of Stow Road, Kimbolton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses were mixed but most were most are opposed to development on the site. Comments raised concerns about high surface water flood risk, loss of grade 2 agricultural land, and the impact on the village's character and infrastructure. The LLFA considers the site may be unsuitable due to high surface water flood risk. The Minerals and Waste Authority highlight a mineral and/or waste constraint. The Parish Council has concerns about drainage, access, sewerage, and road improvements but would support the development if these issues are addressed. Many respondents object to the development, citing potential flooding, loss of agricultural land, and the impact on local amenities and traffic. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing and may require wider highway Improvements to accommodate two way traffic for a site of this size. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network.

Council response

This site has not been selected as a draft allocation. 25/01543/OUT, outline planning application with all matters reserved except for site access for the erection of up to 190 homes, provision of public open space and landscaping, surface water attenuation and associated infrastructure is currently pending consideration.

Kimbolton 3: Land South East of 73 Main Road, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were mixed to development on the site. The LLFA considers the site may be unsuitable due to high surface water flood risk, pre-application advice is recommended. No minerals or waste constraints impact the site. The Parish Council agree with the Council's assessment that the site is inappropriate for development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Main Road in accordance with requirements respecting local junction spacing but due to the vertical alignment of the carriageway the visibility splay may need to be clarified.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its location, as development would erode the rural approach into Stonley as well as the site being within an oil pipeline buffer zone and having extensive surface water flood risk. Development could only be accommodated at the southern end of the site due to surface water flood risk resulting in a large set back which would not reflect the character of the area.

Kimbolton 4: Land North of Main Road, opposite Gimbers End, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a low surface water flood zone but requires further detailed consideration of surface water management options. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage for access from Main Road but due to the vertical alignment of the carriageway the visibility splay may need to be clarified. CPRE and the Parish Council agree with the assessment that the site is inappropriate for development due to its potential adverse impact on the character of Stonely.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to is potential adverse impact on the character of Stonely. In depth development of the site is very likely to harm the open character of the area and there is potential for adverse impacts on the conservation area and the naturally vegetated landscape forming an important setting into Stonely.

Kimbolton 5: Claylands Farm, Main Road, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a high surface water flood zone making the site potentially unsuitable for development meaning pre-application advice is recommended. No mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access from B645/Kimbolton Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. CPRE and the Parish Council agree with the assessment that the site is inappropriate for development.

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its separation from the village, potential impact on surrounding countryside. The site could not be effectively integrated into the existing place and community.

Kimbolton 6: Land North of Gimbers End, Stonely (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a medium surface water flood zone meaning further detailed consideration of surface water management options will be required. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access from Gimbers End but highway improvements will be required to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council agree with the assessment and supports development on the site.

The landowners reiterated the site's availability and supported the assessment of the site. They state that landscaping will be a key consideration in the development layout, and the site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.

Kimbolton 7: Land North of Tilbrook Road, Kimbolton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a high surface water flood zone meaning the site may be unsuitable for development, pre-application advice is recommended. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access onto the B645/Tilbrook Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council agree with the assessment and does not support development on the site.

The landowners reiterated the site's availability. They acknowledge the potential for fluvial and surface water flooding along the north of the site but propose incorporating this into common green spaces and a drainage strategy. Development along the road frontage is seen as feasible and would match the existing village's development pattern. The site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the amount of development would not contribute to protecting the form and character of the surrounding townscape and landscape.

Kimbolton 8: Land North of Station Road/ Stow Road, Kimbolton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

There were mixed responses on this site but half of responses were supportive of the site being developed. The LLFA notes that the site is in a low surface water flood zone meaning that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access onto the B660 and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council state that it the proposed original site goes ahead they would be supportive of development on the site. CPRE agree with the assessment and consider the site unsuitable for development.

The landowners reiterated the site's availability. They are open to discussing the quantum of development and envisage a density of 30-35 dwellings per hectare, matching the existing village's development pattern. The site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site is highly exposed to the surrounding countryside and is not appropriate for built development due to its isolated location within the open countryside.

Kimbolton 9: Land North of Easton Road, Stonely (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Most responses were supportive of development of this site. The LLFA notes that the site is in a medium surface water flood zone meaning that further detailed consideration of surface water management options will be required. There are no mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access onto Easton Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council supports development of seven houses on the site.

The landowners reiterated the site's availability. They recognise the potential impact on the setting of the listed building, but consider that it is unlikely that residential development would harm its setting. They state that the site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are

4 Further Issues and Options

100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.

Kimbolton 10: Land South East of Bicton Industrial Estate, Kimbolton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Most responses were supportive of development of this site. The LLFA notes that there has been no previous local flooding reported on the site but consider that further detailed consideration of surface water management options will be required. There are no mineral and/or waste constraint impacting the site. The Local Highway Authority observes that on the basis of the red line there is no connection to the public highway and the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with requirements. The Parish Council supports development of the site as the access and new road to the site has already been approved. One comment raised that the impact on two County Wildlife Sites need to be managed.

The landowners reiterated the site's availability. They clarify that with carefully positioned landscaping, the site can improve and enhance strategic green infrastructure and linkages, while being sensitive to the neighbouring wildlife site. They also emphasise the need for rural employment locations and note that the site is within the TIGER on Demand public transport zone, with services accessible in Church Lane Stow Longa. The landowners are willing to explore creating a Tiger 'virtual' bus stop close to the site as part of any planning permission. The site benefits from co-location with the existing employment site, offering potential for business expansion and rural employment.

Council response

This site has been selected as a draft employment allocation (Draft Allocation Kimbolton 2) for 4.8 ha of land adjacent to Bicton Industrial Estate for commercial, business, industrial uses and storage and distribution uses. Surface water flood risk concerns are addressed through a requirement to provide a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flood risk including modelling of unnamed watercourse. Public highway connections were remedied in April 2022 through an approved application 21/01827/FUL which provides an alternative access from Stow Road. Criterion to undertake an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement will assist in safeguarding the adjacent county wildlife site. The site was also combined with existing employment allocation 'KB3 South of Bicton Industrial Estate, Kimbolton' (which is in Huntingdonshire's Local Plan to 2036) to provide a more comprehensive development and provide local business and employment opportunities.

Kimbolton 11: Land at Hatchet Lane, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most responses were opposed to development on this site. A major concern as the flood risk of the site and the impact of development on flood risk in the local area. The LLFA notes the site has a high risk of surface water flood risk an considers the site to potentially be unsuitable or development as a result. There is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site appears to have sufficient frontage to the public highway to achieve an access onto Main Road and local infrastructure improvements would be required in the form of walking/ cycling connectivity. There is also a Right of Way which should be retained on their existing alignment, maintained, or enhanced. The Parish Council supports the assessment and opposes development of the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the level of flood risk on site including groundwater flood risk and the substantial adverse impact on the character of the area and on the River Kym landscape. It was also considered that development here would not support sustainable placemaking and would disrupt the character and form of the area

Leighton Bromswold

Leighton Bromswold 1: Land West of Sheep Street, Leighton Bromswold (did not pass the fundamental constraints)

Main Issues Raised (9 responses)

The majority of respondents do not support the site's development. Concerns highlighted include the strain on current services, poor infrastructure, the impact on the conservation area and listed buildings, and the loss of agricultural land. Many respondents agree with the assessment and oppose the development, citing reasons such as the village's limited services, the need for sustainable development, and the preservation of the village's character and landscape.

The site promoter disagreed and states that an odour assessment will accompany any future application as would a heritage statement.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as it completely falls within 400m of a Water Recycling Area.

Old Weston

Old Weston 1: Land South of Manor Farm, Old Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

All respondents did not support or were unsure about development of the site. Concerns were raised regarding the site's unsuitability for built development due to poor internet, inadequate surface water drainage, poor road conditions, and excessive driving speeds. Additionally, there are concerns about the impact on the village's fabric and character, loss of vistas, and the strain on local infrastructure. There is a mineral/ waste constraint requiring mitigation. The Highways Authority identifies that there appears to be a sufficient frontage to the public highway to achieve an access onto the B660 or Brington Road and improvements may be required to accommodate two way traffic.

Council response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement’s designation as village. The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at risk from fluvial flooding (zones 2, 3a and 3b) meaning it did not meet the criteria for consideration.

Old Weston 2: Land South of St Swithin's Church, Old Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

4 Further Issues and Options

All respondents did not support or were unsure about development of the site. Concerns were raised regarding the site's unsuitability for built development due to poor internet, inadequate surface water drainage, poor road conditions, and excessive driving speeds. Additionally, there are concerns about the impact on the village's fabric and character, loss of vistas, and the strain on local infrastructure. There is a mineral/ waste constraint requiring mitigation. The Highways Authority identifies that there appears to be a sufficient frontage to the public highway to achieve an access onto the B660 or Brington Road and improvements may be required to accommodate two way traffic.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that development here would not support sustainable lifestyles as it is remote from key day to day services, employment and cannot be accessed via sustainable modes of transport and although adjacent to St Swithin's Church the site is not well related to the built form of Old Weston village.

Old Weston 3: Manor Farm, Old Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

All respondents did not support or were unsure about development of the site. Concerns were raised regarding the site's unsuitability for built development due to poor internet, inadequate surface water drainage, poor road conditions, and excessive driving speeds. Additionally, there are concerns about the impact on the village's fabric and character, loss of vistas, and the strain on local infrastructure. The Highways Authority identifies that there appears to be a sufficient frontage to the public highway to achieve an access onto the B660 or Brington Road and improvements may be required to accommodate two way traffic.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is located within flood zone 3b and 3a and the proposed residential uses is classed as a more vulnerable use.

Stow Longa

Stow Longa 1: Land East of Kimbolton Road, Stow Longa (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

There were mixed responses to the site. CPRE agreed with the outcome of the site assessment. The Minerals and Waste Authority highlighted that it is not constrained by a mineral or waste constraint. The Highways Authority states that there appears to have sufficient frontage to the public highway to achieve an access onto Spaldwick Road in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. They also highlight that the site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to is potential adverse impact on local character and heritage assets.

Stow Longa 2: Land South of Spaldwick Road, Stow Longa (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

There were mixed responses to the site but most supported its development. The Highways Authority states that there appears to have sufficient frontage to the public highway to achieve an access onto Spaldwick Road in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. They highlight that engagement with CCC's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing bridleway and the site access. The Minerals and Waste Authority highlighted that it is not constrained by a mineral or waste constraint. The site promoter supports the site assessment confirming the site's availability, they reference two planning applications within Spaldwick (19/02549/FUL and 21/02754/FUL).

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Stow Longa 3: Land North of Rookery Farm, Stow Road, Stow Longa (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

There were mixed responses to the site. CPRE agreed with the outcome of the site assessment. The Minerals and Waste Authority highlighted that it is not constrained by a mineral or waste constraint. The Highways Authority states that there appears to have sufficient frontage to the public highway to achieve an access onto Stow Road in accordance with requirements respecting local junction spacing, also due to the horizontal alignment of the carriageway the visibility splay may need to be clarified. Local infrastructure improvements may be required in the form of walking/cycling connectivity. They highlight that engagement with CCC's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing bridleway and the site access.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would adversely impact the character of the area and would not support sustainable placemaking principles. The site is located such that it cannot be effectively masterplanned to become part of the existing place and community and also retain the character of the area

Tilbrook

Tilbrook 1: Land at the junction of High Street and Church Lane, Tilbrook (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

All responses were unsure or did not support the proposed site. The LLFA identified that the site may be unsuitable due to high surface water flood risk. The Highways Authority states that that there is sufficient frontage to the public highway to achieve an access onto the B645 or Church Lane but may require improvements to accommodate two way traffic. There is a mineral/ waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the potential adverse impacts on heritage assets including the setting of the village's conservation area.

4 Further Issues and Options

Area 5 - Central Huntingdonshire

General comment: Comments that applied to the whole of the Central Huntingdonshire area were received and issues raised around the need to protect the rural character of the district, the Great Ouse Valley Priority Area, landscape and agricultural land. People were concerned about the impact of development on transport and flooding impact, the historic environment and the need to provide sport facilities and opportunities. The need to take into account adjacent applications for sites, infrastructure need, and creating well designed places were also raised.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Brampton

General comment: Brampton Parish Council made a general comment how the new Plan should prioritise infrastructure and services to support development, ensure new housing is near existing infrastructure with sustainable transport links, propose additional infrastructure like schools and medical facilities, consider the cumulative impact on major roads, address flooding concerns, and prioritise environmental and sustainability issues.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Brampton 1: Swift Car Care, Buckden Road, Brampton (did not pass fundamental constraints)

Main Issues Raised (4 responses)

All responses were unsure or did not support the proposed site. Key concerns were the requirement for surface water management due to surface water flood risk, presence of a minerals or waste constraint, loss of garage as local amenity and odour from Buckden Landfill Waste Management Area. Walking and cycling infrastructure may be required. It is noted that access appears achievable in accordance with requirements.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as site is within 50m of Buckden Landfill Waste Management Area (WMA) and within the consultation area for the WMA.

Brampton 2: Land to the North of Thrapston Road Brampton and West of Populars Farm 38, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

The majority of responses were unsure or did not support the proposed site. Key concerns include high local flooding reported, surface water flood risk and risk to Alconbury, the LLFA consider this site may be unsuitable for the proposed development. Others were concerned about adverse impact of site on Hinchingbrooke Country Park County Wildlife Site and inadequate access to the site. A minerals or waste constraint is present. It was recommended that a smaller number of dwellings may be acceptable.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely adverse impacts on the rural setting of Hinchingbrooke Country Park and the adverse impacts on the character of Brampton.

Brampton 3: Land to the North of Thrapston Road (opposite The Hurdles), Brampton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

The majority of responses were unsure about the proposed site. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk and high surface water flood risk. Key concerns include impact on Hinchingbrooke County Park County Wildlife Site, rural aspect and grade II listed buildings: milestone and 28 Huntingdon Road. A minerals or waste constraint is present. It was noted access appears achievable, suggestions include reduction in site size. The site promoter notes the site is in a sustainable location and accommodate circa 19 dwellings.

Council response

This site has not been selected as a draft allocation. Over a third of the site is at risk of fluvial flood risk (zones 2, 3a and 3b), surface water and groundwater emergence. More sequentially preferable sites are available.

Brampton 4: Wallis Land, Thrapston Road, Brampton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

All responses either agreed or were unsure about the proposed site. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk and high surface water flood risk. There is insufficient early years, primary and secondary education provision. A minerals or waste constraint is present, likely to be acceptable with mitigation. Access appears achievable in accordance with requirements walking/cycling connectivity improvements would be required. The parish council has no objection to the proposed site. The site promoter notes constraints can be mitigated through a conceptual drainage strategy, heritage assessment (to retain the scheduled monument within open space) and noise and air quality from adjacent roads can be mitigated.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Brampton 1) for about 10 homes and about 0.4ha of open space. Concerns regarding flood risk have been addressed through criterion requiring provision of a flood risk assessment and drainage strategy taking into account, surface water, reservoir, and groundwater flood risk. Active travel requirements in the form of the provision of a suitable means of access and a sustainable transport network for pedestrians, cyclists and vehicles will help to facilitate integration with the village. The site's location within a sand and gravel mineral safeguarding area are included, seeking consultation with Cambridgeshire County Council.

Brampton 5: Land adjacent The Rectory, Church Road, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to the proposed site. It was noted that consideration of surface water management options will be required. Concerns include eradication of historic land with ridge and furrow. A minerals and waste constraint is present, likely to be acceptable with mitigation. There appears to be no/inadequate connection to the public highway.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the cumulative constraints impacting the site and the uncertainty of the achievability of access to the site, it is considered unsuitable for development and therefore not deliverable.

Brampton 6: Land at Water Meadows, South of Huntingdon Road, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to the proposed site. Concerns include impact on grade I listed church and other grade II listed buildings to the west of the site, and public rights of way. The parish council support the proposal as a retirement community with apartments and leisure facilities if sensitively designed. Surface water management options will be required. A minerals and waste constraint is present which is considered acceptable with mitigation. Access to the site appears sufficient in accordance with regulations, but it is likely to require significant highway improvements. The site promoter notes that drainage would be mitigated, topsoil reused and submitted heritage appraisal, design booklet including landscape principles, reduction of impact on Pepys Meadows and a buffer between dwellings and any minerals operation, including an assessment.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely significant adverse impacts on designated heritage assets and also the erosion of the rural character of the area and encroachment into the Great Ouse Valley landscape. During the Autumn 2024 consultation, the site promoter submitted a letter concluding that any residual harm to Pepys House and Brampton Conservation Area, after the design and landscape mitigation measures are implemented, would fall within the less than substantial harm category. Upon review of these measures, the overarching harm and detachment of the side from the built form of Brampton are still considerable constraints that make the site inappropriate for built development.

Brampton 7: Area 1 Park Farm, Brampton (did not pass fundamental constraints)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. High surface water flood risk must be taken into consideration. Considered that the site should be for light industry only operating 9am to 5pm. Key concerns include a low bridge which may lead vehicles coming back through the village. A minerals or waste constraint is present. Access appears achievable in accordance with regulations, but highway improvements are likely required. May require walking and cycling infrastructure improvements. The site promoter considers the site appropriate providing a vision document, transport note and strategic landscape visual appraisal, and consider the use of the site compatible with the proximity to waste management area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is almost wholly within a waste management area and adjoins the Buckden Landfill Waste Management Area (WMA) which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for waste resources.

The site promoter submitted several documents in support of this site noting that this parcel and the three other parcels (Brampton 8, 9 and 10) should be considered as one scheme. In their comments, they identified that the site is not within a minerals development area. The assessment in the Land Availability Assessment has been corrected to state that the site is within a waste management area (Buckden Landfill Waste Management Area (WMA)). The site therefore still fails the fundamental constraints as the site promoter has not yet provided an assessment of the impact of the proposed development on the MWA. In their representations, the site promoter considers the proposed employment uses to be a 'compatible use' and therefore assessment on amenity is not required. The Council disagreed with this view and considered that the amenity for those who work on such sites

as important as residential uses and should be adequately assessed and to shape proposals and ensure high standards of amenity as well as ensuring that the integrity of the WMA is not compromised by the development. The Minerals and Waste Authority commented that compatibility between the proposed site and safeguarded site must be demonstrated at this stage. Therefore, the outcome of the assessment remains unchanged.

Brampton 8: Area 2, Brampton (did not pass fundamental constraints)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Previous local flooding reported and consideration of surface water management options will be required. A minerals or waste constraint is present. The site promoter considers the site appropriate providing a vision document, transport note, EV charging and strategic landscape visual appraisal, and consider the use of the site compatible with the proximity to waste management area. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required. It was thought that this site is more suitable than Area 1 as it is next to the waste tip and old railway station.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is wholly within a waste management area and adjoins the Buckden Landfill Waste Management Area (WMA) which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for waste resources.

The site promoter submitted several documents in support of this site noting that this parcel and the three other parcels (Brampton 8, 9 and 10) should be considered as one scheme. In their comments, they identified that the site is not within a minerals development area. The assessment in the Land Availability Assessment has been corrected to state that the site is within a waste management area (Buckden Landfill Waste Management Area (WMA)). The site therefore still fails the fundamental constraints as the site promoter has not yet provided an assessment of the impact of the proposed development on the MWA. In their representations, the site promoter considers the proposed employment uses to be a 'compatible use' and therefore assessment on amenity is not required. The Council disagreed with this view and considered that the amenity for those who work on such sites as important as residential uses and should be adequately assessed and to shape proposals and ensure high standards of amenity as well as ensuring that the integrity of the WMA is not compromised by the development. The Minerals and Waste Authority commented that compatibility between the proposed site and safeguarded site must be demonstrated at this stage. Therefore, the outcome of the assessment remains unchanged.

Brampton 9: Area 3, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Consideration of surface water management options will be required. It was proposed that the site would be better suited for agricultural use. A minerals or waste constraint is present. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required. The site promoter notes the site is in a sustainable location, a landscape and visual appraisal was prepared and sustainable travel options available.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would be located within the open countryside and is not served by public transport. Future users would most likely use private vehicles therefore not supporting sustainable modes of transport. In addition, development is likely to be quite prominent on the local landscape.

Brampton 10: Area 4, Brampton (Council conclusion pre-consultation - inappropriate for development)

4 Further Issues and Options

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Consideration of surface water management options will be required. It is considered that the site is too detached from Brampton village with no sustainable accessible routes. A minerals or waste constraint is present. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required. The site promoter notes the site is in a sustainable location, a landscape and visual appraisal was prepared and sustainable travel options available.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would be located within the open countryside and is not served by public transport. Future users would most likely use private vehicles therefore not supporting sustainable modes of transport. In addition, development is likely to be quite prominent on the local landscape.

Brampton 11: Manor Farm, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Key concerns include high water table and suitability of access by construction vehicles. It is noted that consideration of surface water management options will be required and access appears achievable, but significant improvements to the road and footway infrastructure between the site and Baker Close should be made. A minerals or waste constraint is present which would require mitigation. The site promoter notes development could be placed outside flood risk area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the flood risk on the southern half of the site, whilst development could be placed on land within flood zone 1 this would not sit comfortably with the surrounding character and form of development. Additionally, the point of access is heavily constrained by flood risk which makes the achievability of safe entrance and escape into and out of the site uncertain.

Brampton 12: Land off Huntingdon Road, Brampton (Council conclusion pre-consultation - may be appropriate for open space and car parking)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Key concerns include high flood surface water flood risk with local flooding reported, loss of historic ridge and furrow, impact on Hinchingbrooke Country Park and public right of way. Suggestions include surface water flood risk mitigation, mitigation against minerals or waste constraint and retention of public right of way. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Brampton 2) for open space and car parking facilities for the Country Park. Concerns regarding flood risk have been addressed through criterion requiring the location of the car park within flood zone one and the provision of a proportionate flood risk assessment including the assessment of groundwater conditions and appropriate drainage for the car park. The site's location within a Sand and Gravel Mineral Safeguarding Area is addressed within the allocation requiring consultation with Cambridgeshire County Council and active travel will be required through provision of additional pedestrian paths linking into the existing park. The impact on Hinchingbrooke Country Park will be addressed through an ecological

survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. A large proportion of land is set aside for open space which will help to address the presence of any potential ridge and furrow on the site.

Brampton 13: Land North of A141, South of Brampton racecourse, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most responses were unsure or against the proposed site. Key concerns include flood risk, impact on Great Ouse Valley priority area, inadequate highways access, presence of a minerals or waste constraint and how walking and cycling access could be achieved. Suggestions include surface water management options, mitigation of minerals or waste constraint, not developing the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the flood risk on the northern half of the site, while there is land within flood zone 1, this land is constrained by a Scheduled Monument designation. Additionally, development is likely to adversely impact the landscape particularly to the open countryside to the north.

Brampton 14: Land North of Thrapston Road and South of the A141 (larger site), Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Most responses were unsure about the proposed site. Key concerns include high surface water flood risk and local flooding reported, inadequate highways access, presence of a minerals or waste constraint. Suggestions include surface water management options, significant changes to the trunk road network and mitigation of minerals or waste constraint.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to very poor opportunities to successfully integrate the site with the existing place and community. Development on the site would not support sustainable place making principles. The site area would also need to be reduced to remove the A141/B1514 slip road as this is not in the ownership of either landowners.

Part of the site was resubmitted in the Ongoing Call for Sites (see CfS23-24317). This relate to the eastern parcel which adjoins 120 Thrapston Road to the south east of the A141 slip road from junction 22 and is also adjacent to the B1514. This reduces the site area to 0.87ha and it is being promoted solely for retail such as a small convenience store and commercial leisure uses (floorspace flexible and will be based on the commercial interest received). In response to the consultation on sites in Autumn 2024, the Highways Authority stated there was insufficient access to the whole site. Its location to the roundabout and the slip road is a key constraint as is its impact on traffic in the local and wider area. As such the conclusions of the LAA remain unchanged and the site is still considered to be unsuitable for development.

Brampton 15: Land North of Thrapston Road and South of the A141 (smaller site), Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

All responses were either unsure or supported the proposed site. Key concerns include high surface water flood risk and local flooding reported, inadequate highways access, presence of a minerals or waste constraint which would be acceptable with mitigation. Suggestions include surface water management options, significant changes to the trunk road network. It was thought that the proposed development would match existing plans nearby

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to very poor opportunities to successfully integrate the site with the existing place and community. Development on the site would not support sustainable place making principles

Brampton 16: Land at Low Harthay and Woodhatch Farms, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (17 responses)

There were mixed responses to the proposed site. Key concerns include high surface water flood risk and local reported flooding, particularly around Low Harthay House, urban sprawl, scale of development and pollution from the nearby recycling centre. Responses highlighted the need to protect of Brampton Wood SSSI, existing habitats, impact on the countryside, traffic impact on nearby settlements such as Ellington, and infrastructure. The impact on residential amenity was also raised, especially those who live near Low Harthay House. It is noted that a minerals or waster constraint present which would be difficult to overcome and that there is no/inadequate connection to the public highway it is not supported by the Highway Authority.

Suggestions include a comprehensive transport impact assessment, biodiversity net gain, significant landscaping, active travel links, surface water mitigation and mitigation of pollution and dust from recycling centre. Some think the site is an ideal location for warehouses.

The site promoter promotes the significant economic benefits and jobs. They propose a solar park, HGV parking and retention and extension of woodland where pylons are located. Relocation of the recycling centre, and a balancing pond. Cut and fill earthworks would be required to create plateaus facilitating development, removal of ponds and some trees.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is detached from a settlement and located within the countryside and the impact on the landscape could be most significant to the south and west. The commercial uses could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with Cambridgeshire County Council whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. There are two options, one to develop the site leaving the water recycling centre where it is or relocate the water recycling centre to elsewhere in the site. The probability and possibility of these options have not been addressed by the site promoter.

Brampton 17: Brampton Park Golf Club (South site) (did not pass fundamental constraints)

Main Issues Raised (5 responses)

All responses were unsure or opposed to the proposed site. The landowners have asked that Brampton 17 and Brampton 18 are withdrawn. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk. It is noted that proximity to the Landfill Waste Management make it vulnerable to odour and that access appears achievable subject to further assessments, but significant highway improvements and two access points would be required and walking and cycling infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within the consultation area for the Buckden Landfill Waste Management Area (WMA).

Brampton 18: Brampton Park Golf Club (North site) (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The majority of responses were unsure or opposed to the proposed site. The landowners have asked that Brampton 17 and Brampton 18 are withdrawn. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk and previously reported local flood risk. There is concern over the impact on the Great Ouse Valley Priority Area, footpath from Brampton Mill and dissection of River Lane. Proximity to the Landfill Waste Management make it vulnerable to odour, which could be mitigated. Access appears achievable subject to further assessments, but significant highway improvements and two access points would be required and walking and cycling infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely very significant adverse impacts on the landscape which would result in the erosion of the rural character of the area and encroachment into the Great Ouse Valley landscape. Additionally, there is uncertainty on the availability of the site even once the lease ends in 2039 as it is the intention of the Golf Club to extend their tenancy of the land.

Godmanchester

General comment: General comments were received highlighting concerns about the adverse effects of recent developments on the town's character, population integration, and infrastructure capacity. They emphasise the need to protect the town's historic core, countryside, and biodiversity while ensuring new developments meet local housing needs and provide essential services. Comments also raise the importance of maintaining the separation between Godmanchester and surrounding settlements to preserve its semi-rural character and environmental and infrastructure concerns, including the impact of new developments on local roads, schools, and medical facilities.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Godmanchester 1: Former RGE Engineering Site and HDC Car Park, The Avenue, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

The majority of the responses support the proposed site. Key considerations raised include consideration of surface water flood risk, impact on heritage assets, congestion and setting of Great Ouse, landscape and long distance views and scale of the site. No minerals or waste constraints, access appears achievable subject to further assessments including approach to road network. The site is not supported by the Highways Authority. Comments support the site as sensibly located with sustainable links

Council response

This site has been selected as a residential allocation (Draft Allocation Godmanchester 1) for about 85. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land. Concerns regarding flood risk have been addressed through a criterion requiring the sequential location of development within the site and demonstration of safe access and escape routes and provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water flood and reservoir flood risk, modelling of River Great Ouse, climate change and natural flood management to substantially reduce

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flood risk to the site and surrounding areas. The development will be required to address access to the road network through provision of a suitable means of access and provision of a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the town. Heritage and landscape impact will be mitigated through the submission of a design brief to support the redevelopment of the site and illustrate how it will integrate with surrounding uses including high quality development to reflect the site's sensitive location and relationship with listed buildings, conservation areas, and appropriate landscape and boundary features.

Godmanchester 2: Corpus Christi Paddock, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (11 responses)

The majority of responses do not support the proposed site. Key concerns include the site's location outside the Neighbourhood Plan boundary, impact on listed building and conservation area, footpath and cycleway (resulting in a decrease in safety). Issues with narrow access and restricted visibility at junction of Corpus Christi Lane with Old Court Hall mean it may not be suitable for the intended intensification of use. The LLFA note the site may be unsuitable due to surface water flood risk. A minerals or waster constraint is present, but noted as likely to be acceptable with mitigation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the highly sensitive nature of the heritage constraints affecting the site and the cumulative challenges posed by securing a safe access both within Corpus Christi Lane itself by the pinch point and at the crossing of Old Court Hall.

Godmanchester 3: Dexters Farm, Godmanchester (Council conclusion pre-consultation - inappropriate for development in isolation, may be appropriate in combination of Godmanchester 5 and 8)

Main Issues Raised (13 responses)

The majority of responses object to the proposed site. Key concerns include isolation of site, surface water flood risks and local reported flooding, lack of, and distance from, local services and facilities and impact on the landscape and recreation. Transport impact on Silver Street and the A1198, impact on biodiversity and Wildfowl Sanctuary and conflict with the Neighbourhood Plan were also raised. Suggestions include surface water management, or that development should be part of a larger integrated scheme. It was also noted that significant highway improvements are needed requiring collaboration with adjacent parcel holders. The site promoter proposes connectivity through Whitehall gardens, that there are no landscape or visual impacts (as per their appraisal, masterplan and vision) and integration with other parcels of land is achievable and and services and facilities provided at Romans edge.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered inappropriate for development due to its lack of connectivity into the wider built form of Godmanchester, but it was considered that it could be appropriate if it were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town

and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook, landscaping and impact on the Waterfowl Sanctuary to the west.

Godmanchester 4: Emmanuel Knoll Village, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (17 responses)

The majority of responses were opposed to the proposed site. Key concerns include the site's isolation, high surface water flood risk and previous local flooding, lack of, and distance from, local services and facilities and impact on the landscape, biodiversity and recreation. Other concerns include urban sprawl, scale of development, loss of agricultural land, transport impact and conflict with the Neighbourhood Plan. Suggestions include surface water flood risk management and integration with other parcels to form a larger scheme and provide access. A 4FE primary school with early years provision and 4FE secondary school would be required.

The site promoter notes the scheme will be landscape-led and protect ridge and furrow land. They note the site is viable based on for 1,200 homes, a 2 FE primary school, local centre, employment area, solar energy park, relief road connecting the A3107 to the A1198. Protecting the existing gas pipeline has been considered as an abnormal cost. A Highway technical note was provided and further work on access and links ongoing. A concept masterplan provides further details on the revised range, scale and split of development uses.

Council response

This site was tested through growth strategies 1, 2 and 3. This site would provide a very substantial extension to Godmanchester but the scheme proposed would not make efficient use of land. The site was not selected for allocation as part of the Huntingdonshire's Preferred Options Local Plan due to the significant hazard presented by a gas pipeline and its easement strip crossing the north eastern part of the site and impacting on deliverability of the potential junction to the A1307. The provision of an outer link road and roundabout onto the A1307 is further hampered by proximity to existing junctions on the road meaning significant highways infrastructure to facilitate safe access and exit from the site is required which has the potential to significantly impact the viability of the site given the number of homes that are proposed to be delivered. Although flood risk is fairly low the proposed allocation South of Godmanchester off the A1198 provides a more concentrated development with better opportunity to facilitate connectivity into Godmanchester and requires substantially less transport infrastructure provision. It will also provide substantial flood betterment to a long existing problem in relation to Stoneyhill Brook by allocating land for flood mitigation. This will not only benefit the development, but also the wider community of Godmanchester. Significant concerns have been raised by the Highways authority who note that delivery of the access/es will be subject to the proximity of accesses provided to adjacent sites, which may limit the ability to deliver an access for this site. The applicant should look to liaise with adjacent parcel holders to deliver a co-joined site utilising joint frontage. They cite that the site is not sustainable as a stand-alone parcel given a lack of public transport links or high quality walking, cycling, and wheeling access from local centres of population.

Godmanchester 5: Land West of London Road and South of Stokes Drive, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

The majority of responses object to the proposed site. Key concerns include isolation of site, high surface water flood risks and local reported flooding (particularly at Stoneyhill Brook), lack of, and distance from, local services and facilities and impact on the landscape and recreation. Heritage impact, access through a Local Green Space impact on A1198 and London Road, conflict with cemetery expansion and the Neighbourhood Plan were also raised. Suggestions include surface water management, significant highway improvements and two points of access will be required. The landowner noted that they are willing to collaborate with adjacent land owner and would provide opportunity for cemetery expansion, flood mitigation green/blue infrastructure and can be accessed from the A1198, with sustainable travel links.

Council response

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This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for development as it has potential for development but it would require careful masterplanning to maximise opportunities for integration into the existing community. The development would also be required to mitigate the impact of development on Stoneyhill Brook and the adjoining countryside.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook, landscaping and impact on the Waterfowl Sanctuary to the west. The allocation addresses the need for an extension to Godmanchester Lawn Cemetery.

Godmanchester 6: Land to the South of Godmanchester including Land at Corpus Christi Farm and Lower Debden Farm, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of responses object to the proposed site. Key concerns include the scale of development, urban sprawl, impact on the character and setting of Godmanchester, landscape, biodiversity, recreational and wildlife impact (Waterfowl Sanctuary), loss of agricultural land and high surface water flood risk and local reported flooding (including Stoney Hill Brook). Many comments noted the lack of infrastructure to support development, the impact on traffic, parking and access (especially at Silver Street), and conflict with the Neighbourhood Plan.

Suggestions include surface water flood risk mitigation, separation from Godmanchester, provision of infrastructure, services and facilities to support development, significant highways improvements, further assessment and consultation with adjacent parcel holders . A minerals or waste constraint would require further assessment, evidence and mitigation. The site promoter provides a concept masterplan and says robust technical work would be undertaken is sustainably located and would help to meet housing needs.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it does not have potential for development of the scale and nature proposed due to its impacts on Godmanchester and the character of the surrounding landscape, its challenges in terms of integration and the impact of traffic particularly that heading eastbound.

The site promoter resubmitted one of the parcels of this site (the eastern most parcel north of the A14 that adjoins Ermine Street) to the Ongoing Call for Sites for an employment development with circa. 201,629sqm of floorspace based on a net developable area of 66.9ha. In their resubmission, the site promoter makes the same assertion in regarding access which as set out above is not possible and would result in traffic travelling east having to route through Godmanchester via the A1198 resulting in significant traffic impact and harm to Godmanchester. Significant highways work and assessment will be required to make the development achievable. At this stage no such work has been provided. As such the resubmitted site is still considered to be unsuitable, unachievable and undeliverable.

Godmanchester 7: Land West of A1198 (North of Bleakley Farm), Godmanchester (Council conclusion pre-consultation - inappropriate for development would be dependent on prior development of Godmanchester 3 and 5)

Main Issues Raised (14 responses)

The responses to the proposed site are varied. Key concerns include impact on character of Godmanchester, heritage and landscape impact (including church spire), traffic and access especially along the A1198 and high surface water flood risk and local reported flooding (Stoney Hill Brook, West Street and Belle Isle). Many noted the site's isolation, lack of infrastructure, services and facilities, with some conflict with the Neighbourhood Plan. Suggestions include communal area, active travel links, additional services, surface water mitigation, and comprehensive development with nearby sites. The local highway authority notes the site is unachievable, significant highways improvements, further assessment and consultation with adjacent parcel holders would be required. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for development as it is unsuitable for development on its own, the necessary intervening land to integrate the site into Godmanchester is not in the site promoter's control and it has integration challenges. It was considered that there was potential for an urban extension if submitted land parcels were combined.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and landscape impact.

Godmanchester 8: Land East of A1198 (East of Bleakley Farm), Godmanchester (Council conclusion pre-consultation - inappropriate for development as freestanding site would be dependent upon prior development of additional sites to facilitate integration)

Main Issues Raised (13 responses)

Most responses disagreed with the proposed site, with some supporting it. Key concerns include impact on character of Godmanchester, urban sprawl, landscape impact , traffic and access and surface water flood risk. Many noted the site's isolation, lack of infrastructure, services and facilities. Suggestions include surface water mitigation, comprehensive development with nearby sites and additional services and facilities. The local highway authority notes the site is unachievable, significant highways improvements, further assessment and consultation with adjacent parcel holders would be required. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is unsuitable for development on its own. The necessary intervening land to integrate the site into Godmanchester is not in the site promoter's control and the potential urban extension land comprises 4 parcels of land only two of which adjoin with the southeasternmost one (Godmanchester 8) again being dependent upon delivery of intervening land necessitating 6 sites in total collectively posing significant design and achievability challenges.

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Godmanchester 9: Land adjacent to London Road (A1198), adjoining Bleakley Farm, Godmanchester (Council conclusion pre-consultation - inappropriate for development as freestanding site would be dependent of Godmanchester 3 and 5)

Main Issues Raised (12 responses)

Most responses disagreed with the proposed site. Key concerns include impact on character of Godmanchester, urban sprawl, landscape impact , traffic and access and high surface water flood risk and locally reported flooding. Many noted the site's isolation, lack of infrastructure, services and facilities and conflict with the Neighbourhood Plan. Suggestions include surface water mitigation, comprehensive development with nearby sites and additional services and facilities. The local highway authority notes the site is unachievable, significant highways improvements, further assessment and consultation with adjacent parcel holders would be required. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for development as it is unsuitable for development on its own, the necessary intervening land to integrate the site into Godmanchester is not in the site promoter's control and it has integration challenges. It was considered that there was potential for an urban extension if submitted land parcels were combined.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and landscape impact.

Godmanchester 10: Land East of Silver Street, Godmanchester (Council conclusion pre-consultation - may be appropriate for open space and Biodiversity net gain only)

Main Issues Raised (16 responses)

Most responses disagreed with the proposed site for housing, with some supporting it. Key concerns if the site were developed as residential include impact on character of Godmanchester, urban sprawl, landscape impact , traffic, access and safety impact (including Silver Street, Stoney Hill Brook, Silver Street and Duck End) and high surface water flood risk and locally reported flooding, making it potentially unsuitable. Many noted the site's isolation, value for wildlife and recreation and lack of infrastructure, services and facilities in the area and conflict with the Neighbourhood Plan. Suggestions include surface water mitigation, accessibility to nearby services, use as green recreational space, increase in biodiversity and mitigation of a minerals or waste constraint. The local highways authority notes the need for significant highways improvements to roads and footways with two points of access required. Further assessment would be required at Duck End, Old Court Road and Silver Street due to high traffic volume and pedestrian access resolved. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for open space and biodiversity net gain but that built development would be inappropriate due to the impact on the character of the local area. The site also offered some opportunities for consolidation with the open space created west of Comden Drive and along Silver Street and for provision of habitat linkages between open countryside and Portholme.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This site in particular is key to addressing wider flood risk and linking green spaces to provide additional recreational and open space provision. This is will be achieved by restricting built development to flood zone 1 and ensuring that it avoids areas of surface water flood risk associated with Stoneyhill Brook. This land must only be for biodiversity net gain and flood mitigation uses to reduce flood risk, minimise the impact on views from Silver Street and continue the established open space appearance of the Combden Place green space to the north.

Godmanchester 11: Land to the South of the A1307, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (12 responses)

The majority of responses disagreed with the proposed site. Key concerns included locally reported flooding (West Street and Belle Isle), impact on infrastructure such as schools and GPs, impact on character of Godmanchester, heritage assets, landscape and established Emmanuel Knoll Plantation . The local highway authority noted the site is not sustainable as a stand-alone parcel. Suggestions include surface water mitigation, integration with nearby land parcels and access to local services.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site cannot be integrated into the wider scheme upon which its delivery would depend without causing substantial landscape and biodiversity harm through removal of significant sections of Emmanuel Knoll Plantation.

Hemingford Abbots

Hemingford Abbots 1: Royal Oak Gardens, High Street, Hemingford Abbots (Council conclusion pre-consultation -inappropriate for development)

Main Issues Raised (6 responses)

There were mixed responses to the proposed site. Significant concerns include Tree Preservation Orders on site, surface water flood risk and high previous local flooding reported. The LLFA consider the site may be unsuitable. Suggestions include local cycling and walking connectivity. The site promoter that the site is in a sustainable location, there has been reduction in trees through 16/00176/TREE & 20/02144/TREE, that a sustainability appraisal should be undertaken and flood risk, heritage and arboricultural impact would be assessed.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the entire site is covered with mature trees with a Tree Preservation Order and is heavily constrained by flooding.

Hemingford Abbots 2: Land West of Rideaway, Hemingford Abbots (Council conclusion pre-consultation -inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to the site. There are significant concerns relating to impact on a listed building and surface water flood risk and high previous local flooding has been reported. A minerals or waste constraint is noted as present. Suggestions include local cycling and walking connectivity and mitigation of minerals and waste constraint.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is heavily constrained by fluvial flood risk and therefore inappropriate for built development. In addition it was considered that it could not support place-making and sustainable lifestyle.

Hemingford Abbots 3: The Lattenburys (land to the South and North of A14, and East of A1198 (Council conclusion pre-consultation -may be appropriate for development)

Main Issues Raised (20 responses)

There were mixed responses to the site. Key concerns include significant increase in traffic impact on St Ives and Hemingford Grey, sewerage capacity and age of network, surface water flooding and high local flooding reports. Other responses noted impact on Hemingford Conservation Area, Woodgreen Animal Charity, wildlife habitats and Great Ouse Valley through increased usage. Landscape impact of the site was a significant concern. Safety of active travel routes was raised. Responses noted the need for significant infrastructure including retail education, sewerage, community facilities and retail. Cambridgeshire County Council note that there is a waste constraint present which would be difficult to overcome, additional evidence, mitigation would be required. The local highways authority noted significant highway improvement would be required due to the scale of the site and access should not be gained via Moats Lane without significant improvements. It is unclear how high quality walking, cycling, wheeling access could be facilitated.

Suggestions include increased transport links, need for separation between existing settlements, varied design of homes, flood mitigation. Two 4FE primary schools with early years provision and a 7FE secondary school would be required.

The site promoter notes the site will be sensitively located with green infrastructure on higher ground, site specific flood assessment provided and are open to discussions on density and capacity.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Hemingford Abbots 1) for about 3,800 homes, about 375 supported living homes, about 150 extra-care homes, 160 bedspaces for nursing and residential care home provision. About 6.0 ha has also been set aside for employment use. The retention of Woodgreen Pets Charity is required and the provision of about 10 ha of additional land to meet their future expansion needs. Two local centres to include local shops and other community facilities appropriate to the scale of development, educational facilities including a secondary school, two primary schools and associated early years nursery facilities and indoor and outdoor sports and recreation facilities are required alongside about 26 ha for strategic green infrastructure to be provided as a country park and other green infrastructure appropriate to the scale of development to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, and land for biodiversity net gain. Transport infrastructure improvements are also

necessary to provide safe and appropriate vehicular access, public transport infrastructure and active travel routes appropriate to the scale of the development. It is considered that these criteria address the concerns raised during the consultation.

Huntingdon

General comment: General comments were received highlighting the need for careful planning and consideration of infrastructure, educational capacity, and environmental factors in any new developments in Huntingdon and in surrounding areas, this includes the Hinchingbrooke Hospital redevelopment.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements. Hinchingbrooke Hospital redevelopment is supported through draft allocation Huntingdon 1.

Huntingdon 1: Amber Centre, 36 Mayfield Road, Huntingdon (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

The majority of responses support this proposed site. Concerns were raised regarding low surface water flood risk. Suggestions include surface water mitigation, community facilities and bungalows as alternative development and further evidence and assessment of minerals and waste constraint would be required. The site promoter proposes flood mitigation.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Huntingdon 2) for about 12 homes. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land. Concerns regarding flood risk have been addressed through a criterion requiring a flood risk assessment and drainage strategy taking into account, surface water and residual flood risk. Cambridgeshire County Council confirm that there are no minerals and waste constraints. The site was put forward for housing and not community facilities and therefore delivery of the latter would be unachievable. The type and mix of homes will be determined through the Local Plan housing mix policy set out within the Preferred Options draft Local Plan to 2046.

Huntingdon 2: Land West of Scholars Avenue, Huntingdon (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Key concerns include high surface water flood risk and locally reported flooding, loss of green space, and traffic. A minerals or waste constraint would require mitigation. The site promoter provides a concept masterplan and highways statement. Assessment of flood risk, drainage, heritage and minerals assessment would be undertaken and football pitch and wooded area retained.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to likely significant impact on the setting of designated heritage assets, because it would result in the relocation of playing fields to a location at higher risk from flooding and the achievability of vehicular access to the site is also a key constraint.

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Additional information was submitted as part of the Autumn 2024 consultation. The differences between the concept plans show that in the revised one the sports pitches and provision including a MUGA will all be placed directly south of the residential development and there appears to be a slight reduction in the sports provision. This means that no development is proposed within areas at higher risk of flooding, these areas are left as grassed areas. The Highways Statement identifies that a vehicular access is proposed from the A1307 with pedestrian and cyclist access via Scholars Avenue to the east. The proposed vehicular access from the A1307 are in differing locations when comparing the Highways Statement and the Concept Plan. There also seems to be a potential ransom strip between the site's red line boundary and the A1307 making the achievability of access further uncertain. Taking these factors into consideration, the site is still considered to be inappropriate and unachievable for development at this time.

Huntingdon 3: Land South of Ermine Street (adjoining Huntingdon) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

All responses supported or were unsure about the proposed site. The LLFA noted the site may be unsuitable due to high surface water flood risk and locally reported flooding. Other concerns included impact on a public right of way and access to the site being affected by a significant watercourse. Suggestions included flood mitigation, a 2FE primary school with early year provision, and due to the scale, significant highway improvements and road and footway infrastructure between the site and the south east side of the A141 at the roundabout.

Council response

The site is included within the Preferred Options Draft Local Plan within the chapter 'North Huntingdon Growth Cluster Opportunity Zones' as an existing commitment. This site was allocated in Huntingdonshire's Local Plan to 2036 as the south western part of HU1: Ermine Street Huntingdon. It gained outline planning permission (reference 18/01918/OUT) on 20th September 2024. A series of detailed Reserved Matters have been submitted since then and conditions discharged to allow development to commence. The site retains the principle of the site being appropriate for development in case works have not started before the Local Plan to 2046 is adopted. The site developer anticipates completion of the first homes on the site in 2026/27 with the site completing in 2030/31.

Offord Cluny and Offord D'Arcy

General comment: General comments were received expressing concerns about the excessive increase in homes relative to the current population and traffic levels, particularly the bottleneck and risks posed by the level crossing connecting Offord Cluny and Buckden, flooding, and insufficient local amenities and school capacity. Suggested changes include addressing the level crossing issues, improving site access for both foot and vehicle traffic, and expanding the school and preschool to accommodate the increased population. Additionally, there are observations on the capacity of local schools, indicating that both primary and secondary schools are at or near capacity and would require mitigation to handle the influx of new pupils from the proposed development.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Offord Cluny and Offord D'Arcy 1: Land South of New Road, Offord Cluny (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Main concerns were relating to flood risk, traffic generation, narrowness of New Road and the site's relationship to the countryside. There are concerns about the site's suitability for development due to its history of contributing to flood damage in nearby areas, particularly in December 20201. The LLFA state the site is in a high surface water flood zone and previous local flooding has been reported

potentially making the site unsuitable and pre-application advice is recommended. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed including widening the carriageway and construction of a footway.

The site promoter reiterates' the site's availability and will provided further technical evidence to support the site's suitability for development, subject to overcoming known constraints in particular regarding access, landscape mitigation, and surface water strategy. They state the site is within flood zone 1 and that an access plan shows how access will be achieved.

Council response

This site has not been selected as a draft allocation. Offord Cluny and Offord D'Arcy 2 and Offord Cluny and Offord D'Arcy 7 were put forward as draft allocations in the Preferred Options Local Plan due to lower surface water flood risk.

Offord Cluny and Offord D'Arcy 2: Land to the West of Graveley Road, Offord D'Arcy (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Main concerns were relating to excessive traffic on Graveley Road, lack of footpaths, flood risk and impact on village character. There are also issues with local infrastructure capacity, such as schools and amenities. There were some comments of support for the development. The LLFA state the site is in a high surface water flood zone and previous local flooding has been reported potentially making the site unsuitable and pre-application advice is recommended. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to Graveley Road to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterates' the site's availability and the economic and social benefits of the proposal. They state that assessment and design work have addressed constraints such as access, surface water drainage, agricultural land quality, and landscape impact. The illustrative masterplan includes landscape and vegetation buffers, safe access for motorized vehicles and active travel, and measures to address residential impact and construction methods.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Offord D'Arcy 1) for about 80 homes. Concerns regarding traffic and footpaths have been addressed through a criterion requiring provision of a safe and suitable means of vehicle and active travel access from Graveley Road and assessment of transport impacts through a transport assessment. Flood risk mitigation will be required informed by a flood risk assessment and a detailed drainage strategy taking into account groundwater, residual risk from culvert condition, and modelling of the ordinary watercourse. The sites location within a minerals safeguarding area is referred to within the allocation requiring consultation with Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Offord Cluny and Offord D'Arcy 3: Land adjacent to Manor Court, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The responses were either supportive or unsure. The LLFA state the site has surface water flood risk and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to New Road to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the fundamental impact on the character and setting of the listed building and the conservation area, whilst also significantly reducing the biodiversity and ecological value of the site.

Offord Cluny and Offord D'Arcy 4: Field Opposite The Glebe, New Road, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

The responses were mixed to this site. The LLFA state the site is in a high surface water flood zone and previous local flooding has been reported potentially making the site unsuitable and pre-application advice is recommended. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter also commented reiterating the site's availability. They suggest amendments to the Sustainability Appraisal to reflect minimal landscape impact, adequate screening from the Manor House, and the potential for significant transport improvements. They state the landowner can provide land to upgrade New Road to two-way traffic, improving transport conditions and benefiting existing properties and farms further east.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would have significant heritage and landscape impact and is removed from the main residential development of the settlement and more related to the countryside. In addition it was considered that the site would create disproportionate development out of keeping with the surrounding area and could create significant transport impact due to its location.

Offord Cluny and Offord D'Arcy 5: Land Opposite Manor House, High Street, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The responses were either supportive or unsure. The LLFA state the site has surface water flood risk and that further detailed consideration of surface water management will be required. There is no minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing however, visibility may be affected by the bus shelter but it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Offord Cluny and Offord D'Arcy 6: Land North of Station Lane, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The responses were mixed. The LLFA state the site has high surface water flood risk meaning development may not be suitable and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site has frontages to the public highway in Station Road and Asplin's Lane. However, it is unclear if accesses in either location can be achieved

in accordance with requirements due to the proximity of the railway crossing in Station Road and the width/geometry of Asplin's Lane. Local infrastructure improvements in Asplin's Lane may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it significant constraints which if overcome could present viability implications for the site rendering it undeliverable and that it presents significant challenges regarding noise, air and light pollution and vibrational impacts from the railway line, overhead electricity lines and land contamination. In addition, the site may present safety issues regarding access and exit to the site from Station Lane especially and due to its proximity to a railway crossing. Access via Asplin's name is a considerable constraint due to the narrow nature of the lane and the site has significant flood risk.

Offord Cluny and Offord D'Arcy 7: Land West of High Street and North of Dunstall Close (smaller site), Offord Cluny (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed. Key concerns raised related to flood risk and drainage as well as noise, heritage and impact on village character. The LLFA state the site has high surface water flood risk meaning development may not be suitable and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and the suitability of the approach road network will need to be assessed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Offord Cluny 1) for about 45 homes. Concerns regarding noise, heritage and impact on village character have been addressed through criteria requiring an assessment and mitigation of noise impacts and design and layout of development to respond sensitively to reflect the site's location and relationship with the conservation area and heritage assets to the south informed by an proportionate heritage assessment. The development will also be required to use design that harmonises with surrounding development to integrate the new homes with their immediate locality, enhancing the gateway and approach to Offord Cluny. Flood risk will be addressed through the provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk. Provision of a safe and suitable means of access from the High Street (B1043) and assessment of transport impacts through a transport assessment will be required including active travel routes. The sites location within a minerals safeguarding area is referred to within the allocation requiring consultation with Cambridgeshire County Council.

Offord Cluny and Offord D'Arcy 8: Land West of High Street and North of Dunstall Close (larger site), Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The responses were mixed. Key concerns raised related to flood risk and drainage as well as noise, heritage and impact on village character. The LLFA state the site has high surface water flood risk meaning development may not be suitable and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and the suitability of the approach road network will need to be assessed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

The site promoter reiterated the site's availability and states the landowner is open to discussing the scale and density of development towards the southern end of the site to ensure it integrates well with the village's scale and density. They acknowledge the surface water flood risk and that a drainage strategy will be prepared. Strategic landscaping will ensure a suitable transition between the village and the open countryside and the potential noise from the East Coast Mail Line can be mitigated within the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would be disproportionate in size compared to the existing settlement increasing the size of the village by over a fifth. In addition it was noted that it would have significant transport impacts on the village and landscape impact. A smaller version of the site (Offord Cluny and Offord D'Arcy 7) was put forward as a Draft Allocation Offord Cluny 1 for about 45 home which was considered more proportionate, limiting landscape impact and providing opportunities to create a gateway to the settlement.

Area 6 - Eastern Huntingdonshire

Bluntisham

General comment: Comments raised concerns about proposed developments in Bluntisham, including the strain on infrastructure such as the local road network, health and education, services and utilities, and the natural environment, as well as strong opposition from the community. Comments emphasised the need for smaller, sustainable developments within the existing village boundaries to protect and enhance current facilities and services.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bluntisham 1: Land to the South of Rectory Road, Bluntisham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

The majority of responses oppose the development and do not agree with the Council's site assessment. Particular concerns were raised regarding the potential adverse impact to the setting of the Grade II listed Bluntisham House and the village's conservation area. It was noted the site is part of a historic ridge and furrow field system and is in close proximity to the RSPB Ouse Fen Reserve and Berry Fen SSSI which raises ecological concerns including habitat loss and pollution. Other issues raised include the potential for adverse impact upon the landscape, flood risk, the pressure on infrastructure such as local roads and services and the housing density being out of character with the village. Cambridgeshire County Council indicate there is sufficient frontage spacing to achieve highway access to the site.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Bluntisham 1) for about 20 homes. Concerns relating to site density have been addressed by requiring that development is only located in the northern half of the site, reducing the number of homes. This approach also allows significant open space to be retained for landscaping and avoids placing built development on potential ridge and furrow land whilst ensuring the development is screened from the Ouse Valley Way and Ouse Fen nature reserve. It mitigates recreational pressure to the Ouse Washes SAC/SPA/Ramsar site and the Berry Fen SSSI arising from increased recreational pressure generated by residents of this site. A heritage impact assessment will be required including sensitive

design respond to the setting of heritage assets. A flood risk assessment and drainage strategy will be required to assess and mitigate against flood risk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bluntisham 2: Land West of Colne Road, Bluntisham (Council conclusion pre-consultation - may appropriate for development)

Main Issues Raised (23 responses)

The majority of responses reject the proposed site and disagree with the Council's assessment. Key concerns include the loss of high-quality agricultural land and vital wildlife habitats, particularly near the Berry Fen SSSI; increased flood risk due to surface water runoff; inadequate infrastructure such as sewage, roads, and public transport; and safety risks from a single access point opposite the village primary school. Many also have concerns with the erosion of village character, overdevelopment without supporting services, and the merging of Bluntisham with Colne. Cambridgeshire County Council state; there appears to be sufficient frontage to the public highway to achieve an in accordance with local junction spacing, an assessment of the impact of increased traffic volumes on the approach network will be required and the need to incorporate the traffic calming measures on Colne Road into the access design.

The site promoter has referred to an agricultural land survey which identifies that the majority of the land is classified as grade 3a agricultural land rather than grade 2 which was identified in the assessment. They also state the proposal could be effectively integrated into the landscape through tree and hedgerow retention on the site boundaries while delivering a Suitable Alternative Natural Greenspace in the northern portion of the site (SANG).

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Bluntisham 3) for about 85 homes, about 3ha of open space and 0.2ha of land for St Helen's Primary School staff parking. The development will be required to address and mitigate against flood risk informed by a flood risk assessment and drainage strategy, taking into account groundwater and surface water. Provision of Suitable Alternative Natural Greenspace (SANG) on 3 ha of the north western corner of the site will mitigate recreational pressure impacts to nearby nature sites such as Berry Fen SSSI. Agreement with the Environment Agency and Anglian Water Services to ensure that waste water flows from the proposal can be accommodated. Access concerns will be addressed through a criterion asking for the provision of a suitable means of access and a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bluntisham 3: Land West of Bluntisham (Council conclusion pre-consultation - inappropriate for development)

Main issues Raised (8 responses)

The majority of responses object the proposed site and support the Council's assessment that the site is inappropriate for development. Key concerns raised include inadequate infrastructure such as school capacity and healthcare access, traffic congestion, flooding, environmental harm, and negative impacts on the village's character and conservation area. Specific objections include limited access to the site due to protected trees, narrow roads and ransom strips and impact upon heritage assets such as Bluntisham Conservation Area and listed buildings. There are no minerals or waste constraints.

The site promoter submitted a response to the assessment stating the proposal can deliver housing, infrastructure, and green space while addressing flooding and tree preservation concerns.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site has significant constraints to development which prevent it from being effectively masterplanned to become part of the existing community. Access from the south would require removal of trees within a TPO area. Access proposed from Nobles Lane and Meridian Close are narrow roads running between residential properties. These have the potential to cause amenity impact on local residents due to the increase in traffic movements from a development of such a scale. Two access points one from Merdian Close and the other from a permitted development site to the south are reliant on adjoining site cooperation. The site has the potential to impact the conservation area and heritage assets.

Bluntisham 4: Land North of Station Road, Bluntisham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

Several respondents, including the Parish Council, object to the development due to concerns over access, traffic congestion, risk of flooding particularly due to poor drainage and runoff from sloping fields, loss of biodiversity such as ancient orchard and local wildlife, and the impact on the Bluntisham Conservation Area. They state the site is poorly integrated with the village and would harm its character. Some respondents express concerns about the site's deliverability and developability, citing issues such as constrained access from the A1123, and the impact on local infrastructure including schools, healthcare and water resources. The Wildlife Trust agree with the Council's site assessment. Cambridgeshire County Council note the site appears to have sufficient frontage to achieve access but a higher standard junction may be required for the scale of development. They suggest; two points of access may be required but it is unclear if this can achieved, there may be impacts upon existing Public Rights of Way and the need assess the surrounding road networks capacity.

The site promoter submitted a response to the assessment stating the site is suitable for development. They assert the site is suitable, available and deliverable. Their submission includes technical notes and surveys addressing access, landscape impact, biodiversity, and flood risk. BDW asserts that the site is well-connected, offers sustainability benefits, and can deliver biodiversity net gain through orchard retention and green infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would extend the village significantly into the countryside altering the landscape and character of the village and surrounding countryside. In addition, it was considered that development in this location could fundamentally impact the history, character and identity of the settlement through the removal of orchards, that it may present contamination issues and would require the integration of autocentre. Finally the access to and from the site due to the proposed scale of development would require further assessment as there are concerns over safety.

The site promoter resubmitted the site to the Ongoing Call for Sites (see CfS23-24302), with a Transport Technical Note (November 2024) to outline how access into and from the site will be achieved and the potential impact on the road network. The resubmission also reduced the capacity of the site to 100 supported by a Vision Document. This would enable more land for landscaping. There are still concerns regarding the site's impact on the character of Bluntisham and the impact on landscape and historic character including loss of valuable orchard land. Additionally, the site would result in further development extending away from the main built form of Bluntisham making access to services less sustainable and greater landscape and character impact. As such the site is still considered to be inappropriate for development.

Bluntisham 5: Land to the North and South of Bluntisham Heath Road/ Wood End (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

The majority of responses object to the development, namely Bluntisham Parish Council, agreeing with the Council's assessment that the site is not suitable for development. Key concerns raised include the extension of the village boundary and its impact on the character of Bluntisham, particularly the proximity to listed buildings and the Conservation Area. Respondents also cited increased traffic congestion, lack of access and footpaths, pressure on local services (schools, healthcare, water), flood risks, and the loss of biodiversity and green space—especially the removal of a heritage orchard. The Local Highway Authority considers the site to have sufficient frontage for access, but significant highway improvements would be needed due to the scale of development. They also highlight the lack of footways along Wood End and the need for improved walking and cycling links.

The site promoter submitted a vision document in response to the consultation addressing issues raised including the integration with Bluntisham, harm to local character and loss of Orchard Land. They propose revisions to the scheme; capacity reduced to 40-65 homes, limit development to the northern parcel, introduces new footpath links, and includes a community facility to improve integration and support local services. It also reserves the southern parcel for biodiversity net gain and green space, and incorporates landscaping to reflect the former orchard character.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its limitations in successfully integrating development with the existing place and community and impact on the character of Bluntisham as well as the further erosion of orchard land.

During the Autumn 2024 consultation, the site promoter reduced the site area to 2.34 ha, 40-65 homes and an additional community building. The Vision Documents states that parcel 1 forms the focus of delivering development but parcel 2 is still available for residential development, open space and BNG. They state the existing access will be retained and used to provide the single point of vehicular access to the development and a new section of footpath will also be provided, linking to the existing footpath to the east along Wood End.

Since the assessment of the site was undertaken, it has come to the Council's attention that the orchard has since been felled. While not a protected nature conservation feature, these orchards are characterful of the area and contributes to biodiversity and the rural edge of the village and their loss will have a detrimental impact on the character and history of the village. Taking into account the revised information, the site was reassessed as potentially appropriate for development.

Colne

General comment: Cambridge County Council raised concerns regarding development in Colne in relation to the strain on local education infrastructure. There is already pressure on early years and secondary school places, and without mitigation, new developments like Colne 2 and Colne 6 could worsen capacity issues at St Helen's Primary and Abbey College.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Colne 1: Land North of The Meadows, Earith Road, Colne (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The Minerals and Waste Planning Authority indicate that constraints are present but an allocation is likely acceptable in minerals and waste terms subject to appropriate mitigation. The Local Highway Authority stated the site has sufficient frontage for compliant access but noted that walking and cycling improvements may be harder to deliver for self-build schemes, and access formation could result in green infrastructure loss.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its potential impact on losing valuable landscape characteristics and risk from surface water flooding. The site contains former orchard land which is a key characteristic of the local landscape, development would further erode this landscape character.

Colne 2: Land at Ramadie, Earith Road, Colne (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The responses reflect a mix of support and concern regarding the proposed development site. Key issues identified include flood risk, inadequate infrastructure such as road networks and lack of schools, GP services and utilities, and opposition to building on greenfield land. The Minerals and Waste Planning Authority highlight there are constraints regarding minerals and waste but an allocation will likely be acceptable with appropriate mitigation. The Local Highway Authority state the site appears to have sufficient frontage to achieve access compliant with standards but existing traffic calming measures on Earith Road will need to be amended and upgrades to active travel infrastructure may be required.

The site promoter supports the Council's site assessment and asserts an allocation is now being sought.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Colne 1) for about 15 homes. The site is not at risk of flooding and is therefore a sequentially preferable site. Concerns regarding roads and active travel have been addressed through criterion requiring safe and appropriate highway and pedestrian access from Earith Road and the creation of a pavement along the frontage to improve pedestrian connectivity. The site's location within an sand and gravel mineral safeguarding area is noted within the draft allocation requiring consultation with Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Colne 3: Land North West from North Fen Drove (Council conclusion pre-consultation - may appropriate for development)

Main Issues raised (2 responses)

The Minerals and Waste Planning Authority highlight there are constraints regarding minerals and waste but an allocation will likely be acceptable with appropriate mitigation. The Local Highway Authority state the site appears to have sufficient frontage to achieve a simple access for a development of this scale in accordance with local junction spacing but may require appropriate widening on Holme Fen Drove to be acceptable in highway terms.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. However, site 'Colne 2: Land at Ramadie, Earith Road, Colne ' also met this criteria. 'Colne 2: Land at Ramadie, Earith Road, Colne ' was selected as a draft residential allocation as it had no flood risk as opposed to this site (Colne 3) which has very low surface water flood risk.

Colne 4: Land at Cranbrook Plants, Colne Road, Somersham (Colne) (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The Minerals and Waste Planning Authority assigned a score of C/D to the site meaning there are constraints which may be difficult to overcome. The Local Highway Planning Authority state the site appears to have sufficient frontage for access but raise concerns regarding a lack of a safe pedestrian crossing to Somersham, which could limit accessibility for future residents.

The site promoter disagrees with the assessment that the site is inappropriate for development. They cite an Odour Assessment submitted alongside the application 23/01160/FUL which indicates development on the site is deemed acceptable subject to the recommended mitigation measures.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of residential amenity.

Colne 5: Land at Colne Road, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The Minerals and Waste Planning Authority assigned a score of C to the site meaning there are constraints presence and a preference for allocating other site unless additional evidence or mitigation is provided. The Local Highway Authority observed that the site has sufficient frontage to achieve access, subject to detailed design in line with DMRB/MfS standards. However, local infrastructure improvements may be necessary, particularly in terms of walking, cycling, and wheeling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as it is wholly classified as grade 1 agricultural land. Grade 1 is the highest quality agricultural land.

Colne 6: Land West of the B1050, Earith Road, Colne (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (2 responses).

The Minerals and Waste Planning Authority assigned the site with a score of grade B, indicating that while constraints are present, allocation is likely acceptable with appropriate mitigation. The Local Highway Authority observe The site has adequate frontage or road connections for access, subject to detailed design and safety assessments. Infrastructure upgrades may be needed to improve walking and cycling links to community centres. The surrounding road network's capacity for increased traffic should be reviewed. A proposed pedestrian/cycle link between 29 and 31 East Street may be suitable for non-vehicular access.

Council response

This site has not been selected as a draft allocation. A selection of sites were tested by the Council as part of the Growth Strategy Option 3 to give an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with

some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at high to medium flood risk and groundwater flood risk meaning that it did not meet the criteria.

Colne 7: Colne Fen Farm and Fishery, South of Chatteris Road, Somersham (Colne) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The Wildlife Trust disagree with the assessment stating the assessment fails to fully consider the ecological impact of developing within the Earith Gravel Pits County Wildlife Site, which supports important wetland bird populations and forms part of a wider nature recovery network. It recommends against allocating the site for holiday lodges without a full ecological impact assessment, suggesting only nature-compatible recreational uses may be appropriate. The Minerals and Waste Planning Authority assigned the site a Grade C, indicating constraints and a preference for allocating other sites unless further evidence or mitigation is provided. The Local Highway Authority considers access to the site technically feasible but notes that the unclear scope may require multiple access points. Key concerns include the need for watercourse crossing approvals, significant upgrades to Holme Fen Drove, potential loss of green infrastructure, and the need to protect and enhance public Rights of Way.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk-based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at risk of fluvial flooding with a third of the site within flood zone 3 a and b and at risk of groundwater and possible reservoir risk. It therefore did not meet the criteria.

Earith

General comments: The Parish Council raise a number of concerns regarding the proposed developments in Earith, including the scale of development, lack of infrastructure, flood risk, merging village boundaries and the potential loss of agricultural land which is important for national food production. They suggest improvements such as a new river crossing and better public services. Cambridgeshire County Council highlights concerns about education capacity, noting that both Earith Primary School and Abbey College are at or near their limits, with forecasts indicating they cannot accommodate additional pupils from new developments without mitigation.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Earith 1: New Farm, Meadow Lane, Earith (Earith) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Cambridgeshire County Council's transport, flooding, rural assets and minerals and waste divisions provided comment on the site. The Rural Assets Team support the development noting that the site includes previously developed land and is primarily in equestrian use, limiting the loss of agricultural land. They highlight that the site is visually contained, has access to local services, and poses no significant constraints, with supporting assessments confirming safe access, sustainable drainage, and minimal traffic impact. The LLFA flags a high surface water flood risk and recommends pre-application advice due to previously reported local flooding. The Local Highway Authority notes that while access is feasible, improvements to walking and cycling infrastructure may be needed, and access formation could impact green infrastructure. The Minerals and Waste Planning Authority assigns the site a Grade B, indicating constraints are present but development is likely acceptable with mitigation.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk-based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at risk high and medium surface water and groundwater risk. It therefore did not meet the criteria.

Earith 2: Land On The South Side of Meadow Drove, Earith (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (5 responses)

One respondent support development proposal, with a suggestion to expand the site to include a nearby field owned by the Parish Council to facilitate a new Parish Hall and improve village infrastructure. However, concerns were raised about the site's medium surface water flood risk, with previous flooding reported and pre-application advice recommended by the Lead Local Flood Authority. The Minerals and Waste Planning Authority graded the site as “B,” indicating constraints that could be mitigated, while the Local Highway Authority noted that although access may be feasible, significant improvements to walking and cycling infrastructure would be required, and the development could impact green infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the challenges presented in successfully integrating the site with the existing place and community. Development would erode the rural eastern edge of the village and extend the built form further towards the Ouse Washes

Fenstanton

General comments: Most responses expressed concern or opposition to the proposed development sites in Fenstanton. While one comment supports limited development on brownfield or infill sites, others raise significant issues including flood risk from West Brook, poor public transport, and inadequate infrastructure such as parking, mobile coverage, and access to services. Specific objections target sites SA2 through SA16, citing environmental constraints, proximity to a toxic waste site, and the impact of a 40% population increase on village character. There are also calls for developers to contribute meaningfully to local infrastructure, such as funding a village hall and improving healthcare access.

4 Further Issues and Options

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Fenstanton 1: Galley Hill, Fenstanton (Fenstanton) (council conclusion pre consultation - may be appropriate for development)

Main issues raised (11 responses)

The responses were mixed. Most respondents oppose or express concerns about the site, citing overdevelopment, worsening traffic congestion, and increased flood risk, particularly due to its location between busy roads and near flood-prone areas. Several comments stress the need for major junction redesigns and infrastructure upgrades, especially at the A1307, Galley Hill junction, Low Road and London Road. While some acknowledge potential employment benefits, others doubt the site would deliver meaningful jobs without significant investment. The Local Highway Authority noted that while the site has sufficient frontage for access, it would require major infrastructure upgrades to accommodate the scale of development, including potentially two access points and redesigned junctions and a full assessment of the surrounding road network's capacity to handle increased traffic and HGVs. They indicated that access from Low Road and Huntingdon Road would likely be unacceptable and highlighted the need for improved walking, cycling, and wheeling connectivity to nearby population centres. A Minerals and Waste constraint is present.

The site promoter supports the proposal for an allocation, proposing B2/B8 commercial uses and highlighting its deliverability, economic benefits while also committing to exclude flood-prone and wildlife-sensitive areas and deliver major highway improvements.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Fenstanton 1) for commercial, business, industrial and storage and distribution uses and 36 ha of open space for land to safeguard against flooding. Concerns around, traffic, road improvements and active travel have been addressed through criteria requiring integration of the existing public right of way, provision of safe vehicular access to the site exploring the potential of a roundabout junction off the A1307 into the site and the provision of a suitable sustainable transport network for pedestrians, cyclists and vehicles supported by a transport assessment taking into account the impact of the proposal on the road traffic network. Flood risk will be addressed and mitigated through 36ha of land to mitigate against flood risk and provide betterment. The presence of the site within the Consultation Area for the safeguarded waste site known as Marsh Lane Quarry which is currently undergoing restoration is referenced within the draft allocation. The site will contribute towards local job creation and economic activity.

Fenstanton 2: Land West of Huntingdon Road slip road from A1307, Fenstanton (conclusion pre consultation - inappropriate for development)

Main issues raised (7 responses)

The majority of responses support the assessment that the site is inappropriate for development. Key concerns raised were about infrastructure, environmental risks, and the scale of the proposal. Some pointed out issues regarding the safety of the junction near the flyover which could potentially be resolved through a constructing a roundabout, poor mobile coverage, limited access to services due to flood risks from West Brook and the site's proximity to a toxic tip containing blue asbestos. Additional concerns include noise and visual pollution from nearby highways and the strain of a 40% increase in housing would place on local infrastructure and village character. The Highway Planning Authority note that while access may be feasible, visibility and road geometry challenges could require significant improvements. They also assert the site would necessitate significant improvements in walking and cycling infrastructure. The Minerals and Waste Planning Authority rates the site as moderately constrained but potentially acceptable with mitigation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would be extremely challenging to successfully integrate development due to its access constraints. In addition the site is constrained by TPO protected trees, its proximity to the A1307 and narrowness would cumulatively make it challenging to design a scheme that could address these and still provide a high quality living environment

Fenstanton 3: Land East of Hilton Road, Fenstanton (conclusion pre consultation - inappropriate for development)

Main issues raised (11 responses)

The majority of respondents oppose the development, agreeing with the assessment that the site is unsuitable. Concerns include the site's remoteness from village amenities, lack of public transport options, poor access, lack of footpaths, and significant flood risks (surface and fluvial). Respondents also highlight the area's rural character, archaeological and heritage significance, and potential for increased pollution due to proximity to major roads (A1307 and A14). The Local Highway Authority notes that while access may be technically feasible, it would require multiple entry points and substantial infrastructure upgrades. The Minerals and Waste Planning Authority rates the site as moderately constrained but potentially acceptable with mitigation.

The site promoter for Fenstanton 3 argues the land is suitable for development due to its containment by existing features, potential for design-led mitigation of heritage and landscape impacts, and its alignment with Fenstanton's housing growth needs, recommending the assessment be revised to reflect minor constraints and development potential.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the adverse impacts on the landscape and on heritage assets disrupting the character of the area. Also, the site's detached nature from Fenstanton would not support sustainable place making.

Fenstanton 4: Land off Conington Road, Fenstanton (conclusion pre consultation - inappropriate for development)

Main issues raised (11 responses)

The majority of responses oppose the development and therefore agree with the Council's assessment that the site is unsuitable for development. Responses cited concerns about overdevelopment, flood risk, poor infrastructure, and the impact on the rural character of Fenstanton. Key issues raised include the site's vulnerability to both surface water and fluvial flooding, limited access via a flood-prone underpass, and insufficient local services such as schools and public transport. There are also concerns about the loss of green space, poor mobile coverage, and the strain on local roads. The Local Highway Authority stated that while access may be technically feasible, the scale of the proposed development would require significant highway improvements, and current constraints—such as a flood-prone underpass and limited pedestrian and cycling infrastructure—raise serious concerns about its suitability. The Minerals and Waste Planning Authority indicate that constraints are present and other sites are preferred for allocation unless additional evidence or mitigation is provided.

The site promoter disagrees with the assessment and provides a number of technical documents including a transport, heritage and landscape technical note, visibility plans and a revised concept plan to address concerns raised in the assessment. They state the site is at low flood risk, propose sustainable drainage systems and green infrastructure, and claim that with mitigation, the development would not significantly impact landscape, heritage assets, or air and noise quality, while also enhancing connectivity and supporting sustainable transport.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it was considered that development could not be masterplanned so that it would effectively integrate with the existing place and community due to its physical detachment from the main settlement (Fenstanton) which is located on the other side of the A1307. It would not support sustainable place making and presents safety concerns due to potential increased usage of underpass to access Fenstanton. In addition the site is considered inappropriate for built development due to the adverse impacts on the landscape and on heritage assets meaning that it would significantly disrupt the rural character of the area due to the scale of the proposal.

Hemingford Grey

Hemingford Grey 1: Mill Lane field, Hemingford Grey (conclusion pre consultation - may be appropriate for open space)

Main issues raised (6 responses)

Most of the respondents do not support development of the site for residential use. Some respondents express concerns about the site's high flood risk, with the Lead Local Flood Authority noting it may be unsuitable for development due to surface water flooding and past incidents. The site lies largely within Flood Zone 3a and is protected by flood defences rated only as “Fair,” raising doubts about its long-term viability for residential use. The Parish Council and Wildlife Trust support preserving the area for biodiversity and recreational use, citing its proximity to protected landscapes and infrastructure limitations. The Local Highway Authority notes that while access from St Ives Road is possible, improvements to Mill Lane and walking/cycling infrastructure would be necessary. The Minerals and Waste Planning Authority assigns a Grade B to the site, indicating constraints that may be mitigated.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is significantly constrained by fluvial flooding with 89% of the site within flood zone 3a. The site was also put forward by a third party for proposed open space uses which the Council considered would be appropriate, however as this use was not put forward by the landowner, this proposed use is considered unachievable.

Hemingford Grey 2: Land West of Cullum Farm, London Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

The proposed development raises concerns due to its location in Flood Zone 3a and proximity to protected water extraction zones, with flood defences rated only as “Fair”. The Minerals and Waste Planning Authority (MWPA), assign the site a Grade B—indicating constraints that may be mitigated. The Local Highway Authority notes that while access is feasible, detailed design and infrastructure upgrades (especially for walking and cycling connectivity) would be necessary.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is almost wholly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 3: Land South of Marsh Lane and East of Long Lane, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (6 responses)

The majority of respondents oppose development, citing flood risk (Flood Zone 3a), historic landfill presence, and inconsistencies in the site's submitted area. The Lead Local Flood Authority (LLFA) notes previous local flooding and recommends pre-application advice due to surface water constraints. The Wildlife Trust supports protecting the adjacent County Wildlife Site and the Great Ouse Valley landscape. Additional concerns include infrastructure and access. The Local Highway Authority highlights that Long Lane is too narrow for two-way traffic and would require significant improvements, possibly beyond the existing public highway. The Minerals and Waste Planning Authority assigns a Grade C, indicating a preference for other sites unless further evidence or mitigation is provided.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 4: Land North of Marsh Lane and East of Dendys, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

Most respondents raising concerns about flood risk, infrastructure, and environmental constraints. The site lies in Flood Zone 3a and is protected by flood defences rated only as "Fair," while also falling within Special Protection Zones for Cambridge Water extraction. A key drainage ditch runs through the site, managing both surface and foul water from the village, adding to its strategic importance. The Minerals and Waste Planning Authority assigns a Grade C, indicating a preference for other sites unless further evidence or mitigation is provided. The Local Highway Authority notes that while access is technically feasible, significant road widening and drainage adjustments would be required, making the site challenging for development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as almost all of the site is located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 5: Land off Gore Tree Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

Most respondents express concerns about flood risk, infrastructure, and environmental constraints. The site lies in Flood Zone 3a and is protected by flood defences rated only as "Fair," with a key drainage feature—Lake Brook—running along its southwestern edge, which is vital for managing water from both Hemingford Abbots and Thorpe. The Minerals and Waste Planning Authority assigns a Grade B, indicating constraints that may be mitigated. However, the Local Highway Authority raises significant access and infrastructure concerns, including visibility issues, lack of footways, and the need to preserve public Rights of Way, resulting in a Red RAG rating.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as almost all of the site is located within flood zone 3a and 3b and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 6: Land East of Daintree Way, Hemingford Grey (conclusion pre consultation - may be appropriate for open space uses)

Main issues raised (6 responses)

4 Further Issues and Options

The majority of respondents oppose the development for residential use. The Parish Council supports using the site for open space, biodiversity, a new cemetery, and improved foot/cycle links, but opposes residential development due to its location in Flood Zone 2/3a and reliance on flood defences rated only as “Fair.” The Lead Local Flood Authority notes previous local flooding and recommends pre-application advice. The Minerals and Waste Planning Authority assigns a Grade B, suggesting development may be acceptable with mitigation. the Local Highway Authority highlights access feasibility but flags potential loss of green infrastructure and the need for walking/cycling improvements, assigning an Amber RAG rating.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is significantly constrained by fluvial flooding with the majority of the site within flood zone 2 and 3a. The site was also put forward by a third party for proposed open space uses which the Council considered would be appropriate, however as this use was not put forward by the landowner, this proposed use is considered unachievable. The third party also proposed cemetery or parking uses the former of which is incompatible with the level of flood risk on the site and the latter was not put forward by the landowner rendering this proposed use is considered unachievable.

Hemingford Grey 7: Land west of Cullum Farm and Yes! Estate, London Road, St Ives (Hemingford Grey) (conclusion pre-consultation - inappropriate for development)

Main issues raised (5 responses)

Most respondents express opposition or concerns to development of the site and therefore agree with the Council's assessment. The site lies in Flood Zone 3a and within Special Protection Zones for Cambridge Water extraction, with flood defences rated only as “Fair,” prompting strong objections to residential development. The Local Highway Authority assigns a Red RAG rating, noting that the site lacks a direct connection to the public highway and appears dependent on adjacent parcels for access, making delivery and walking/cycling connectivity unclear and problematic. While the Minerals and Waste Planning Authority assigns a Grade B—indicating development may be acceptable with mitigation—overall feedback highlights significant flood risk, infrastructure limitations, and access constraints.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is predominantly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 8: Garden at 71 Hemingford Road, St Ives (conclusion pre consultation - inappropriate for development)

Main issues raised (3 responses)

One respondent opposes development and agrees with the assessment, the Minerals and Waste Planning Authority sees potential with mitigation (Grade B), and the Local Highway Authority notes access feasibility for a single dwelling.

Council response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment. The majority of the site is also located within flood zone 3a making it unsuitable for residential (more vulnerable) uses.

Hemingford Grey 9: Land South of Hemingford Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

All responses oppose or express concerns to the development of the site. One respondent highlights the site's location in Flood Zone 3a, its role in village drainage, and its contribution to the open landscape, arguing strongly against residential development. The Lead Local Flood Authority notes previous local flooding and recommends pre-application advice due to surface water constraints. The Local Highway Authority assigns an Amber RAG rating, stating that while access is technically feasible, two access points may be needed, and traffic calming measures and green infrastructure could be affected. The Minerals and Waste Planning Authority assigns a Grade C, indicating a preference for other sites unless further evidence or mitigation is provided.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is almost completely located within flood zone 3a, with a small portion of the northern edge of the site being in flood zone 2 and the proposed residential uses being classed as a more vulnerable use.

Hemingford 10: Dockesy's Farm, north of St Ives Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

Most responses express concerns or opposition to the site. The site lies in Flood Zones 2 and 3a, is within a Conservation Area, and borders a County Wildlife Site and a listed windmill, raising significant environmental and heritage concerns. The Lead Local Flood Authority notes medium surface water flood risk and recommends pre-application advice due to previous flooding. The Wildlife Trust supports the assessment and prioritises protection of the adjacent landscape. The Minerals and Waste Planning Authority assigns a Grade B, suggesting development may be acceptable with mitigation. The Local Highway Authority assigns an Amber RAG rating, citing uncertainty over whether the 7m-wide access from St Ives Road is sufficient for a development of this scale and noting the need for walking and cycling infrastructure improvements.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is highly restricted by flood risk with flood zone 2 and 3a on a third of the site and the proposed residential uses being classed as a more vulnerable use.

Hemingford Grey 11: Hemingford Grey Lake, south of Marsh Lane, Hemingford Grey (conclusion pre consultation - may be appropriate for development)

Main issues raised (8 responses)

There were strong oppositions to the development of the site. Respondents—including Hemingford Grey Parish Council, Hemingford Abbots Parish Council, and the Wildlife Trust—raise concerns about ecological harm to the County Wildlife Site, disruption to protected species like nightingales and otters, and the lake’s vital role in village drainage. Additional objections include traffic safety risks, inadequate infrastructure, and community resistance to losing a valued natural space. The Minerals and Waste Planning Authority assigns a Grade E, indicating the site is unsuitable for development. The Local Highway Authority states that the site has sufficient frontage for access, but the surrounding road network may not be suitable for increased traffic and HGVs without significant upgrades. Improvements may include widening the narrow carriageway and enhancing walking and cycling infrastructure, which could be challenging depending on land ownership and access location. They also note that forming an access could result in the loss of green infrastructure.

The site promoter supports the proposal for residential moorings. A Vision Document was submitted as part of the response which states the proposal aims create a sustainable, low-carbon community with supporting infrastructure including a hub building, EV charging, fishing platforms, picnic/play areas, and biodiversity enhancements. They assert the proposal could be delivered between 2029 and 2030 and emphasise inegration

with the local community, environmental stewardship, and accessibility via walking cycling, and public transport. The response also states the houseboats would be securely moored with flood resilient measures, an ecological management plan would be produced and development would only occur in areas unaffected by mineral extraction.

Council response

This site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, but noted that net developable area will need to be determined in collaboration with the relevant water management bodies to reflect the capacity of the water bodies to transport boats and the physical layout of any moorings, including any potential navigation issues. No responses were received to confirm the compatibility and suitability of the site so the site did not progress to assessment within the growth strategy options. It is noted that the site promoters submitted a Vision document which shows space for 50 moorings. The site is at high flood risk (86% in flood zone 3b), raising concerns about safe access and escape in times of flood.

Hemingford Grey 12: Land north of Hemingford Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (6 responses)

Most respondents agree or have observations with the site assessment which states the proposed site is unsuitable for development. Key concerns raised relate to flood risk, environmental protection, and infrastructure. A major concern is the site's location in Flood Zone 3a, which, despite being protected by the St Ives and Hemingfords Flood Alleviation Scheme, remains vulnerable due to underfunded maintenance and increasing rainfall. The site also lies within a Special Protection Zone for water extraction and plays a critical role in local drainage infrastructure. . The Local Highway Authority notes that while access is technically feasible, it would require detailed design work and could result in the loss of green infrastructure. Improvements to walking and cycling connectivity would also be necessary. The Minerals and Waste Planning Authority rates the site as Grade B, indicating constraints that may be mitigated

The site promoter does not support the Council's assessment that the site is unsuitable for development. The submitted letter states that although the site lies in Flood Zone 3a, it is protected by the St Ives and Hemingfords Flood Alleviation Scheme, and further mitigation—such as woodland planting programme and raising ground levels—could reduce flood risk. The submission also notes previous Parish Council support for a small-scale development with community benefit and requests that the Council re-evaluate the site through a Sustainability Appraisal and Sequential Test. These proposals aim to demonstrate that the site can be made suitable for development despite its flood zone designation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is wholly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 13: Land west of London Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (3 responses)

All responses objected or expressed concerns regarding the development of the site. Key issues include the site's location in Flood Zone 3a, high surface water flood risk, and its position within both a Special Protection Zone for water extraction and the St Ives Conservation Area. Respondents highlighted the vulnerability of the site if flood defences fail, the loss of historic ridge and furrow landscape, and the impact on rural views. The Minerals and Waste Planning Authority rated the site as Grade B, indicating that development may be acceptable with mitigation. The Local Highway Authority stated that the site has sufficient frontage on the B1040 to allow access,

though two access points may be needed, including one for emergencies. However, they raised concerns about the need for significant improvements to walking and cycling infrastructure, potential loss of green infrastructure, and issues with footway and cycleway connectivity, ultimately giving the site a red RAG rating.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is wholly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hilton

General comments: Comments raised include widespread objection to large- scale development in Hilton, citing the village's limited infrastructure, lack of public transport, and rural character. Respondents raised concerns about overdevelopment, which they suggest would overwhelm local services, degrade quality of life, and disrupt social cohesion. Potential mitigation measures proposed included reducing the numbers and density of the proposed development, ensuring varied and village-appropriate design, and requiring developers to invest in local infrastructure such as roads, schools, utilities, and community facilities. Respondents also proposed improving walking and cycling routes, fixing access issues around the A14 flyover, and enhancing public transport. Many preferred development at alternative sites like Lattenbury's near Godmanchester, where a new, fully serviced community could be better integrated

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Hilton 1: Land West of Potton Road, Hilton (conclusion pre consultation - may be appropriate for development)

Main issues raised (5 responses)

The majority of responses object to the development of the site. The primary concerns include the site's incompatibility with Huntingdonshire's Local Plan policies for small settlements, its location outside the village boundary on Grade 2 agricultural land, and the lack of essential services and sustainable transport options in Hilton. Respondents highlight significant flood risk from surface water runoff, referencing past flooding incidents and inadequate drainage infrastructure. Additional objections cite increased traffic congestion, safety risks at local junctions, and the negative impact on the village's rural character. The Minerals and Waste Planning Authority noted that part of the site lies within a Sand and Gravel Mineral Safeguarding Area, as designated under Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan. They advised that, given the site's size and proximity to an existing settlement, developers should seek to minimise sterilisation and, where feasible, incorporate incidental extraction of minerals as part of the development.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at medium fluvial flood risk. It therefore did not meet the criteria.

4 Further Issues and Options

Hilton 2: Land East of The Paddocks, Hilton (conclusion pre consultation - may be appropriate for development)

Main issues raised (4 responses)

One response objects to the assessment and does not support development of the site, other responses have observations. Key concerns raised include harm to the countryside, loss of agricultural land, and lack of services or sustainable transport. The Local Highway Authority stated that the site has sufficient frontage on St Ives Road to allow access, subject to detailed design and safety assessments. However, they raised concerns about poor walking and cycling connectivity and rated the site with a red RAG status due to its remote location and infrastructure limitations. The Mineral and Waste Planning Authority noted the site lies within a mineral safeguarding area and advised minimising sterilisation, assigning it a Grade B with mitigation required. he Minerals and Waste Planning Authority advised that, due to the site's size and proximity to an existing settlement, developers should aim to minimise sterilisation and consider incidental mineral extraction as part of the development. The site was given a Grade B rating, indicating that constraints are present but development may be acceptable with appropriate mitigation.

The site promoter supported the assessment and provided additional technical documents to support their proposal.

Council response

This site has not been selected as a draft allocation. A number of sites were tested by the Council as part of the Growth Strategy Option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at medium fluvial flood risk. It therefore did not meet the criteria.

Hilton 3: Land North of England, Hilton (conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

Most responses had objections to the proposal or had observations. Key concerns included the site’s proneness to flooding, which could worsen conditions in nearby areas like Westbrook, and Hilton’s lack of infrastructure to support new residents. The Local Highway authority had significant concerns about the proposed site, noting that based on the red line boundary of the site, there is no connection to the public highway, making it unclear how access to the site would be achieved, giving RAG status of red. The Minerals and Waste Planning Authority rated the site as a grade A, indicating that either no constraints are present or existing constraints are unlikely to affect development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the vast majority of the site is located within flood zone 3a and the proposed residential uses being classed as a more vulnerable use.

Hilton 4: land North of High Street, Hilton (conclusion pre consultation - may be appropriate for development)

Main issues raised (4 responses)

All of the responses either objected to the development of the site or had observations. Key concerns raised include Hilton's lack of infrastructure to support new housing, the site's location outside the village boundary, and its impact on the character of the settlement and high-quality agricultural land. The Minerals and Waste Planning Authority rated the site as Grade B, meaning development could be acceptable with mitigation. The Local Highway Authority notes that while access from the High Street may be feasible with design adjustments, alternative access via Cross Farm Close is unclear and may pose visibility issues; improvements to walking and cycling infrastructure would also be necessary.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at medium fluvial and groundwater flood risk. It therefore did not meet the criteria.

Holywell-cum-Needingworth

General comments: The Parish Council expressed strong objection to all seven proposed development sites in Holywell-cum-Needingworth. Their objections are based on four key concerns: lack of infrastructure, the use of greenfield land and countryside development, the scale of proposals being incompatible with the size of the settlement, and the presence of flood zones.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Holywell-cum-Needingworth 1: Land North of Bluntisham, Needingworth (Council conclusion pre-consultation - may be appropriate for development)

Main issues raised (5 responses)

The responses provide mixed feedback to the proposal. Key concerns raised include the site's location on greenfield and mostly Grade 2 agricultural land, limited sustainable access from the A1123, and potential impact on the existing village character. The Minerals and Waste Planning Authority rated the site Grade C, indicating constraints and a preference for alternative sites unless mitigated. The Local Highway Authority note that access may be feasible but would require significant improvements and possibly two access points. Education assessments show early years and secondary schools can accommodate growth, but the primary school (Holywell C of E Primary School) is already at capacity and would need expansion to support additional pupils.

The site promoter supports the Council's assessment that the site is potentially suitable for development. However, they suggest higher housing density could be achieved, referencing a nearby development of 120 dwellings on 6.44 hectares, compared to the proposed 98 dwellings on 10.6 hectares. They suggest amending the assessment to reflect a 100% net developable area, noting that open space requirements—including landscaping, noise mitigation, flood alleviation, and biodiversity net gain—have already been accounted for.

Council response

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The site has been combined with proposed site 'Holywell-cum-Needingworth 11- Land North West of Needingworth, South of the A1123' and has been selected as a draft mixed use allocation (Draft Allocation Needingworth 2) for about 290 homes, community retail facilities to meet any needs arising from the development and land to safeguard against flooding. Concerns regarding impact on the village character and greenfield land are addressed through criteria requiring completion of public engagement and submission of a master plan illustrating use of design that harmonises with the surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected and provision of a strong landscaping scheme. Provision of a safe and suitable means of access from Bluntisham Road and High Street and assessment of transport impacts through a transport assessment will be required to address access and traffic impact. The draft allocation addresses the site's local within a mineral safeguarding area requiring consultation woth Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Holywell-cum-Needingworth 2: Land East of Bluntisham Road (northern part), Bluntisham (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (3 responses)

The responses are mixed. The Parish Council supports the site but notes concerns about its proximity to a sewage works and a chicken farm. The Minerals and Waste Planning Authority graded the site D/E, indicating significant sustainability constraints or insufficient information. The Local Highway Authority observed that while access may be feasible, it would require detailed design, potentially two entry points, and could impact green infrastructure and public Rights of Way. They also noted poor walking and cycling links in the village.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a mineral development area and the eastern edge of the site is within the mineral development area itself. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of residential development on the MDA.

Holywell-cum-Needingworth 3: Land East of Bluntisham Road (larger site), Needingworth (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (3 responses)

The Parish Council supports the assessment but highlights concerns about the site's proximity to a sewage works and a commercial chicken farm. The Minerals and Waste Planning Authority graded the site D/E, indicating either significant constraints or unsuitability, with insufficient information to determine which. The Local Highway Authority raised serious concerns, noting that Overcote Lane is too narrow to support development without major improvements, which may not be feasible due to land ownership issues. They also flagged the need for enhanced walking and cycling infrastructure and the preservation of public Rights of Way. The site received a Red RAG rating, indicating substantial highway-related constraints.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a mineral development area and the eastern edge of the site is within the mineral development area itself. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of residential development on the MDA. Also because the southern half of the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted apart form a short statement in the supporting statement to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of residential amenity.

Holywell-cum-Needingworth 4: Land West of Needingworth (Needingworth) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

Concerns were raised about the site's suitability for development. The Parish Council note that the Fens Reservoir pipeline is earmarked to cross the site, a previous application for 14 houses was dismissed due to countryside location, flood risk (48% of the site), and concerns over character, traffic, and light pollution. The Local Highway Authority noted that while access is feasible, significant improvements would be needed, including two access points and better walking/cycling links. The Minerals and Waste Planning Authority graded the site C, indicating constraints and a preference for other sites unless further mitigation is provided.

The site promoter disagreed with the assessment, stating the Council should reassess the site on the basis that the flood zone constraints would reduce the developable area and allow space for landscaping, open space, biodiversity net gain, and flood alleviation measures.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would fundamentally adversely impact the character of Needingworth.

Holywell-cum-Needingworth 5: Lodel Farm, Overcote Road, Needingworth (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

The Parish Council agreed with the assessment and raised concerns about the site's proximity to a sewage works and a commercial chicken farm, citing precedent for refusal. The Minerals and Waste Planning Authority graded the site C/D, indicating constraints that are either difficult to overcome or require further evidence or mitigation. The Local Highway Authority noted that while access may be feasible, Overcote Lane may be too narrow without significant improvements, and enhancements to walking and cycling infrastructure would be necessary.

The site promoter strongly disagreed with the assessment, arguing that the site was excluded based solely on air quality concerns despite a submitted assessment and no objections from statutory consultees. They highlighted that the current planning application (23/01002/OUT) proposes up to 30 affordable homes, has no technical objections, and that the site is available and suitable to support Needingworth's vitality and housing needs. They submitted several supporting documents.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site is located on the edge of the existing settlement but this is wholly dependent on satisfactorily overcoming the odour and amenity impacts present on site.

Holywell-cum-Needingworth 6: Burgess & Walker, south of entrance to Needingworth Industrial Estate, St Ives (Needingworth) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

The Parish Council agreed with the assessment and noted the site's location within the flood zone. The Minerals and Waste Planning Authority graded the site as C, indicating constraints and a preference for other sites unless further evidence or mitigation is provided. The Local Highway Authority observed that while access is feasible, traffic capacity—particularly at the High Street right-turn lane—may be problematic, and improvements to walking and cycling infrastructure would be needed.

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The site promoter disagreed with the assessment, stating that although the land lies within the flood zone, it is an extension of an existing commercial area and the proposed use for lorry parking is less vulnerable and could be acceptable with proper mitigation. They suggested allocating the site for a lorry park or haulage yard.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as approximately two thirds of the site is within flood zone 3b with the remaining third of the site being in flood zones 3a and 2 with a nominal percentage of flood zone 1. There is also a substantial risk from surface water flood risk. It is proposed for lorry parking which falls under a less vulnerable use in the NPPF but the impact of hardstanding could have significant knock on flooding impacts.

Holywell-cum-Needingworth 7: Giffords Park, east of B1040, St Ives (Needingworth) (Council conclusion pre-consultation - may be appropriate for development).

Main issues raised (12 responses)

The majority of responses express strong opposition to the development, citing concerns about its scale, location, and especially the lack of adequate transport infrastructure. Multiple respondents—including St Ives Town Council and Hemingford Grey Parish Council—highlight existing congestion on the A1096, A1307, and London Road, and argue that no meaningful road upgrades are planned despite the scale of proposed housing growth in the area. There are also concerns about flood risk, with parts of the site in Flood Zones 2 and 3, and the site being greenfield land. Education officers noted that the proposed mitigation is insufficient to meet the forecast demand for school places generated by the development. The Local Highway Authority acknowledged access feasibility but warned of significant congestion and infrastructure requirements. The Minerals and Waste Planning Authority graded the site as B/C, indicating that while constraints are present, the site may be acceptable with mitigation or may require further evidence, but there is currently insufficient information to determine which applies.

The site promoter supports the assessment and submitted updated documents addressing flood risk, access, and sustainability, and assert that the site is well-located for integration with St Ives and consistent with the 20-minute neighbourhood concept. They state the Council should factor the land required for the mobility hub into delivery calculations and use the Vision Document as the basis for a site allocation policy.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Needingworth 1) for about 1,750 homes , 0.5 ha of land for a care home, about 5 ha of land for a local centre including retail, service and health uses including a mobility hub, about 4.6 ha of commercial and employment uses. It also includes 4 ha of land for a primary school, about 3.3 ha of land for a solar farm to help meet the electricity demands of the site, about 65.5 ha of green infrastructure, sustainable drainage and flood mitigation uses. Concerns regarding flooding have been addressed through criteria requiring a flood risk assessment and detailed drainage strategy taking into account fluvial, groundwater and surface water flood risk, modelling of ordinary watercourses, Heath Drain and assessment of residual risk alongside land to safeguard against flooding. Travel and congestion have been addressed through the requirements to provision of a safe and suitable means of access from the A1123 and assessment of transport impacts through a transport assessment. In addition phasing of development to ensure provision of infrastructure and services coincides with occupation of properties. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure including education across the district and will be refined at Stage 2 to look at locational requirements. St Ives is considered one of the most sustainable settlements within Huntingdonshire and the Preferred Options Draft Local Plan to 2036 through its Market town designation.

Houghton and Wyton

Houghton and Wyton 1: Tir na Nog, Sawtry Way, Houghton (Council conclusion pre-consultation - appropriate for development)

Main issues raised (5 responses)

The majority of responses oppose the development. Multiple stakeholders, including the Parish Council, raised strong concerns about the site's rural and isolated location, its position on Grade 2 agricultural land, and its inconsistency with the Houghton and Wyton Neighbourhood Plan, which seeks to prevent ribbon development and protect the rural setting. They suggest that the site is not appropriate for commercial development. The Minerals and Waste Planning Authority, however, assessed the site as Grade A, indicating no constraints from a minerals and waste perspective. The Local Highway Authority noted that access is likely feasible but may require improvements to walking and cycling infrastructure and protection of existing public Rights of Way.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Houghton and Wyton 2: Land at New Manor Farm, Sawtry Way, Wyton (Council conclusion pre-consultation - appropriate for development)

Main issues raised (6 responses)

The majority of responses oppose to the development of the site. Concerns raised include the loss of high-quality agricultural land, the visual impact on the surrounding landscape, and the risk of urban sprawl, particularly along Sawtry Way. The development is seen as conflicting with the Houghton and Wyton Neighbourhood Plan, which aims to preserve the rural character and prevent further industrialisation of the area. Infrastructure challenges, including inadequate road capacity and poor walking/cycling connectivity, are also highlighted. The Local Highway Authority considers access to the site feasible but raises moderate concerns, noting that significant road upgrades, improved walking and cycling links, and protection of public Rights of Way would be required. The Minerals and Waste Planning Authority rated the site as Grade A, indicating no constraints or only minor ones that would not affect development.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Houghton and Wyton 3: Land between Houghton Hill Road and Sawtry Way (Council conclusion pre-consultation - not appropriate for built development but may be appropriate for Woodland burial ground development)

Main issues raised (5 responses)

The general view is broadly supportive of the proposed woodland burial ground, with several respondents agreeing with the Land Availability Assessment and Sustainability Appraisal. One comment suggests the site may be too small for a burial ground but supports alternative uses like a woodland or community orchard. The Minerals and Waste Planning Authority rates the site as Grade A, indicating no constraints or only minor ones that would not affect development. The Local Highway Authority notes that access is feasible but flags moderate concerns, including the need for walking/cycling infrastructure improvements and potential loss of green infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that as homes on the site could not be effectively integrated into a existing place or community and are not

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sustainably located to access day to day services. The assessment went on to note that the site has the potential as burial ground which could be accommodated into the landscape and reinforce the perception of separation of Houghton from St Ives. However the site was not put forward for this use and therefore it is not known whether this would be achievable.

Houghton and Wyton 4: Land off Old Houghton Road, Hartford, Huntingdon (Houghton and Wyton) (Council conclusion pre-consultation - appropriate for development)

Main issues raised (9 responses)

Most respondents support the proposal for moorings and agree with the Council's assessments. Key concerns centered on the site's high flood risk, with several comments supporting its use for moorings or flood alleviation, provided that any development is water-compatible and includes suitable infrastructure. The Local Highway Authority noted that while access is feasible, it would require significant improvements and changes to traffic regulations. Huntingdon Town Council suggested limited development potential due to flood constraints and parking limitations, and recommended road improvements. The Minerals and Waste Planning Authority rated the site as moderately constrained but potentially acceptable with mitigation.

Council response

This site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, but noted that net developable area will need to be determined in collaboration with the relevant water management bodies to reflect the capacity of the river and the physical layout of any moorings, including any potential navigation issues. No responses were received to confirm the compatibility and suitability of the site so the site did not progress to assessment with the growth strategy options. The site is at high flood risk (flood zone 3b) and distance from the river to the nearest footpath is over 100m minimum, raising concerns about safe access and escape in times of flood.

Houghton and Wyton 5: Land North of 6 Old Houghton Road, Hartford, Huntingdon (Houghton and Wyton) (Council conclusion pre-consultation - appropriate for development)

Main issues raised (8 responses)

The responses reflect a mix of support, agreement, and concern. Several contributors agree with the Land Availability Assessment and Sustainability Appraisal, particularly acknowledging the flood risk and supporting development only if effective drainage improvements are implemented. The Minerals and Waste Planning Authority rated the site as moderately constrained (Grade B), suggesting development could be acceptable with mitigation. concerns were raised by the Local Highway Authority, which noted that while access is technically feasible, it may require significant highway improvements and could impact green infrastructure. Huntingdon Town Council opposed the development, citing flood risk, poor accessibility to town centre services, and challenges with public transport access.

Council response

The Council's Land Availability Assessment has been updated to correct the assessment which originally identified moorings on site. The site has been reassessed and is considered inappropriate for built development due to the significant flood risk, but could be suitable for flood mitigation and open space. Planning application 22/01460/OUT for 25 dwellings has, however been approved on the northern parcel of the site.

St Ives

General comments: Comments from Hemingford Grey Parish Council opposing any significant development north of the River in St Ives and neighbouring parishes until the transport network, particularly river crossing capacity, is improved to address congestion and safety concerns on the A1096.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

St Ives 1: Land East of Harrison Way, St Ives (smaller site) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (9 responses)

The majority of responses support the planning authority's assessment that the site is inappropriate for development, citing concerns about flood risk, ecological sensitivity, and poor accessibility. Several respondents—including local residents, the Wildlife Trust, and St Ives Town Council—highlight the site's designation as a County Wildlife Site. They argue that development would harm biodiversity, disrupt landscape connectivity, and negatively affect nearby recreational areas. The highway authority notes the need for significant infrastructure improvements, including pedestrian crossings and connectivity upgrades. The Minerals and Waste Planning Authority assigned the St Ives 1 site a Grade B, indicating that while constraints are present, allocation is likely to be acceptable with mitigation.

The site promoter for St Ives 1 presents a detailed and structured argument in support of allocating the site for development, specifically for a retirement community under Use Class C2 (Retirement Apartments with Care). They have provided additional technical documents to support their proposal.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as successfully integrating the site with the existing place and community would be challenging and development would likely adversely impact the character of the County Wildlife Site.

St Ives 2: Land East of Harrison Way, St Ives (larger site) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (7 responses)

The majority of responses support the Council's assessment that the site is unsuitable for development. Key concerns include its designation as a County Wildlife Site and the potential impact on biodiversity and nearby recreational areas.The Wildlife Trust supports the planning authority's position, emphasizing the need to protect the Meadow Lane Gravel Pits and the broader Great Ouse Valley, which is identified as a priority area for nature recovery. Accessibility and infrastructure issues are also raised. St Ives Town Council and others note poor pedestrian access and limited connectivity to the town centre, particularly for those with mobility challenges. he Local Highway Authority acknowledges that access may be technically feasible but would require significant improvements, including new crossings and road upgrades. The Minerals and Waste Planning Authority assigns the site a "B" grade, indicating constraints that could be mitigated.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as successful integration with the existing place and community is challenging and development would adversely impact the character of the County Wildlife Site.

St Ives 3: Land South of Meadow Lane (Council conclusion pre-consultation - may be appropriate for development)

Main issues raised (6 responses)

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Most of the responses support the proposal or have observations. St Ives Town Council also supports the principle of development on brownfield land. Local schools are forecast to have sufficient capacity to accommodate this increase without requiring mitigation, both at the primary and secondary levels. Technical consultees raise several considerations: the Lead Local Flood Authority notes previous local flooding and recommends pre-application advice; the Local Highway Authority highlights the need for potential infrastructure improvements, particularly pedestrian crossings on Harrison Way; and the Minerals and Waste Planning Authority assigns a “B” grade, indicating constraints that could be mitigated.

The site promoter welcomes the assessment and commits to working with the planning authority to address noise concerns and ensure relocation of current occupiers.

Council response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, it was also noted that integration of the site is more challenging by virtue of its edge of town location and that appropriate noise mitigation will be required to mitigate the impact of the A1123 and nearby employment uses. In addition, the site promoter states that a key constraint to development is to work with the existing tenants to find alternative locations for their businesses. No update has been provided as to when the site will become available and therefore the site did not move forward to assessment as part of the growth strategy options testing. There are more sequentially preferable sites available, this site is at risk of flood zone 3b. Groundwater and reservoir risk are also present.

St Ives 4: Land North of Meadow Lane (St Ives) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (6 responses)

Most respondents agree with the Council's assessment that the site is unsuitable for development. The Local Highway Authority notes that the site lacks a direct connection to the public highway and may require significant improvements to walking and cycling infrastructure, including pedestrian crossings on the A1096 Harrison Way. The Lead Local Flood Authority highlights previous local flooding and considers the site potentially unsuitable for development due to surface water flood risk, recommending pre-application advice. The Parish Council raises additional concerns about increased noise, pollution, and traffic impacts on nearby Holywell residents.

The site promoter disagrees with the Council's assessment of the site supporting its development for commercial use. They state the surrounding area is already characterised by employment uses and that the site itself has limited ecological value. They maintain that commercial use is appropriate within Flood Zone 2 and request a reassessment of the site, highlighting its potential to contribute to local employment.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its potentially significant adverse impacts on the landscape, nature conservation designations and on local ecology. It is also significantly constrained by fluvial flood risk.

St Ives 5: Land at Marley Road, St Ives (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

Most responses support the planning authority’s assessment that the site is inappropriate for development. The Lead Local Flood Authority identifies high surface water flood risk and previous local flooding, recommending pre-application advice due to the site's potential unsuitability. The Local Highway Authority notes that while access may be possible, significant improvements would be needed, including widening Old Houghton Road, enhancing

pedestrian and cycling links, and addressing limited footway connections and public rights of way. The Minerals and Waste Planning Authority assigns the site a “Grade A,” indicating no constraints from a minerals and waste perspective.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant likely adverse impacts on the character of St Ives and the surrounding countryside. Integration with the existing place and community is also challenging.

St Ives 6: Westwood Farm, north of Marley Road, St Ives (Council conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

Most responses support the Council's assessment that the site is inappropriate for development. The Lead Local Flood Authority identifies high surface water flood risk and previous local flooding, recommending pre-application advice due to the site's potential unsuitability. The Local Highway Authority notes that while access may be achievable, significant improvements would be required, including two access points, safe crossings, and mitigation of visibility issues on Somersham Road. The site also intersects with public rights of way, which must be preserved or enhanced. The Minerals and Waste Planning Authority assigns a provisional grade of C/D, indicating constraints that may be difficult to overcome and a preference for allocating other sites unless further evidence is provided.

The site promoter disagrees with the planning authority’s assessment and submits a new Odour Assessment to address concerns about proximity to a sewage works. They state 86% of the site is suitable for all types of development and propose a mixed-use scheme of approximately 600 homes, 12,000 m² of employment land, and significant open space and the site is suitable, deliverable and well positioned to contribute to local housing and sustainability aims.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant likely adverse impacts on the character of St Ives and the surrounding countryside. Integration with the existing place and community is also challenging due to the sewage works. The sewage works poses significant challenges in terms of overcoming not only amenity impacts but also developing a scheme that also can be effectively integrated in itself and also so that it feels apart of St Ives.

St Ives 7: Old Ramsey Road, St Ives (Council conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

Responses were mixed with several technical considerations. The Lead Local Flood Authority identifies high surface water flood risk and previous local flooding, recommending pre-application advice. The Local Highway Authority notes that while access may be achievable, significant improvements would be required, including widening Old Ramsey Road, providing two access points, and addressing the lack of existing footways. The Minerals and Waste Planning Authority assigns the site a “Grade A,” indicating no constraints from a minerals and waste perspective.

The site promoter disagrees with the planning authority’s assessment and states that the site is suitable for development. They propose that the site could be integrated into St Ives through new footpath links and suggest it could support a sustainable transport corridor as part of the A141 and St Ives Improvement Scheme. They acknowledge some flood risk and landscape sensitivity but suggest these can be mitigated through design, landscaping, and use of flood-prone areas for open space or biodiversity gain. They request that the site be reclassified as “potentially suitable for development with no or minor known constraints,” subject to further technical assessments.

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Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant likely adverse impacts on the character of St Ives and the surrounding countryside. Integration with the existing place and community is also challenging.

Wyton on the Hill

General comments: general support for development of the brownfield Wyton Airfield site south of the A141, but strong opposition to any expansion north of the A141 due to concerns about loss of agricultural land, biodiversity, flood risk, infrastructure strain, and landscape impact, while education capacity assessments indicate limited room for growth without mitigation, particularly at the secondary level.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Wyton on the Hill 1: Wyton Airfield, Sawtry Way, Wyton on the Hill (Council conclusion pre consultation - may be appropriate for development)

Main issues raised (21 responses)

Responses were mixed. Some respondents agreed with the assessment that the site is appropriate for major housing development, citing its brownfield status, proximity to employment and services in Huntingdon and St Ives, and potential to concentrate growth in a sustainable way. Others expressed conditional support, noting that while not ideal, the site may be preferable to building on greenfield land. Many respondents—including local residents, St Ives Town Council, and the Wildlife Trust—oppose the scale and location of the development, citing risks of urban sprawl, merging of nearby towns (Huntingdon, St Ives, and Wyton-on-the-Hill), flood risk, traffic congestion, and pressure on local infrastructure and services. Concerns are also raised about the misclassification of the site as previously developed land, the potential ecological impact of a new road crossing over the Great Ouse Valley, and the strain on education and healthcare provision. Some suggest the site would be better suited for non-residential uses such as solar energy or employment land.

The site promoter supports the development of the site and has observations regarding the Council's assessment. They highlight the opportunity to create a sustainable, walkable community with integrated public transport, active travel infrastructure, and a mobility hub, aligning with local growth strategies and helping reduce car dependency. This is supported by a submitted transport vision and sustainability strategy designed to align with the A141 and St Ives Improvement Scheme.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation North Huntingdon 1) for about 4,000 market and affordable homes, 400 supported living homes and 240 extra-care homes, 250 bedspaces in nursing and care homes, 15ha for employment uses, retention of land for a park and ride site, 6.4ha for a local centre and supporting infrastructure such as schools, sports facilities and green spaces.

Concerns regarding flood risk have been addressed through criteria requiring green infrastructure an integrated water management strategy, a flood risk assessment and detailed drainage strategy taking into account surface water. The site will be separated from St Ives and Huntingdon and provide strategic green infrastructure. An ecological and biodiversity assessment, enhancement and provision of habitats, and provision of biodiversity net gain will be required throughout the site to address ecological concerns. Transport infrastructure improvements including upgrades to the A141, retention of land for a park and ride site, linkages to the Cambridgeshire Busway and provision of active travel routes will be required to address traffic congestion. Infrastructure and services

including education are to be provided on site to create a comprehensive new community. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land and the Combined Authorities ambitions in the Local Growth Plan for a North Huntingdon Growth Corridor.

Wyton on the Hill 2: Hungary Hall, west of A141, Wyton on the Hill (Council conclusion pre consultation - may be appropriate for development)

Main issues raised (50 responses)

The overwhelming majority of respondents oppose the development, citing the irreversible loss of Grade 2 agricultural land, which is considered vital for food security and environmental sustainability. Many highlight the site's proximity to the historic conservation village of Broughton, arguing that the development would significantly harm its rural character, heritage assets, and ecological value. Concerns are also raised about the impact on Red Listed bird species, such as Yellowhammers and Lapwings, and the increase in light pollution that would disrupt local wildlife. Flooding is a dominant theme throughout the responses. Residents report frequent and severe flood events in Broughton, particularly since 2020, and fear that replacing free-draining farmland with hard surfaces will exacerbate surface water runoff and overwhelm existing flood defences. The Bury Brook, which runs through the village, is already under pressure, and many believe the development would increase the risk to homes, some of which are listed buildings. The cumulative impact of this and other nearby developments, such as Lodge Farm and Sapley Park Garden Village, is seen as a serious threat to the area's flood resilience, especially in the context of climate change. Traffic and infrastructure concerns are also widespread. Respondents describe the A141 and surrounding rural roads as already congested and unsafe, with fears that the development would worsen conditions and increase rat-running through Broughton and Kings Ripton. The village's narrow, unlit roads and lack of pavements are seen as incompatible with increased traffic volumes. Many also question the adequacy of local services—such as schools, healthcare, and public transport—to support such a large population increase. The Local Highway Authority flagged that the site is unsustainable without major upgrades to road, cycling, and pedestrian infrastructure, particularly around the A141 and B1090. They also noted that the site is too rural to support active travel and that existing public rights of way would be affected. The Minerals and Waste Planning Authority, however, gave the site a favourable "Grade A" rating, indicating no constraints from a minerals and waste perspective.

The site promoter supports the proposal and state that environmental and infrastructure concerns can be addressed through masterplanning and collaboration with neighbouring sites, and that the project would support local growth, improve access to services, and contribute to transport upgrades like the A141. They submitted a masterplan which outlines how the site could be developed, including allocations for residential areas, schools, employment space, open space, and local centres.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site is at risk of emergence to both surface and subsurface assets and residual risk at this site comes from the potential blockage of several culverts beneath the B1090 road along the southwestern boundary. The site could also give rise to coalescence of proposed development at Lodge Farm which has better accessibility to services and facilities in Huntingdon and to Wyton Airfield which is preferrable as being previously developed land.

The Highways Agency has raised significant concerns stating development of this scale would not be acceptable without significant improvements to the road and footway/cycleway infrastructure between the site and the adjacent towns of Huntingdon and Stives. The approach road network will need to be assessed in relation to the suitability to cater for increased traffic flows. They go on to note that access via the local roads to the north would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure,

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which is unlikely to be achievable through Broughton Village. Local infrastructure improvements including appropriate safe crossing of the A141 /B1090 would also be required and it is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale. It is not supported by the Highway Authority due to the sites unsustainable location. The site is very rural and not possible to walk or cycle to. also capacity issues in the area.

Wyton on the Hill 3: Lodge Farm, north of A141 (Council conclusion pre consultation - may be appropriate for development)

Main issues raised (19 responses)

Responses reveal widespread concern and conditional support for the site. Many respondents object to the development due to its location on greenfield land, the loss of high-quality agricultural land (Grades 2 and 3), and the potential for significant landscape and ecological harm. Flooding is a recurring issue, particularly in Broughton and surrounding areas, with fears that the development would increase surface water runoff and strain existing flood defences. The Wildlife Trust and others also warn of indirect environmental consequences, such as the potential for a new road crossing over the River Great Ouse, which could damage protected habitats and undermine nature recovery efforts. Traffic and infrastructure limitations are another major theme. Respondents highlight the A141 as a barrier to integration with Huntingdon and raise concerns about congestion, inadequate public transport, and the need for active travel infrastructure. The Local Highway Authority notes that the site would not be acceptable without significant upgrades to roads, footways, and cycleways. Education and healthcare provision are also flagged as insufficient, with projected demand for school places exceeding what is currently proposed. Some responses suggest that if development proceeds, it should be scaled down and focused on the southern flanks of the site to reduce visual and environmental impact. A few stakeholders, including Huntingdon Town Council, express conditional support. They advocate for strong integration with Huntingdon, early delivery of infrastructure, and high sustainability standards. Their recommendations include active travel routes, public transport links, green spaces, community facilities, and a mix of housing types.

Supports the development of Lodge Farm as a strategic extension to Huntingdon and argues it is deliverable, well-connected, and capable of supporting up to 4,989 homes. They submitted several technical documents to support their case, including a Sustainability Appraisal Response, a Highways Technical Note, an Agricultural Land Classification report, and a Vision Document.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation North Huntingdon 3) for 4,900 market and affordable homes, 450 supported living homes and 260 extra-care homes, 280 bedspaces in nursing and care homes, 8ha for employment uses, 6.5ha for at least one local centre and supporting infrastructure such as schools, sports facilities and green spaces.

The development will require a gap of approximately 1km between any built development within Lodge Farm and that at 'Wyton Airfield' and visual screening from the wider countryside and the Great Ouse priority infrastructure area while maximising opportunities to provide long distance vistas to link the development into its wider context. An ecological and biodiversity assessment, enhancement and provision of habitats, and provision of biodiversity net gain will be required throughout the site to address ecological concerns. Transport infrastructure improvements including upgrades to the A141, public transport infrastructure and active travel routes will be required to address traffic congestion. Concerns regarding flood risk have been addressed through criteria requiring green infrastructure an integrated water management strategy, a flood risk assessment and detailed drainage strategy taking into account surface water, reservoir and residual risk. Implementation of a development strategy and phasing plan that seeks to ensure balanced delivery of new homes, employment opportunities, infrastructure, services and facilities and educational facilities on site to create a comprehensive new community.

Wyton on the Hill 4: Land North of Houghton Road (southern portion), St Ives (Wyton on the Hill) (Council conclusion pre consultation - appropriate for development)

Main issues raised (9 responses)

Responses reveal strong opposition to the proposal. Key concerns include the site's location on greenfield land, its visual and ecological impact, and the risk of coalescence between St Ives and Houghton & Wyton. Respondents argue that the development would erode the rural character of the area, increase light pollution, and contradict existing planning policies. The site is seen as poorly connected to employment areas and public transport, and its position on high ground adjacent to a conservation area is viewed as particularly inappropriate.Traffic and infrastructure issues are central to the objections. The A1123 is already over capacity, and multiple junctions in St Ives are flagged as critical congestion points. Historic and current transport studies are cited to show that the area cannot support additional development without strategic road upgrades, which are not currently planned. The Wildlife Trust warns of potential ecological damage from increased pressure for a new road crossing over the River Great Ouse. While the Minerals and Waste Planning Authority found no constraints, the Local Highway Authority noted that significant improvements would be needed to support the scale of development proposed.

Council response

This site is part of Wyton on the Hill 5, which was taken forward as a draft allocation in the Preferred Options draft Local Plan as draft mixed use allocation St Ives 1.

Wyton on the Hill 5: Land North of Houghton Road (larger site), St Ives (Wyton on the Hill) (Council conclusion pre consultation - appropriate for development)

Main issues raised (10 responses)

The majority of responses oppose to the development of the site. Key concerns include conflict with current planning policy, environmental sensitivity, and infrastructure limitations. Respondents—including residents, St Ives Town Council, and the Wildlife Trust—highlight that the site is greenfield land occupying high ground near a major conservation area, and that development would lead to coalescence between St Ives and Houghton & Wyton, creating ribbon development and harming the rural character. Concerns also include poor sustainability due to the site's distance from employment areas and public transport, and the A1123's existing overcapacity, which would be worsened by additional traffic. The Local Highway Authority notes that significant road and active travel improvements would be required, while the Wildlife Trust warns of ecological risks from potential new road crossings over the River Great Ouse. Although the Minerals and Waste Planning Authority found no constraints.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation St Ives 1) for about 350 homes, 12 ha for open space and landscaping, a new roundabout on the A1123/ Sawtry Way junction. Current local planning policy is not taken into account in the assessment of new sites for the Local Plan. Concerns relating to ecology will be addressed through the requirement to provide an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement alongside substantial landscaping to minimise impacts on the Ivo Outdoor Centre and the open countryside to the north and west. An active travel route will be required facilitating access to St Ives One Leisure Outdoor Centre in agreement with Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority. The site is well located and in proximity to a range of services and facilities being on the outskirts of St Ives as well as access to some more local facilities including primary education.

Area 7 - Southern Huntingdonshire

Abbotsley

Abbotsley 1: Land at Potton Road (Rectory Farm), Eynesbury, Hardwicke (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (10 responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include loss of grade 2 agricultural land, impact on long distance views, potential urban sprawl, noise, air and vibrational pollution, surface water flood risk, impacts on rights of way and required walking and cycling improvements

especially under or over the A428. A 3FE primary school would be required. Some note opportunities are available to integrate the site with Bedford Borough Council HOU19 Little Barford. It was noted that the site may coincide/interface with East West Rail route, which will need consideration and overlaps with the A428 Black Cat to Caxton Gibbet Scheme Order Limits resulting in permanent and temporary land take from the site.

The site promoter submitted a response addressing vision, site layout, drainage, flood risk, transport, agricultural land classification, landscape visual impact and site capacity if EWR comes forward.

Council response

This site has not been selected as a draft allocation. It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown.

Abbotsely 2: Land East of Wintringham Park, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (9 responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include loss of grade 2 agricultural land, impact on landscape, noise, air and vibrational pollution, impacts on rights of way and required walking and cycling improvements especially under or over the A428. A 2FE primary school would be required. It was noted that the site may coincide/interface with East West Rail route, which will need consideration and overlaps with the A428 Black Cat to Caxton Gibbet Scheme Order Limits resulting in permanent and temporary land take from the site.

The site promoter provided a masterplan for the site.

Council response

This site has not been selected as a draft allocation. It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown.

Abbotsely 3: Land East of St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include loss of grade 2 agricultural land, impact on landscape, noise, air and vibrational pollution, impacts on rights of way and required walking and cycling improvements especially under or over the A428. A 2FE primary school would be required. It was noted that the site may coincide/interface with East West Rail route, which will need consideration and overlaps with the A428 Black Cat to Caxton Gibbet Scheme Order Limits resulting in permanent and temporary land take from the site. Good links to Wintringham Park and easy access to St Neots town centre were noted and need for public transport.

Council response

This site has not been selected as a draft allocation. It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown.

Abbotsely 4: Pear Tree Solar Farm, Abbotsley (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (6 responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include retention of public rights of way, loss of agricultural land, walking and cycling connectivity. It was noted that the site may have indirect interfaces with East West Rail route, which will need consideration

Council response

Site now has permission (23/01507/FUL). Therefore the site has not been taken forward as an allocation as development is approved.

Abbotsely 5: North of Wintringham Hall, Cambridge Road, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 responses)

There were mixed opinions for this proposed site. Key concerns include retention of public rights of way, loss of grade 2 agricultural land, impact on landscape and lack of sustainable travel connections. It was noted that there are insufficient highway access to meet requirements and that the site may have indirect interfaces with East West Rail route, which will need consideration.

Council response

This site has been selected as a draft employment allocation (Draft Allocation North of Wintringham Hall) for office, research and development and storage and distribution uses. Concerns regarding active travel have been addressed through the requirement of pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to St Neots including the submission of a Travel Plan. The development will have to address access the site from the A428. The East West Rail route will not directly impact the site. The site will be surrounded by the A428 and A428 (A421) upgrade meaning landscape impact would be minimal.

Abbotsely 6: Abbotsley Golf Club (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

There were mixed opinions for this proposed site. Key concerns included impact and retention of public rights of way, loss of grade 2 agricultural land, mitigation of some surface water flood risk. It was noted that the site may coincide/interface with East West Rail route. It was proposed that there could be opportunities for pedestrian / cycle connections between the site and Bedford Borough allocation HOU19 Little Barford New Settlement.

The site promoter has explored the potential for a larger proposal whilst providing a masterplan for the current land proposed.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it does not supporting sustainable place-making. The site would be separated and dissected by the new A428(A421) and potentially East West Rail making integration with any potential development in Bedfordshire difficult to achieve without significant infrastructure and could impede achievability of development. Major infrastructure would also be required to support development.

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Buckden

Buckden 1: Land at Mill Road, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

The majority of responses do not support the proposed site. Key concerns include access and traffic, environmental, wildlife and Great Ouse Valley priority area impact, flood risk and drainage, limited primary and secondary educational provision and noise and light pollution. Minerals or waste constraints were identified,

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to impact on nearby green infrastructure assets and highway constraints.

Buckden 2: Land East of Bishops Way, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (9 responses)

The majority of responses do not support the proposed site. Key concerns include impact on the Great Ouse Valley Priority Area and landscape, high surface water flood risk, limited primary and secondary education provision and noise and light pollution. Traffic, access and congestion are noted as concerns and impact on active travel routes. A minerals or waste constraint is present. The site promoter has provided a masterplan noting its sustainable location and outlined approaches to address the existing vegetation, wildlife sites, flooding, access and landscape impact.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to significant constraints that impede the development of the site, impact on the Great Ouse Valley green infrastructure priority area, County Wildlife Site and the the wider ecological network of the Ouse Valley. Access to the site from Bishops Way may also be unachievable.

Buckden 3: Land off Vineyard Way, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (5 responses)

The most of the respondents were opposed to the proposed site. Key concerns include high surface water flood risk, previous local flooding, minerals or waste constraints and that the site is outside the built up area. It was noted that there are insufficient frontage to achieve highway access requirements. The site promoter has provided information citing negligible odour impact and land for open space, allotments, drainage and BNG.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its proximity to the sewage works and the feasibility of achieving a suitable highways access.

Buckden 4: Brampton Road, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

The responses are evenly split between supporting, disagreeing and being unsure about development on the proposed site. Key concerns include, high surface water flood risk, previous local flooding, traffic impact and safety of active travel routes, impact and retention of public rights of way and that the site is outside the built up area. It is noted that there is a minerals or waste constraint present which is difficult to overcome and that there is sufficient frontage to achieve access onto Buckden Road/B1514. The site promoter notes the site's sustainable location for development and that the assessment should refer to minerals safeguarding area, not development area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is wholly within a waste management area and adjoins the Buckden Landfill Waste Management Area (WMA) which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for waste resources.

Buckden 5: Land at Westfield Farm, Great North Road, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

Most of the respondents are opposed to the proposed site. Key concerns include traffic impact and safety of Buckden A1 roundabout, potential underground aquifers. It was noted that there are insufficient frontage to achieve highway access requirements and a minerals or waste constraint is present requiring mitigation. It is noted that surface water management would be required. The site promoter has provided further information to address access, an appeal statement and site plan.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it will have a detrimental impact the form and character of the area and will not support sustainable place-making.

Buckden 6: Land West of A1 from Buckden to Brampton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (10 responses)

The majority of comments were opposed to the proposed site. The key concerns were high flood risk and previous local flooding, potential underground aquifers, impact on traffic flow, B1514 bypass and safety and on the Buckden A1 roundabout. Other concerns include retention of public rights of way and the impact on Grafham, Brampton, Buckden and Grafham Water SSSI. There is a minerals and waste constraint which would require investigation. The site promoter noted the site could contribute to housing and employment need and air, noise and light pollution could be addressed through masterplanning.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the very significant landscape impact of the development and the scale of development fundamentally impacting the character of the landscape and setting of various settlements. Access and a new junction onto the A1(M) will also require considerable engagement with Cambridgeshire County Council as well as detailed viability work which has not bee undertaken to date.

Diddington

Diddington 1: Cell Energy, Vicarage Lane, Diddington (Council conclusion pre-consultation: may be appropriate for development)

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Main Issues Raised (4 Responses)

The majority of responses do not support the proposed site or are unsure/have observations. Key concerns include the loss of agricultural land, retention of public rights of way. Focus should be providing solar panels on buildings and brownfield sites. Appropriate levels of landscaping would be required to mitigate harm to designated nature conservation sites. A minerals or waste constraint is present which is likely to be acceptable with mitigation. Highway improvements would be required to accommodate two way traffic.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, this site has a planning application 23/00258/FUL for the installation of solar photovoltaic park which is currently pending consideration.

Great Gransden

General Comments: Key concerns for the proposed sites include limited infrastructure, lack of pupil vacancies, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks. Forecasts suggest there are insufficient primary and secondary school places available to to accommodate the increase in pupils from either development, without mitigation.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Gransden 1: Land West of West Street, Great Gransden (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (5 Responses)

There were mixed responses to the proposed site. Key concerns were the impact on Waresley and Gransden Woods SSSI from increased recreational pressure and retention of public rights of way, limited infrastructure, lack of pupil vacancies, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway. Suitable walking and cycling connections would be required. The site promoter notes some natural features between blocks of development could be accommodated and retained.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However the Great Gransden Neighbourhood Plan has identified the site as part of the Gransden Brook Corridor. Policy G6 of the neighbourhood plan identifies this area as an opportunity to restore or enhance existing ecological network access. It was therefore not taken forward for assessment as part of the Growth Strategy options testing.

Great Gransden 2: Land West of Eltisley Road, Great Gransden (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 Responses)

There were mixed responses to the proposed site. Key concerns were the impact on Waresley and Gransden Woods SSSI from increased recreational pressure and retention of public rights of way, limited infrastructure, lack of pupil vacancies, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths

and impact on rights of way networks. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. Suitable walking and cycling connections would be required.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Great Gransden 3: Land South of Caxton Road, Great Gransden (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (5 Responses)

There were no comments directly opposing the proposed site. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. Suitable walking and cycling connections would be required. The land owner supported the proposed capacity assessment. Concerns were raised about limited infrastructure, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Great Gransden 1) for commercial, business, industrial and storage and distribution uses. The development will require provision of satisfactory access from Sand Road and a suitable sustainable transport network for pedestrians, cyclists and vehicles to address infrastructure, road and active travel concerns.

Great Gransden 4: Land at Sand Road, Great Gransden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (4 Responses)

The majority of responses disagree to development of the proposed site. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. Suitable walking and cycling connections would be required. Concerns were raised about limited infrastructure, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the potential serious adverse impacts on the landscape

Great Paxton

General Comments: Concerns development will erode nature of the village, inadequate amenities and badly served public transport. Concerns over increased congestion pedestrians and motorist safety.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Great Paxton 1: Land West of High Street, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

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Main Issues Raised (14 Responses)

The majority of responses disagree to development of the proposed site. Significant concerns include loss of carparking for the football club/recreation ground increasing on-street parking, decreasing safety and negatively impacting the public house. Alternative parking is not available. Drainage and surface water flood risk is very common exacerbated by proximity to the railway line and resulted in the abandonment of the site as an allotment. Development could impact the use of the recreation ground a valued community asset. Lack of footpaths to St Neots, services and facilities and bus service to support residents. Concerns over insufficient early years and secondary education provision. There is a minerals or waste constraint which would require mitigation. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing.

Council Response

This site has been selected as a draft **residential** allocation **(Draft Allocation Great Paxton1)** for about 10 homes. The site is not at risk of flooding. Minerals constraint is addressed in the allocation through a requirement to consult with Cambridgeshire County Council and retention and protection of the existing path/ road which runs adjacent to the southern boundary and connects with playing fields/ football club to the west will be required.

Great Paxton 2: Land to the West of High Street, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7 Responses)

The majority of responses disagree to development of the proposed site. Concerns raised include loss of open space, impact on listed building, subsidence and flood risk, lack of infrastructure, services and facilities and limited public transport to support residents. Increased on-street parking decreasing safety is a major concern, as is noise from the railway and development would not be in character with existing buildings. A minerals or waste constraint would require mitigation. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. The site is noted as being in an area of poor visibility which has already lead to a number of accidents. The site promoter provides further clarification on issues raised, including surface water management, noise mitigation and impact on listed building.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal and was tested through growth strategy options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The most sequentially preferable site 'Great Paxton 1' was tested through all growth strategy options due to having very low flood risk now and in the future. This site has medium fluvial risk and groundwater and reservoir risk making it less sequentially preferable.

Great Paxton 3: Land East of Dovecote Lane, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (10 Responses)

The majority of responses disagree to development of the proposed site. Key concerns include landscape character impact, dangerous junction with poor visibility, narrow and partly unadopted road (owned by residents), impact on listed building and reduction in curtilage, impact on wildlife habitat, bats and loss of land for recreational use. Lack of services and facilities to support residents. Drainage and surface water issues were also raised associated with the brook. It was noted that there are insufficient frontage to achieve highway access requirements and a minerals or waste constraint is present requiring mitigation.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Comments from the Highways Authority note that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements meaning achievability of the site may be compromised. It was therefore not taken forward for testing as part of the growth strategy options. In addition the site was assessed as having high fluvial flood risk. More sequentially preferable sites were available in Great Paxton.

Great Paxton 4: Land North of Harley Industrial Park, Paxton Hill, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 Responses)

There were mixed responses to the proposed site. Light pollution and large impact on the landscape were raised. There was support from the Parish Council for an extension to the existing employment use. The site promoter acknowledges the need for tree and hedgerow planting to mitigate landscape impact and provided a Landscape Visual Appraisal. There is a minerals or waste constraint present which would require mitigation.

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Great Paxton 2) for B2 general industrial uses. Landscaping and an ecological assessment will be required to address concerns relating to landscape and light pollution.

Little Paxton

General Comments: There are concerns that further development should not proceed in Little Paxton due to existing transport infrastructure, especially the A1 junction which is insufficient for the volume of traffic and Mill Road Bridge. There are inadequate services and facilities to support residents e.g. GP and dentists. Concern about wildlife impact on land adjacent to St James Road and public rights of way. There is insufficient early years and secondary education provision.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Little Paxton 1: Land North of St James Road, Little Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (22 Responses)

The majority of responses disagree with development of the proposed site. Key concerns include inadequate existing transport infrastructure, especially the A1 junction which is insufficient for the volume of traffic and Mill Road Bridge and inadequate services and facilities to support residents e.g. GP and dentists. Concern about flora and fauna impact on Paxton Pits Nature Reserve and Great Ouse Valley Priority Area, loss of public right of way and land contamination of proposed site. There is insufficient early years and secondary education provision. Other concerns include the frequency of HGVs and dust an noise from the gravel extract affecting quality of life, lack of footpaths and quality of road. There is insufficient frontage to achieve an access in accordance with requirements.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Little Paxton 1) for about 35 homes. The site is also allocated in Huntingdonshire's Local Plan to 2036. Concerns regarding impacts on Paxton pits and the Ouse Valley have been addressed through criteria requiring an ecological assessment and enhancement

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scheme and the retention of trees and hedgerows and their reinforcement to minimise the visual impact of development. A noise and air quality assessment and appropriate mitigation from the sand and gravel extraction operations and nearby active waste management area will be required to address concerns about dust and noise from HGVs. Retention, or realignment and enhancement of public right of way alongside provision of safe and accessible active travel routes to facilitate integration with Little Paxton and nearby services and facilities will assist in connectivity. Land contamination remediation measures will need to be agreed with the Environment Agency. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements. The education authority notes there is sufficient space under BB103 guidelines to expand the primary school's capacity by 120 places.

Little Paxton 2: Land West of Little Paxton, Little Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (22 Responses)

The majority of responses disagree with development of the proposed site. Significant concerns include inadequate existing transport infrastructure, especially the A1 junction which is insufficient for the volume of traffic and Mill Road Bridge (usage exacerbated due to flooding) and inadequate services and facilities to support residents e.g. GP and dentists. Proposed site should include green spaces and BNG and improved transport infrastructure (A1 junction & Mill Road Bridge). Concerns raised on noise and air pollution due to proximity to A1.There is insufficient early years and secondary education provision. A minerals or waste constraint would require mitigation. It was noted the site has sufficient frontage to achieve access to the public highway.

The site promoter outlines mitigation for landscape buffers to address noise pollution and provides technical reports on landscape and noise constraints.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Little Paxton) for about 220 homes. Provision of a safe and suitable means of access to the Great North Road and assessment of transport impacts through a transport assessment will be required as part of the development. A substantial landscaping buffer will be required on the northern and western boundaries to minimise the visual impact of the scheme on the wider landscape, provide separation from proposed development and the A1 and contribute to the Great Ouse Priority Area. A noise, vibration and air quality assessment and appropriate mitigation from the A1 will also be required.An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements. The education authority notes there is sufficient space under BB103 guidelines to expand the primary school's capacity by 120 places.

Southoe and Midloe

Southoe and Midloe 1: Midloe Grange Farm, Midlow (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (9 Responses)

The majority of responses support the proposal for Biodiversity Net Gain which is well connected to priority natural landscapes. There are no minerals or waste constraints. There is a small concern about the loss of agricultural land, retention of public rights of way, there limited capacity for two way traffic.

Council Response

The site now has a conservation covenant on it which means biodiversity net gain credits can be purchased from the site as off-site credits for development, therefore no allocation is required.

Southoe and Midloe 1: Southoe Garden Village, Southoe (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (10 Responses)

The majority of responses do not support the proposed mixed use garden community. Key concerns raised include transport infrastructure and access onto and off the A1 (considered a dangerous junction), the need for significant infrastructure to support development including schools, healthcare and retail and the impact on public rights of way. It was raised that the site would significantly impact important natural habitats (SSSI, County Wildlife Sites and Priority Natural Landscape) and landscape character. It is noted that the village suffers from drainage and sewerage issues/capacity. Increased traffic on the A1 could affect the residents of Little Paxton. Minerals or waste constraints are present.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its likely significant impacts on the character of the landscape and on Southoe as well as designated nature conservation sites. The achievability of the development is also unclear because of significant infrastructure requirements including new access(s) onto the A1, the presence of pipelines and overhead powerlines.

St Neots

General Comments: General concerns regarding insufficient infrastructure and flood risk.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

St Neots 1: Land North of Priory Park, St Neots (Council conclusion pre-consultation: may be appropriate for greenspace and Priory Park extension)

Main Issues Raised (17 Responses)

The majority of responses disagree with development of the proposed site. There are significant concerns regarding flood risk in the area especially around Mill Lane Bridge and two channels of the River Great Ouse. Comments note Mill Lane Bridge and the A1 junction are insufficient to handle additional traffic and development would increase congestion and impact safety. Impact on local ecosystem and nature reserve were raised. High previous local flooding reported and high surface water flood risk constraints mean that the LLFA consider this site may be unsuitable. There are concerns about safe crossing to the site and smell from sewerage works. Waste constraint is present which would require further evidence. It is noted that the site would require significant highway improvements and at least two points of access will be required alongside high-quality walking/cycling connectivity including crossing of Huntingdon Road, Priory Hill Road and Mill Lane. There would be specific difficulty in providing links to Great Paxton to the north. Alternative uses suggested include green space and extension to Priory Park. The site promoter has provided a technical transport not, approaches to noise and vibration and landscape, siting development away from flood risk and odour and proposing enhanced biodiversity and green infrastructure and small scale retail.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would not support sustainable place-making. High/medium fluvial flood risk is present on the site. In addition, the achievability of the development is unclear because of the presence of overhead powerlines, odour and flood mitigation, noise and vibrational mitigation resultant from proximity to the railway line. It was however considered that it may be appropriate for green infrastructure, biodiversity net gain and potential extension to Priory Park subject to provision of safe crossing(s).

St Neots 2: Land East of Brook Road, Eaton Ford, St Neots (Council conclusion pre-consultation: inappropriate for development)

4 Further Issues and Options

Main Issues Raised (21 Responses)

The majority of responses disagree with development of the proposed site. There significant concerns regarding flood risk, loss of valued open recreational space/green corridor, landscape, impact on Great Ouse Valley Priority Natural Landscape and biodiversity/natural habitat loss. There are significant concerns about traffic overload with vehicle access to clubs already presenting a safety hazard, conflict with walkers and cyclists etc. and increased strain on local infrastructure such as GPs and dentist in addition to potential contamination of land from previous coal fired power station. The LLFA report consider this site may be unsuitable due to high fluvial and surface water flood risk and previously reported local flood risk. There is a minerals or waste constraint present. Recommendations include protecting the area to preserve environmental and social value, highway improvements, assessment of ability to accommodate large volumes of traffic and manage safety, retention of rights of way and walking and cycling infrastructure. The site promoter note heritage impact is limited and landscape, environment and biodiversity impact can be mitigated.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would fundamentally impact the landscape setting. The achievability of upgraded accesses sufficient for the proposed development could also present a financial and physical constraint.

St Neots 3: Peppercorn Meadows, Eaton Socon, St Neots (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (9 Responses)

The responses are split between disagreeing and being unsure about development on the proposed site. Concerns regarding the loss of vital green corridor, negatively impacting resident amenity/recreation, the environment and biodiversity. It is noted that it is unclear whether the existing access can be improved without significant incursion into an existing public right of way. Enhancements to Peppercorn Way access appear unachievable The site is in a high surface water flood zone and has a history of local flooding. The Lead Local Flood Authority (LLFA) considers the site unsuitable for development. Rights of way require retention. A minerals or waste constraint is present.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would fundamentally impact the landscape setting and gateway to a green infrastructure corridor. The achievability of upgraded accesses sufficient for the proposed development could also present a financial and physical constraint as could mitigation of overhead electricity lines and ground contamination as a result of asbestos.

St Neots 4: Land North of the A428, St Neots (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 Responses)

The majority of responses disagree with development of the proposed site. The LLFA consider this site may be unsuitable for the proposed development due to high flood risk. A minerals or waster constrain is present. It is unclear how appropriate junction could be achieved and Ackerman Street is unsuitable for any intensification of use. Walking/cycling connectivity improvements may be required. The site promoter states that there is no other location in which this estate can expand and it would provide wider sustainability benefits to the community that outweigh flood risk and include flood mitigation measures.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is within flood zone 3b.

St Neots 5: Albert Hall Memorial Field, Hall Road, Eyensbury, St Neots (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (5 Responses)

The majority of responses disagree or are unsure about the proposed site. High previous local flooding, the LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. No minerals and Waste Constraints are present. Suitable walking and cycling connections would be required. Access appears achievable subject to testing.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to flood risk and the need to retain the current use as a football ground unless well-located, equal or better quality provision is provided

St Neots 6: Land South West of Potton Road, Eynesbury, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (6 Responses)

All responses support or are unsure about the proposed site. High surface water flood risk must be taken into consideration. Concerns include insufficient early years education provision. There are no minerals or waste constraints. Access appears achievable subject to detailed design and road safety audit, local junction spacing and capacity assessments, but is likely to require significant highway improvements. The site promoter notes specific measures, including noise and air quality mitigation, infrastructure enhancements, and robust flood risk management, are essential for the site's development and that the relocation of electric pylons underground removes a significant constraint.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation St Neots 2) for about 80. Concerns regarding flood risk will be addressed through a flood risk assessment and detailed drainage strategy, taking into account residual risk from culvert and assessment of risk from ordinary watercourses and tributaries. Highways improvements will be required through the provision of a safe and suitable means of access from Potton Road/B1046 and improvements to pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to the existing residential areas of St Neots and Wintringham Park. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

St Neots 7: Land North East of Wintringham Park, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7 Responses)

All comments received are unsure or support the proposed site. There are no minerals or waste constraints, or previously reported local flooding. Concerns that safe access could be achieved, unless further from the roundabout, significant highway improvements likely required. Suitability in relation to any commercial use would require assessment. It was noted that the site may coincide/interface with East West Rail route, which will need consideration. The site promoter notes St Neots 7 and 8 are now in single ownership of Urban and Civic allowing for improved access options.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. The site was put forward for multiple uses. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as amenity levels would be inadequate. Access to the site by vehicle in a safe manner was also considered a barrier to the safety of road users and pedestrians if residential or commercial options were chosen due to proximity to the roundabout. Commercial uses were considered potentially appropriate however access remains an issue and therefore the site was not taken forward for testing as part of the growth strategy options.

St Neots 8: Land East of Loves Farm (Tithe Farm Extension), St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (8 Responses)

The majority of responses are unsure or support the proposed site. There are concerns that there is inadequate infrastructure to support development and insufficient road capacity especially impacting the town centre. Walking and cycling connectivity would be required and retention of public rights of way. There are concerns on the impact of the grade II listed buildings at Monks Hardwick and Tithe Farm and existing woodland. It was noted that the site may coincide/interface with East West Rail route, which will need consideration. High surface water flood risk reported requiring mitigation. There are concerns regarding access and access directly from the A428 Cambridge Road would need to be consider by National Highways. Walking/cycling connectivity improvements should be required. No minerals or waste constraints present. There would be a requirement for a 3FE primary school with additional early years provision.

The site promoter notes St Neots 7 and 8 are now in single ownership of Urban and Civic allowing for improved access options including through Loves Farm 2 and an overbridge across the railway to connect into the A421 improvement. Mitigation would include against noise, air and light pollution, listed buildings, woodlands and landscaping.

Council Response

This site has been selected as a draft mixed use allocation (Draft Allocation St Neots 1) for about 1,100 homes, about 3.7ha for employment use, educational facilities including a primary school plus associated early years nursery facilities, a neighbourhood centre to include local shops and other community facilities appropriate to the scale of development. It also proposes indoor and outdoor sports and recreation facilities appropriate to the scale of development, about 40 ha for green infrastructure and East West Rail to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, land for biodiversity net gain. Concerns over surface water will be addressed through a flood risk assessment and detailed drainage strategy taking into account surface water flood risk and mitigation including open space. Provision of a safe and suitable means of access from Cambridge Road and assessment of transport impacts will be required through a transport assessment, the site has the additional benefit to link through to Loves Farm 2. Development will have to ensure the protection of the listed building at Tithe Farm and its setting by provision of high quality development to reflect the site's sensitive location is conserved and enhanced informed by an proportionate heritage assessment. Public rights of way will require retention and pedestrian and cycle routes provided including links to existing networks including Loves Farm 2 and Wintringham Park.

Yelling

Yelling 1: Land West of Manor Farm, Yelling (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (5 Responses)

The majority of comments are unsure or disagree with the proposed site. Key concerns include lack of infrastructure, highway and pedestrian safety, services, facilities, and employment opportunities. The size of development is considered excessive and there are concerns regarding the impact of listed buildings, the conservation area, public rights of way and transport impacts. There is disagreement with the Sustainability Appraisal. There are no

minerals or waste constraints. There is insufficient secondary education capacity. It is noted that access appears achievable in accordance with requirements, but may affect an existing ditch requiring consultation with the LLFA. Local walking and cycling infrastructure improvements may be required.

Council Response

The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Yelling 2: Land South of Manor Farm, Yelling (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (4 Responses)

The majority of comments are unsure or disagree with the proposed site. Key concerns include lack of infrastructure, services, facilities, and intensification of use of the field access which connects the site to the highway network may not be ideal and would require further scoping. There are concerns regarding the impact of listed building, the conservation area, public rights of way and transport impacts and scale of development. There are no minerals or waste constraints. It is noted that access appears achievable in accordance with requirements, but may affect an existing ditch requiring consultation with the LLFA. Local walking and cycling infrastructure improvements may be required.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would not reflect the character of Yelling and would be of a scale inappropriate to the village.

Sustainability Appraisal

Consultation Responses Summaries

4.28 The following table outlines a summary of the type of comments received to the Sustainability Appraisal consulted on between 18 September and 27 November 2024:

Responses to the Sustainability Appraisal

	Sustainability Appraisal
Number of Comments Made	373
Number of Individuals or Organisations that Responded	110
Number of Supports	47
Number of Objections	16

4 Further Issues and Options

	Sustainability Appraisal
Number of Observations	69
Number that Did Not Disclose Whether They Support/ Object/ Have Observations	241

4.29 People were able to comment on all aspects of the document by section, paragraph and tables. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Sustainability Appraisal Consultation Responses

4.30 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary from the Sustainability Appraisal

4.31 The following provides a summary of the main issues raised during the consultation on the Sustainability Appraisal and how the Council has taken these into account.

Sustainability Appraisal

Main Issues Raised	Council Response / How the Council has taken this into account
Stage A - Scoping - (67 responses)	
Several responses support for the Stage A Scoping process with further detailed comments across the following sections: **Housing** • Responses highlight the need to ensure the delivery of a variety of housing types, sizes, and tenures to reduce homelessness and price inflation. There is also support for increased housing delivery in sustainable locations. There was recognition of the lack of affordable housing in rural locations which threatens local services.	Overall response: the Scoping Report was completed at the start of the Sustainability Appraisal process to identify the issues and concerns to explore through it and help shape the sustainability objectives. Where particular points were raised the following comments explain how or where they have been addressed. **Housing** • Evidence has been gathered through the Local Housing Needs Assessment regarding the housing types, sizes and tenures which are required in the district. • The Council has developed the following policies to address the concerns raised all of which have been scrutinised through the SA process: ◦ promoting a mix of housing ◦ providing affordable housing ◦ ensuring accessible and adaptable housing ◦ supporting specialist housing

Main Issues Raised	Council Response / How the Council has taken this into account
	• supporting homes in multiple occupation • promoting rural exceptions sites
Climate change • The importance of addressing climate change impacts and integrating renewable energy into future developments is stressed. • Multiple responses state the climate change section should be updated to reflect the new Government's target to decarbonise the UK grid system by 2030. References to relevant documents such as the Cambridge and Peterborough 2050 United by our Shared Ambition document are suggested. • The impact of large-scale solar farms on soil health and the loss of valuable agricultural land was expressed as well as their visual impact.	**Climate change** • A series of evidence documents have been prepared on climate change aspects of the Local Plan which have informed the Council's incorporation of our response to climate change and its anticipated impacts into a wide range of policies. This includes reference to national aspirations to decarbonise the grid. • The list of plans and policies has not been updated at this stage. • Agricultural land value is one of the factors that was included within the evidence identifying potentially suitable areas for solar farms.
Flooding and water • The Flooding and Water section should include issues related to ensuring new growth does not increase flood risk to existing homes and businesses. • There is strong support for policies addressing water demand and flooding impacts, with concerns about the ability to support large-scale housing growth due to water sustainability issues	**Flooding and water** • Extensive evidence has been gathered on flooding and water through the Integrated Water Management Strategy which has taken account of the potential for development sites to give rise to flood risk elsewhere. • Policies relating to all forms of flooding, waste water and water efficiency have all been included and scrutinised through the SA process.
Transport and infrastructure • Concerns are raised about the transport impacts of new developments, particularly in areas like St Ives, which is identified as a bottleneck for vehicles. The need for significant highway infrastructure upgrades is noted. • A lack of provision of public transport would cause further isolation of rural communities and reduce the ability to access key health services. • Energy storage is mentioned as a critical part of the energy infrastructure, with references to National Grid's Future Energy Scenarios. • There is support for the provision of fibre broadband and 5G connectivity to improve rural inclusivity and connectivity. • The importance of community facilities like pubs, mobile libraries, and rural mobile post offices is highlighted. • A respondent questions whether the process was based on an Equality Impact Assessment and raised concerns about employment opportunities,	**Transport and infrastructure** • A Strategic Transport Strategy and Infrastructure Delivery Study have been prepared to support the policy and site choices made in the Preferred Options Draft Local Plan to 2046. These consider all key forms of infrastructure and the additional demands that may arise from the proposals. • An Equalities Impact Assessment has been completed of the Preferred Options Draft Local Plan to 2046.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
transport, environmental issues, and the provision of health facilities. • Comments emphasise the need for local recycling solutions.	
Natural and historic environment • Recognition of the importance of greenspace for physical and mental health and wellbeing and the importance of local plans in providing these alongside development. • There are concerns about light pollution from new developments, particularly in areas with dark skies. • Further assessment of designated heritage assets and consultation with the County's Historic Environment Team is recommended. • There should be greater discussion on ancient/veteran trees, locally notable species, and priority habitats, these should have stringent protection and enhancement of biodiversity value in site allocations. • One response highlights the need for historical research to identify and reinstate lost or downgraded public rights of way, using suitable materials and considering national NZC targets. They also suggests extending and joining bridleways to enable continuous horse riding and cycling.	**Natural and historic environment** • Strategic greenspace and biodiversity form key elements of the the Preferred Options Draft Local Plan to 2046 with specific policy proposals scrutinised through the SA process. • The importance of dark skies is recognised in the supporting text to policies on hamlets and the countryside, and on blue and green infrastructure to ensure their protection. • Specialist input has been obtained from Heritage and Arboricultural colleagues to consider the impacts of policies and proposals on heritage and trees. • Public rights of way are a Cambridgeshire County Council responsibility, this suggestion is outside the scope of the Local Plan and the SA.
Stage B - Appraisal of Development Options (68 responses)	
General (2 comments) • Cambridgeshire County Council's Climate Change and Energy Services supported the thorough approach to the preparation of the sustainability appraisal. • Historic England provided guidance and links to Sustainability Appraisal and Strategic Environmental Assessment to support the development of the SA throughout the stages of plan making.	Noted
The Local Plan Vision and Objectives (5 responses) • There was support for aligning the Local Plan's vision and objectives with the Huntingdonshire Futures Place Strategy and the Corporate Plan to 2028. • A respondent stated that the vision should be extended to 2058 reflect requirements of the NPPF paragraph 22 (2023)	Comments related to the Vision and Objectives rather than the sustainability appraisal specifically. The preferred draft Vision and Objectives have been appraised positively to balance economic prosperity, health and wellbeing, sustainability, climate resilience and enhancements to the natural environment which retaining and using our heritage to sustain and shape distinctive places.

Main Issues Raised	Council Response / How the Council has taken this into account
• One respondent commented that the vision should be more explicit and ambitious, particularly in terms of housing and employment growth and that at least one new settlement will be needed. • Others raised that the vision should emphasise a just transition to a sustainable economy while protecting local character, landscapes, and heritage as well a stronger emphasis on active travel, biodiversity, and reduced car use.	
Settlement Hierarchy for Huntingdonshire (5 responses) • Option B was supported as the most sustainable and evidence-based approach as it reflects the most up-to-date ranking of settlements, identifying those best suited for accommodating growth based on sustainability scores. • Some respondents suggest that the hierarchy should be flexible and responsive to changes in infrastructure and service provision, especially in growing areas like Alconbury Weald and Love's Farm. They argue that surrounding villages may become more viable over time if supported by active travel and transport infrastructure.	The settlement hierarchy has built on comments regarding the sustainability of larger settlements and now performs positively against most relevant objectives.
Approach to Employment and Economy (9 responses) • Several respondents advocate for Option C, which promotes ambitious economic growth by leveraging proximity to Cambridge and fostering business clusters focusing on emphasising Huntingdonshire's strategic location and the need for both large-scale and smaller employment sites to drive a step change in economic prosperity. While Option C is noted to perform poorly against some environmental sustainability objectives, stakeholders argue that these impacts can be mitigated through careful site selection, high design standards, and infrastructure investment. • Option A is criticised as being inconsistent with national policy • Some feedback suggests combining elements of multiple options (e.g., Options B, C, D, and F) to ensure employment sites are not restricted to specific locations. This includes growth along highways, near housing developments, and in sustainable locations. • One response proposes Option F as an alternative strategy that considers a broader range of	No comments were related specifically to the details of the SA but focused on supporting comments submitted on the Further Issues and Options document. The approach to employment and the economy has been subject to SA through policies on how much development do we expect, our strategy for change and all those in the chapter on how we will support a strong local economy.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
employment site locations and aligns with the Local Planning Authority's ambitions . • Active travel and public transport improvements are repeatedly emphasized as essential to support economic development	
Housing Figures and Requirement (6 responses) • Several responses highlight that a higher housing target (Option C) would stimulate more economic development, job creation, and social benefits such as improved housing affordability and diversity. • While Option C is assessed more negatively in the Sustainability Appraisal for its potential environmental impacts, multiple responders argue that these can be mitigated through sensitive site selection and sustainable design. • Respondents reference the NPPF (2023), particularly Paragraphs 11, 20(a), and 86(c), to argue that the housing requirement must reflect both need and growth ambitions, and may exceed the standard method figure.	The housing requirement is assessed through policy LP 2. The growth figure selected broadly aligns with the higher level tested through option C. The SA acknowledges that this may be challenging in for some indicators but overall is likely to have a long term positive impact on housing provision and the local economy.
Growth Strategy Options (7 responses) • Options A and E are viewed as the most sustainable and deliverable approach as they utilise existing infrastructure, reduces car dependency, and supports town centre vitality. Some suggest refining Option A to increase the share of growth in SPAs (e.g., from 75% to 85%). • Emphasis on including sustainable rural settlements like Sawtry and Yaxley to balance growth . • Conceptually strong for promoting sustainable travel (Option C), but concerns about whether it result in fragmented development, a reliance on transport projects and potentially greater integration challenges. • Option D was seen as the least sustainable due to increased car dependency and environmental impacts not aligning well with climate and accessibility ambitions. • Option E was viewed by respondents as being the least sustainable as it could increase car usage, put additional strain on infrastructure in smaller settlements and does not align as well with climate and accessibility ambitions. • Some support for Option F but some had concerns that the sustainability benefits of new settlements were overestimated, concern that they rely on long term infrastructure delivery, risks	Four revised options were tested through SA which blended elements of options A, B, C, E and F. These are assessed individually through the SA and a comparative table of the outcome for each is also included which indicates that strategies 2 and 4 perform better. Following assessment through technical evidence on flooding, water and transport a further refined strategy was prepared based on strategy 2 which was then assessed through policy LP 2 which performed very positively against the SA objectives.

Main Issues Raised	Council Response / How the Council has taken this into account
in isolating earl residents and use of greenfield land. • Several respondents challenge the SA's scoring, particularly that they viewed the appraisal for Option F to be overly positive, there was an underestimation of the environmental and social benefits of Options A and B; and there was a misalignment between SA scores and real-world infrastructure constraints	
Green and Blue Infrastructure (2 responses) • One respondent questioned whether the planned country park at Alconbury Weald is included in the strategy, suggesting that such areas should be considered as part of the green and blue infrastructure network if properly planned. • There is support for making green infrastructure as part of development proposals and that these should be of high quality including thoughtful tree planting and enforceable landscaping conditions.	No comments were related specifically to the details of the SA but focused on integration of green infrastructure within new developments.
The Approach to Climate Change (4 responses) • Several comments support the overall ambition of the climate strategy. Some respondents advocate for stronger requirements on both embodied and operational carbon in new buildings and support for low-energy schemes. • Some comments suggested installing solar panels over supermarket and public car parks (e.g., like at St Ives Park & Ride) and support for communal biodigesters to process green and food waste into methane for energy. • Recognition that a significant portion of CO emissions in the district comes from through-traffic. Comments emphasised need to locate development near key transport corridors and integrating active travel routes to reduce transport-related emissions. • Comments raised that the Local Plan must remain adaptable to future climate scenarios and uncertainties and that policies should be viable and not overly ambitious to the point of hindering progress or deliverability.	No comments were related specifically to the details of the SA but focused on wider policy responses to addressing climate change. Policies have been included on embodied carbon in buildings, minimising operational energy use and supporting renewable energy schemes which all demonstrate positive sustainability appraisals.
Tackling Flooding and Water (10 responses) • Respondents emphasised that flood risk areas are dynamic and evolving due to climate change and can be more accurate in certain locations such as settlements along the River Great Ouse. • There is strong support for requiring permeable surfaces, swales, rainwater reuse, and sustainable	No comments were related specifically to the details of the SA but focused on policy responses. Updated evidence has been prepared to ensure the latest data on flood risk is used in preparing policies and allocations. This also informs the requirement to promote higher water efficiency standards.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
drainage systems (SuDS) in all new developments . • Several comments stress that any policy exceeding national standards must be backed by robust evidence demonstrating its necessity and feasibility. • Some respondents noted that while policies exist, implementation and enforcement remain areas of challenge.	
Housing Tenures and Housing Mix (10 responses) • Several respondents emphasised that the implementation of affordable housing targets can be more problematic than the targets themselves with viability issues often reducing affordable housing contributions. • There is broad support for maintaining the 40% affordable housing target from the current Local Plan (Policy LP24), with flexibility based on viability and local needs. • Option B, which proposes a consistent proportion of affordable housing across all developments of 10+ dwellings, received the most support. Respondents highlighted the importance of applying this policy across all towns and villages, allowing flexibility based on site-specific and local area circumstances and supporting a range of affordable tenures, including social and affordable rent . • Several comments advocated for a flexible approach that considers local housing needs, demand, and community integration. • There was also support for self and custom-build housing, referencing the current Local Plan Policy LP25 as a model for enabling such development. • Option D was opposed by some due to concerns that larger developments, which benefit from economies of scale, should contribute more—not less—to affordable housing and infrastructure.	No comments were related specifically to the details of the SA but focused on housing provision more generally. Clear support was indicated for seeking a consistent proportion of affordable housing (option B) which has been taken forward in the proposed policy on providing affordable homes.
Transport and Connectivity (8 responses) • Comments emphasise the importance of integrating active travel (walking, cycling) and public transport into development plans. There is a strong call for joined-up infrastructure that avoids disjointed cycle paths and mismatched bus/train schedules. • Several comments raise concerns about the implications of East West Rail, particularly the proposed station at Tempsford. Respondents worry about reduced train stops at St Neots; potential redirection of growth this will bring on St	No comments were related specifically to the details of the SA but focused on aspirations of supporting active travel infrastructure and on the potential impacts of East West Rail proposals. The safeguarded route for East West Rail has impacted on the certainty of availability of land to the east of St Neots for residential or employment development at present.

Main Issues Raised	Council Response / How the Council has taken this into account
Neots; the need for cross-authority planning and housing allocation adjustments.	
Site Appraisals (238 responses)	
It is noted that almost all comments received on the SAs of individual sites did not actually comment on the appraisals against the SA objectives. Most were more general comments reinforcing those submitted against the land availability assessments of the the relevant site.	Reponses are provided to clarify the situation or progress with the site where relevant.
Abbots Ripton (3 responses) • Concerns about infrastructure, especially sewage and flood risk, and the need for investment before any further development. • Observations regarding consistency in scoring and recognition of landscape buffers in large sites.	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth. Updates to the SA have only been incorporated where appropriate for sites proposed as allocations once they have satisfied testing through other elements of the evidence base.
Abbotsley (3 responses) • Critique of negative scoring for a golf course site, suggesting it is not agricultural land and should be scored more positively. • Requests for updates to agricultural land classification and recognition of green infrastructure and biodiversity improvements. • Abbotsley 2 promoters state the A428 road works and Wintringham Park will change the site's surrounding context	Sites were scored on information available at the time of appraisal. Updates to the SA have only been incorporated where appropriate for sites proposed as allocations once they have satisfied testing through other elements of the evidence base. Agricultural land classification data is sourced from DEFRA; detailed localised regrading is unviable for the council. Abbotsley 2 falls largely within the East West Rail safeguarding area.
Alconbury (6 responses) • Strong opposition to developments due to flood risk, landscape, and heritage impacts. • Some support for employment-led development with mitigation for surface water flooding.	Detailed flood risk assessments have been completed of sites not wholly within flood zone 1.
Alconbury Weston (5 responses) • Concerns about village character and flood risk. • Alconbury Weston 3 site promoter write In support of their site for care uses and states there are no trees on site • Further habitat assessment may be required for Alconbury 3.	No sites have been taken forward. Additional information has been considered in the context of the land availability assessment. A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Alwalton (2 response)	Additional information has been considered in the context of the land availability assessment.

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Main Issues Raised	Council Response / How the Council has taken this into account
• Development seen as inappropriate due to heritage and landscape impacts. • Site promoter writes in support of their site submitting additional supporting documents including a masterplan.	
Bluntisham (7 responses) • Multiple objections to development proposals, citing heritage, biodiversity, flooding, and infrastructure concerns. • Support from site promoter for development with green infrastructure and biodiversity net gain. • Further habitat assessment is needed for Bluntisham 3, 4 and 5 regarding orchards and potential veteran/ancient trees.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. Objections to appraisals of sites taken forward for proposed allocation should be capable of being overcome through careful design and landscaping.
Brampton (7 responses) • Some support for residential and employment-led development. • Promoter for Brampton 6 wrote in support of their site and identifies the masterplan and design principles the development is intended to follow. • Requests for consistency in scoring and more robust landscape and transport assessments.	Additional information has been considered in the context of the land availability assessments. Strategic transport study has been completed to assess transport impacts.
Brington and Molesworth (4 responses) • All comments related to Brington & Molesworth 3 -concerns about infrastructure, school capacity, and lack of active travel infrastructure were raised.	No sites have been taken forward. An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth.
Broughton (2 responses) • Conservation area and flooding concerns were raised.	No sites have been taken forward.
Buckden (2 responses) • Support for dismissing Buckden 2 due to impact on County Wildlife Site • Site promoter disagrees with outcome for Buckden 5.	No sites have been taken forward.
Bury (2 responses) • Further habitat assessment may be required for Bury 6.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Catworth (2 responses) • Traffic and safety concerns at A14 junction highlighted for Catworth 3. • Promoter for Catworth 7 submitted comments setting out adjustments to site boundaries and heritage assessments.	Strategic transport study has been completed to assess transport impacts.

Main Issues Raised	Council Response / How the Council has taken this into account
Chesterton (1 response) · Further habitat assessment may be required for Chesterton 2.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Conington (5 responses) • Conington 1 could have impact on Holme Fen SSSI • Site promoter states masterplanning will be undertaken to address connectivity, biodiversity, green infrastructure, and employment uses	No sites have been taken forward.
Earith (4 responses) • Objections raised based on flood risk, infrastructure, and loss of agricultural land. • Some support for residential development with green infrastructure.	No sites have been taken forward.
Elton (1 response) • Objection to Elton 5 citing harm to the character, landscape, and heritage setting of the village and its conservation area, is at risk of surface water flooding, lacks safe pedestrian access, and would be visually intrusive and unsustainable for the area	No sites have been taken forward.
Farcet (2 responses) • The promoters write in support for Farcet 1, but request higher scores for previously developed land, highlight planned ecological improvements, disagree that the site would worsen pollution compared to nearby warehousing, and note that ultrafast broadband is planned for the area by 2026. • Concerns that Farcet 1 and 2 would overwhelm already strained infrastructure in Yaxley - including healthcare, education, and roads	The appraisals reflect conditions at the time not potential improvements for sites of this scale. No sites have been taken forward.
Fenstanton (6 responses) • Some support for new homes and infrastructure although concerns regarding flood risk, infrastructure, and impact on village character were highlighted. • Promoter wrote in support of Fenstanton 1 and the employment opportunities it could bring. • Feedback on bus services and community facilities regarding the Sustainability of Settlements work.	Support noted. Fenstanton 1 taken forward as a proposed employment site.
Folksworth and Washingley (1 response) • Wildlife and drainage concerns raised for Folksworth and Wasingley 3.	No sites have been taken forward.

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Main Issues Raised	Council Response / How the Council has taken this into account
Godmanchester (8 responses) • Support for growth strategy and green infrastructure, with technical feedback on flooding and integration from the site promoters of Godmanchester 5, 7, 8, 9 and 10. • Site promoters for Godmanchester 3 and 4 submitted statements in support of their sites.	Sites taken forward as s single combined site to facilitate a comprehensive design solution.
Great Gidding (9 responses) • Heritage, character, and traffic concerns raised although there was some support for limited development. • Requests for review of Great Gidding 3 SA10 appraisal.	No sites have been taken forward.
Great Paxton (3 responses) • Comments in support of Great Paxton 4 and further landscape details and promoter for Great Paxton 2 provided additional information on surface water, amenity and infrastructure issues. • Further habitat assessment may be required for Great Paxton 1.	Great Paxton 1 is a proposed allocation. A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan and an ecological assessment is required for the site.
Hail Weston (23 responses) • Significant opposition to large-scale development, citing flood risk, infrastructure, village character, and biodiversity. • Limited support for minor infill development	Noted. One site for 8 homes is proposed.
Hemingford Abbots (1 response) • Site promoter for Hemingford Abbots 3 wrote in support of their site	Noted. Hemingford Abbots 3 is proposed for allocation as 'The Lattenburys'.
Hemingford Grey (3 responses) · Concerns regarding impact on County Wildlife Site and biodiversity for Hemingford Grey 11. The site promoter write in support and submitted a vision document for the site. · Flood risk and flood defences in place identified for Hemingford Grey 12.	No sites have been taken forward. The SFRA provides detailed flood risk assessment.
Hilton (7 responses) • Flood risk, infrastructure including highways and access, and character concerns were raised.	No sites have been taken forward.
Holme (1 response) • Observations raised impacts on biodiversity and proximity to Holme Fen SSSI.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.

Main Issues Raised	Council Response / How the Council has taken this into account
Holywell-cum-Needingworth (2 responses) • Objections to Holywell-cum-Needingworth 5 were made citing odour and infrastructure concerns.	Holywell-cum-Needingworth 5 is not proposed for allocation but outline planning permission was granted on 30 June 2025.
Huntingdon (2 responses) • Some support for redevelopment for Huntingdon 1 • Flood risk and heritage concerns were raised for Huntingdon 2.	Huntingdon 1 is proposed for allocation for 12 homes. Huntingdon 3 is not proposed for allocation.
Kimbolton (6 responses) • Site promoters for Kimbolton 6, 7, 8, 9 and 10 submitted statements in support of their sites. • Further habitat assessment may be required for Kimbolton 7	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Leighton Bromswold (2 responses) • Support for the site not proceeding to SA and the harm development could have on local conservation area character.	Noted
Little Paxton (2 responses) • Infrastructure and school capacity concerns were raised.	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth.
Offord Cluny and Offord D'Arcy (2 responses) • Offord Cluny and Offord D'Arcy 8 promoter states landowner willing to amend scale and density of development to address concerns. • Site promoter for Offord Cluny and Offord D'Arcy 1 write in support of their site.	Noted
Ramsey (2 responses) • Feedback on tree removal and access to services requesting review between Ramsey 15 and 17.	Neither site commented on has been taken forward for allocation.
Sawtry (4 responses) • Support for growth but requests for corrections to flood zone for Sawtry 10 and 11 and agricultural grading.	Detailed flood risk assessments have been completed of sites not wholly within flood zone 1. Agricultural land classification data is sourced from DEFRA; detailed localised regrading is unviable for the council. Site 11 is a smaller parcel of site 10 and is proposed for allocation as land west of Toll Bar Way and Green End Road.
Sibson-cum-Stibbington (3 responses) • Concerns about scale, sustainability, and lack of active travel.	The garden community proposal has not been taken forward for allocation due to transport infrastructure constraints.
Somersham (9 responses) • Multiple objections to expansion of the built form of the village, infrastructure including capacity at	Objections noted but an Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth.

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Main Issues Raised	Council Response / How the Council has taken this into account
the primary school, drainage and scheduled monument sites. • Site promoter for Somersham 6 and 7 seeks amendments to scores regarding relationship of sites to existing village.	Site scoring retained for consistency; sites identified are proposed for allocation.
Southoe and Midloe (4 responses) • Some support for HDC's appraisal in particular for biodiversity net gain. • Objections regarding Southoe and Midloe 2 based on landscape impact and harm to local wildlife.	The biodiversity net gain sites have been brought forward outside of the local plan process. The garden community proposal has not been taken forward for allocation.
Spaldwick (1 response) • Further habitat assessment may be required for Spaldwick 1 and 2.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. No sites have been taken forward.
St Ives (3 responses) • **S**upport from site promoters of St Ives 7 and Holywell-cum-Needingworth 7 for mixed-use developments and green infrastructure. • Concerns were raised regarding landscape and flood risk. · Concerns regarding impact on County Wildlife Site and biodiversity for St Ives 1.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. Detailed comments provided on Holywell-cum-Needingworth 7 (Giffords Park) reinforced the SA and its scoring but did not necessitate any changes. Other sites commented on have not moved forward to proposed allocations.
St Neots (7 responses) • Support for sustainable growth and environmental preservation utilising sustainable transport, this also needs to reflect local character. • Site promoters write in support for St Neots 8 • Further habitat assessment may be required for St Neots 6.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. Support noted.
Stilton (1 response) • Infrastructure, sewage, and overdevelopment concerns were raised.	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth. Two of the six sites considered are proposed for allocation.
The Stukeleys (3 responses) • Flood risk and landscape concerns were raised regarding the Stukeleys 6. • Feedback on access and masterplanning were made regarding the Stukeleys 3. • Site promoters for the Stukeleys 2 submitted a statement in support of their site.	SA points raised on Stukeleys 3 primarily relate to the site promoters intentions, the appraisals reflect conditions at the time not potential improvements for sites of this scale. SA!5 has been updated regarding access. The SFRA provides detailed flood risk assessment. Support noted.

Main Issues Raised	Council Response / How the Council has taken this into account
Upton and Coppingford (1 response) • Flood risk concerns were raised with no development anywhere west of the A1 suggested in response to conditions in the Alconbury catchment.	The site is wholly within flood zone 1 and is proposed for allocation. A flood risk assessment is required due to presence of surface water flood risk.
Upwood and The Raveleys (8 responses) • Feedback on housing provision and changes sought to SA9 to expand to all housing types were made by the site promoter for Upwood and the Raveleys 1. Detailed scores supported.	SA objectives were subject to consultation and finalised after this in 2023. Support noted. Site proposed for allocation.
Warboys (10 responses) • Feedback on housing provision and sustainability were made.	SA objectives were subject to consultation and finalised after this in 2023. No sites have been taken forward.
Winwick (1 response) · Site promoter submitted a site plan for their proposal	Noted. No sites have been taken forward.
Wistow (7 responses) • Infrastructure, flooding, and character concerns were raised regarding all sites. • Feedback on times to emergency department and broadband regarding the Sustainability of Settlements work.	No sites have been taken forward.
Wyton on the Hill (5 responses) • Objections raised regarding flood risk, A141, biodiversity, and landscape and harm to neighbouring villages such as Broughton if Wyton on the Hill 2 were to be developed. • Site promoters for Wyton on the Hill 2 and 3 wrote in support of their sites.	Updates acknowledged to SA 7 and 15 for Wyton on the Hill 3 which is proposed for allocation. Objections noted but detailed flood risk assessments have been completed of sites proposed for allocation not wholly within flood zone 1.
Yaxley (22 responses) • Significant opposition to further development, citing infrastructure, flooding, biodiversity, and loss of village character. Some support for HDC's decision to reject certain proposals.	No residential sites have been taken forward for allocation in Yaxley due to significant flooding and drainage problems currently being experienced there.
Yelling (3 responses) • Objections raised regarding impact to conservation area and infrastructure. Although there was some support for limited development.	No sites have been taken forward.

4 Further Issues and Options

Additional Sites Land Availability Assessments

Consultation Responses Summaries

4.32 The following table outlines a summary of the type of comments received to the Additional Sites Land Availability Assessments consulted on between 23 April and 4 June 2025:

Responses to the Additional Sites Land Availability Assessments

	Additional Sites Land Availability Assessments
Number of Comments Made	442
Number of Individuals or Organisations that Responded	143
Number that Agree with Assessment	53
Number that Disagree with Assessment	65
Number that Have Observations on Assessment	304
Number that Commented Without Noting Agree/ Disagree/ Have observations	20

4.33 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Additional Sites Land Availability Assessment consultation responses

4.34 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary of Sites consulted on in the Additional Sites Land Availability Assessments

4.35 The following sections provide a summary of the main issues raised during the consultation on the Additional Sites Land Availability Assessment and how the Council has taken these into account.

General comments

4.36 The consultation received responses from a number of statutory consultees and Duty to Cooperate bodies, these comments will inform the selection of sites coupled with further evidence as the plan progresses. They will also enable the Council to provide criteria within draft site allocations to shape and mitigate development.

Sites

General comments: Consider the broader environmental context, including national housing targets, climate change, and biodiversity goals and the need for a district-wide perspective rather than focusing on individual sites. Align development with the capacity and safety of the Strategic Road Network. Provide sustainable transport policies.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk.

Alconbury Weston

Alconbury Weston 10: Land East of Buckworth Lodge Stud, Buckworth Road, Alconbury Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were unsure about development of this site. The LLFA identified that there have been local reports of flooding and considers its risk high, therefore considering this site may be unsuitable for the proposed development. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Access the A1(M) via Great North Road and North Road is acceptable however, the suitability of the approach road network from the B660, A14 east bound via Woolley and through Alconbury village where there is a bridge with a 3T weight limit will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs. Local infrastructure improvements will be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network, dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, due to its separation from Alconbury Weald it is currently unclear how the site could be masterplanned to become part of this community, without further completion of the Alconbury Weald development and/or compilation of potential intervening land to create a more comprehensive development, additional information would be required. The site also forms part of a green break between Crossways Distribution Centre and Alconbury Weald/ Alconbury Enterprise Zone and a greater relationship to the open countryside than the nearby uses. The site proposal could also impact a significant concentration of ancient woodlands in terms of light and noise, with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument.

Alwalton

Alwalton 2: Land North Of 23 To 33 Oundle Road, Alwalton (larger site) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were unsure about development of this site. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. However, Church Street/Mill Lane are not suitable for a significant increase in vehicle movements so the accesses will all need to be on Oundle Road, which may not be achievable. Local infrastructure improvements will be required in the form of walking/cycling connectivity to link the site to the shared facility on

4 Further Issues and Options

the A605 Oundle Road. The site is affected by an existing public Right of Way, these should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team is encouraged. The Education Authority states there is an existing pressure on early years' places, mitigation will be required to provide capacity locally but there is sufficient capacity for both the existing population and children arising from this development for primary education. This level of development is of the maximum size which could be accommodated within the catchment area, without further mitigation being carried out. Secondary provision at Nene Park Academy is not within Cambridgeshire County Council's local area of responsibility. Anglian Water identifies that there are gravity sewers (both surface water and foul drainage) located throughout the site running north/south and east/west. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. Early engagement with Anglian Water is advised given the number of assets within the site.

Council Response

This site has been selected as a draft mixed use allocation (Draft Allocation Alwalton 1) for about 165 homes and about 4 ha of open space to safeguard against flooding.

Landscaping and biodiversity concerns have been address through criteria requiring the mitigation of recreational impacts on nearby nature sites including the Nene Valley Nature Improvement Area and an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. Drainage/sewerage concerns are addressed through criteria to ensure integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.

A criteria requiring the provision of suitable noise, light and air quality mitigation requires a development proposal to mitigate concerns about air, light and noise pollution, whilst land is also set aside to safeguard against flooding with flood specific criteria included. Development will require sensitive design having regard to the Conservation Area designation and adjacent Alwalton Hall accompanied by a heritage assessment and safe vehicular and pedestrian access form Oundle Road will be required. Consultation with Cambridgeshire county council will be required to address minerals concerns and safe vehicular and pedestrian access from Oundle Road to address transport and active travel. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements such as education.

Bluntisham

Bluntisham 6: Land off 18 Holliday's Road, Bluntisham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were either unsure or opposed to development of this site. The Parish Council raised concerns relating to the effect on heritage and village layout and landscape, effect on listed building St Mary's Church, flooding, nature conservation and biodiversity, traffic and access, and archaeology. These concerns were also raised by a resident. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling improvements including a southern connection to the existing footway on Rectory Road and determine feasibility of a western connection to Holiday's Road. The Education Authority states there are existing educational pressures. Anglian Water advises that there is a foul sewer located along the southern boundary of the site. This existing infrastructure is protected by easements and

should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Bluntisham 2) for about 35 homes. Concerns have been addressed through criteria requiring nature and biodiversity have been addressed though criteria requiring the development to retain trees and hedgerow along the boundary, landscaping on the eastern and northern boundaries, and open amenity space to reduce recreational impacts on the Ouse Valley. Design of the site will have to reflect the sensitive setting to the grade I listed St Mary's Church supported by an heritage assessment. Flood risk will require mitigation and provision of a flood risk assessment and drainage strategy taking into account surface water, groundwater. The presence of a minerals safeguarding zone will require the developer to consult with Cambridgeshire County Council. The site will also have to integrate existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair. Finally. traffic and active travel will be addressed through criteria requiring provision of safe and appropriate vehicular and pedestrian access onto Holliday's Road and pedestrian access onto Rectory Road..

Brington and Molesworth 4: Land at High Street, Brington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

The responses were either opposed to development or unsure. The LLFA states there is low surface water flood risk which may make development unsuitable. Anglian Water identified that there is a rising main (pressurised sewer) running across the site, and a water main along the eastern boundary. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The Education Authority there is existing pressure on early years' places, mitigation will be required to provide capacity locally. There are capacity concerns at primary an secondary providers which may require mitigation.

The site promoter commented and withdrew the site. They stated that this 'site is no longer available for development and therefore should be disregarded in the Ongoing Call for Sites. The submission is hereby withdrawn and the site should not be considered further.'

Council Response

During the consultation on additional sites in the Spring of 2025, the site promoter withdrew the site. It therefore will not be considered further.

Bythorn and Keyston

Bythorn and Keyston 7: Land South of Thrapston Road / South East of Toll Bar Lane (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The responses were unsure towards this site. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. It is unclear how high-quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

4 Further Issues and Options

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it relates more to the countryside. In depth development would be out of character, linear development along Thrapston Road may be achievable however this would result in the potential site area being reduced to 0.13ha and as such falling below the minimum site size threshold for allocation.

Chesterton

General comment: Comments raised concern regarding the impact of potential development sites enveloping Chesterton.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Chesterton 3: Bottom Lodge Farm / Land at A1 West (North) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (26 responses)

The majority of responses were opposed to development. Objections (including those form Elton and Glapthorn Parish Councils) were raised regarding landscape impact and the harm to the rural character of the area and Chesterton, loss of agricultural land, currently inadequate infrastructure and public transport, fear of increased traffic volumes and impact of local highways, environmental and heritage harm, misalignment of proposal with current national and local policies and tat other sites should be pursued. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to Oundle Road, Chesterton and the A605 Peterborough Road, Haddon to achieve accesses but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that more than two points of access will be required at least one in emergency form. They state it is unclear how high quality walking, cycling, wheeling access can be achieved either on Oundle Road or the A605 and across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced. Anglian Water identify the site is adjacent to their water storage site Chesterton Old and New Reservoirs and there are strategic, large diameter water mains crossing the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. Early engagement with Anglian Water is advised given the strategic nature of the assets within the site. The site is adjacent to Peterborough (Flag Fen) WRC catchment. There are significant network constraints in this location for the quantum of growth proposed by this site. Further discussion with Anglian Water is essential regarding appropriate solutions for wastewater treatment, which could include a requirement for a new WRC and associated network and there is an overlap with the emerging proposed associated infrastructure for the Lincolnshire Reservoir. The Education Authority state that officers would expect a site of this size to generate demand for an additional 510 children aged 0-3, and an additional 680 primary school places (equating to 3FE which could be provided as one school and would require a land allocation of 3ha). Nene Park Academy is not within Cambridgeshire County Council's local area of responsibility. SEND provision Officers would expect a development of this size to generate demand for approximately 37 places for children with special educational needs and/or disabilities (SEND). It is likely that a contribution would be requested towards existing provision within the county.

Historic England identify that a scheduled monument (a Roman barrow 380m north of Hill Farm) is within the western edge of the site and the heritage assets in Chesterton should also be referred to in the assessment.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by

evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated.

Colne

Colne 8: Pound Ground, Colne High Street, Somersham Road, Colne (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

Responses ere unsure towards this development. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway B1050 Somersham Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing, however a suitable visibility splay will need to be achieved and local infrastructure improvements may be required in the form of walking/cycling connectivity. Anglian Water identify there is a rising main (pressurised sewer) adjacent to the road boundary for the site, which may be located in the road or adjoining verge. This existing infrastructure is protected by easements and should not be built over. Further investigation may be required to locate the asset and determine whether access to the site may interface with the rising main.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at high and medium surface water flood risk and therefore did not meet the criteria.

Easton

Easton 1: Land East of Easton Road, Easton (failed fundamental constraints)

Main Issues Raised (31 responses)

The majority of comments ere opposed to development. Objections were raised regarding flood risk with the site being within flood zone 3b and a history of flooding, highway safety and narrowness of Easton Road, lack of infrastructure and local services, environmental and heritage impact, proximity to sewage works, and a previous planning application was refused on site. The Minerals and Waste Authority identified that there was a minerals and waste constraint present which will require mitigation and may be difficult to overcome. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. Anglian Water identify that there is a water main along the western/roadside boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

4 Further Issues and Options

The site promoter has proposed to reduce the site area to 0.22ha to include the part of the site not within the water recycling area or at flood risk.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site completely falls within 400m of a Water Recycling Area. Also, approximately half of the site is within flood zone 3b.

Ellington

Ellington 4: Old Sheds at Manor Farm, Ellington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were mixed towards this site. Ellington Parish Council objected to this site and the cumulative impact of other developments in the village, exceeding the 5% growth limit set by the approved Grafham and Ellington Neighbourhood Plan and would conflict with both the scale and density policies of the Plan, extend the built-up area of the village, and risk setting a precedent for further expansion. They stress the need for careful consideration of traffic, infrastructure, and local services to support any additional development. The LLFA identified that there is low surface water flood risk which will require surface water management options. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site has access to the public highway directly onto High Street and via the private access road to Manor Farm, this access is not adequate for intensification and it is not clear if there is sufficient frontage to create a new access onto High Street. The Education Authority highlights there are capacity pressures for early years provision, primary and secondary schools which may require mitigation to accommodate development.

Council Response

This site has been selected as a draft residential allocation **(Draft Allocation Ellington 1)** for about 35. The development will be required to demonstrate a safe and suitable means of vehicular and pedestrian access to High Street. The presence of a mineral safeguarding area will require consultation with Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure such as education across the district and will be refined at Stage 2 to look at locational requirements. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83).

Ellington 5: Land between Thrapston Road East of Ellington and A14 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were mixed towards this site. Ellington Parish Council objected to this site and the cumulative impact of other developments in the village, exceeding the 5% growth limit set by the approved Grafham and Ellington Neighbourhood Plan and would conflict with both the scale and density policies of the Plan, extend the built-up area of the village, and risk setting a precedent for further expansion. They stress the need for careful consideration of traffic, infrastructure, and local services to support any additional development. The LLFA identified that there is high surface water flood risk which will require surface water management options. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and will require further technical work and engagement with National Highways.

Council Response

This site has not been selected as a draft allocation. The Highways Authority states the site is likely to require significant highway improvements in relation to the scale of development proposed and will require further technical work and engagement with National Highways. No further information has been received to ascertain whether highways improvements would be achievable and therefore the site was not taken forward for further testing through the growth strategy options. Fluvial flood zones, 2, 3a and 3b are present on the site along the site frontage which may also impede access and escape to and from the site.

Ellington 6: Land South East of Ellington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were mixed towards this site. Ellington Parish Council objected to this site and the cumulative impact of other developments in the village, exceeding the 5% growth limit set by the approved Grafham and Ellington Neighbourhood Plan and would conflict with both the scale and density policies of the Plan, extend the built-up area of the village, and risk setting a precedent for further expansion. They stress the need for careful consideration of traffic, infrastructure, and local services to support any additional development. The LLFA identified that there is high surface water flood risk which may make the site unsuitable for development. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states the site has access to the highway via Green Lane and its junction with Grafham Road but there appears to be insufficient width to accommodate a development of this scale without improvements to the junction, this would not be achievable within the existing highway as the grass areas either side are village green. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. The Education Authority highlights there are capacity pressures for early years provision, primary and secondary schools which may require mitigation to accommodate development.

The site promoter reiterated the site's availability and state they will avoid residential development in the flood-prone southern portion of the site, integrating an existing electricity line, and upgrading Green Lane to a Minor Estate Road to support access for 40 homes. The landowner state that the necessary road improvements are feasible within their ownership and that the Public Rights of Way crossing the site will be preserved and incorporated into the design.

Council Response

This site has not been selected as a draft allocation. The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site did not meet this criteria being 19% within flood zones 2, 3a and 3b with surface water flood risk.

Elton

General comment: Comments raised concern regarding the impact of potential development sites on Elton including a site consulted on previously at Berry Leas. Objections argue that development would cause irreversible harm to Elton's heritage, landscape, biodiversity, and infrastructure, and that more sustainable and policy-compliant alternatives exist within the village.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

4 Further Issues and Options

Elton 6: The Old Dairy, Elton (failed fundamental constraints)

Main Issues Raised (12 responses)

Responses were mixed towards this site but a large proportion were supportive. There was local support for the principle of small-scale commercial development at The Old Dairy although concerns remain about heritage impacts, existing vacancies, and infrastructure. Comments raised that planning policy should more clearly support modest rural employment schemes. The LLFA identified that there is low surface water flood risk and there should be further consideration of surface water management options. The Highways Authority states that there is no connection to the public highway however, it is assumed that this would be via the existing access. An intensification of use of the access would require it to be in accordance with DMRB/MfS requirements respecting local junction spacing and visibility splays. There is a minerals and/or waste constraint impacting the site which will require mitigation.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Godmanchester

Godmanchester 12: Land South of West Street, Godmanchester (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were generally opposed towards developing the site. The LLFA identified the site has a high risk for surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However, the site frontage is subject to the National Speed Limit so visibility splays will need to be commensurate with this.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is within flood zone 3b. The site promoter has put the site forward for residential uses which are classes as being more vulnerable in the NPPF. Considering the very high flooding risk within the site and none of it being located within a lower at risk zone, the site is considered unsuitable for development.

Godmanchester 13: Land off Bluegate, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Responses to this site were largely opposed to development. Objections were raised by nearby residents an the Town Council citing issues with inadequate and potentially unsafe access, increased flood risk—particularly to Silver Street—strain on local infrastructure including schools and healthcare, and negative impacts on traffic, drainage, biodiversity, and the character of the surrounding area. The LLFA identified that surface water management options may be required on site. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highway Authority states that on the basis of the red line the connection to the public highway is via an access road off Bluegate. However, it is not clear if it is possible to achieve an access suitable for the scale of development proposed in accordance with MfS, road safety audit, and local junction spacing. Also, capacity assessments would be required. The Education Authority highlight there may be some capacity issues in primary and secondary school places.

Council Response

The site is 100% Flood Zone one and therefore a sequentially preferable site. The site was tested by the council as part of Growth strategy 1,2 and 3. The site was not put forward for allocation as part of the Huntingdonshire's Preferred Options Local Plan due to high and/or medium risk from surface water sources. The site has very limited access which would require demolition of one of the homes to the side of the route to achieve sufficient width for a safe access.

Godmanchester 14: Land East of Cow Lane, Godmanchester (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses to this site were largely opposed to development. The LLFA identified the site has a medium risk for surface water flood risk which will require water management options. Anglian Water identify there is a water main along the western/roadside boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highway Authority states that on basis of the site boundary there may be inadequate connection to the public highway as the existing access in Cow Lane will need to be improved for use by commercial vehicles. The access will be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. It may also be possible that improvements to the Cow Lane/Cambridge Road junction are necessary.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a waste management area. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of development on the MWA or on the amenity impact of locating development in such close proximity to it.

Godmanchester 15: Land off Berry Lane, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses to this site were largely opposed to development. The LLFA identified the site has a high risk for surface water flood risk which make the site unsuitable for development. Anglian Water identify there is a water main along the western/roadside boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. Anglian Water does not have a WRC within 400m of this site. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highway Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Berry Lane is single track road so infrastructure improvements may be required in the form of localised carriageway widening along the development frontage but it is unclear if this can be achieved within the adopted public highway.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is within flood zone 3b and the proposed residential uses being classed as a more vulnerable use. The site's access is also another key constraint making the site unsuitable.

Godmanchester 16: Land West of A1198 (West of Bleakley Farm), Godmanchester (Council conclusion pre-consultation - inappropriate for development as freestanding site would be dependent of Godmanchester 3 and 5)

Main Issues Raised (5 responses)

4 Further Issues and Options

Responses to this site were mixed. The Town Council note that the site on its own has limited potential but in combination with other adjoining land parcels could be integrated within a larger scheme. The LLFA identified that there is high risk from surface water flood risk which may make the site unsuitable for development. Anglian Water identify there is a water main partly within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. There are no minerals or waste constraints impacting the site. The Highway Authority states that on the basis of the red line there is no connection to the public highway but if it was integrated into adjacent parcels with access from the A1198 then local facilities/amenities could be available and high quality walking, cycling, and wheeling access from local centres of population could be achievable.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the necessary intervening land to integrate the site into Godmanchester is not all in the site promoter's control and has integration challenges of its own. The potential urban extension land comprises four other parcels of land only two of which adjoin with the southeasternmost one (Godmanchester 8) again being dependent upon delivery of intervening land necessitating six sites in total collectively posing significant design and achievability challenges.

Godmanchester 17: Former Motorway Compound Site, North of A1198 roundabout (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

Responses to this site were mixed but somewhat supportive. The LLFA identified that surface water management options may be required on site. Anglian Water identify there is a water main to the northern boundary of the site and potential connections into the site to the north-west. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There are no minerals or waste constraints impacting the site. The Highway Authority states the site appears to have sufficient frontage to the A1198 achieve an access/es either directly onto the roundabout or north of it, but highway improvements including modifications to the roundabout may be required in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability and submitted further evidence in support of development in particular its greenfield/brownfield status, loss of agricultural land, access and visibility.

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Godmanchester 3) for commercial, business and industrial uses. Concerns regarding surface water will require mitigation and provision of flood risk assessment, a detailed drainage strategy taking into account further investigation of surface water flood risk including climate change, and residual risk of nearby culverts. Highways improvements must be agreed with the appropriate Highways Authorities to obtain provision of safe and appropriate vehicular, public transport and active travel access to the site

Grafham

Grafham 4: Field south of Village Farm, Grafham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses to this site were largely opposed to development. The Parish Council and residents raised objections citing conflicts with the Neighbourhood Plan, unsustainable location, lack of infrastructure and services, flood risk, harm to heritage assets and biodiversity, overdevelopment relative to village scale, and significant concerns about

access, traffic, and environmental impact, with calls to reduce the scale or reject the proposal entirely. There are no minerals or waste constraints. The Highway Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site along Church Hill and Church Road as road width and junction visibility is poor, connection to the public highway should be restricted to Buckden Road. The Education Authority highlights there may be challenges in primary and secondary provision without some mitigation.

The Parish Council suggested reducing the number of dwellings to no more than 13 in line with the neighbourhood plan.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flooding meaning it could meet the criteria for consideration. However, site 'Grafham 2: Land adjacent to 24 Cedar Close, Grafham' also met this criteria. 'Grafham 2: Land adjacent to 24 Cedar Close, Grafham' was selected as a draft residential allocation as it was considered more favourable due to the lack of impact on heritage assets whereas this (Grafham 4) site is within the setting of grade II listed building Village Farm which would require some mitigation.

Great Gransden

General comment: The Parish Council strongly objects to the amount of development proposed emphasising that any proposed development must align with the Neighbourhood Development Plan's vision to maintain the village's rural character and sustainability, taking into account its limited infrastructure, constrained school capacity, minimal public transport, and the established Built-Up Area Boundary beyond which development is resisted. Another comment raised there is limited public transport options available.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. Site have been assessed using a 'policy-off' approach. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Gransden 5: Highbury Fields Business Park, Great Gransden (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding its conflict with the Neighbourhood Plan, lack of pedestrian and cycle access, poor public transport, potential harm to village character and biodiversity, and concerns over school capacity and increased car dependency. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway as it already has an access onto Eltisley Road in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the separation of the site from Great Gransden and close relationship with the countryside. The compatibility with adjoining industrial site to the south east depends on an unimplemented permission for self build/ custom build homes.

Great Gransden 6: Land adjacent to Meadow Road and Hall Farm Road, Great Gransden (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding conflicts with the Neighbourhood Plan, lack of pedestrian and highway access, flood risks, harm to heritage and biodiversity, and unsuitability due to poor infrastructure and transport links. Anglian Water state there is a water main to the Meadow Road boundary of these sites. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway B1046 to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. The Education Authority states there should be sufficient capacity within primary and secondary schools but additional mitigation may be required.

One comment raised that there is a restrictive covenant on the land for it to be retained for agricultural use until 2047.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 1, 2, 3 and 4. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, during the consultation on additional sites in the Spring of 2025, additional evidence was provided that demonstrated the site is subject to a restrictive covenant which limits the site to agricultural use up to 2047. The site is therefore not immediately available for development without amending this covenant.

Great Gransden 7: Land North of Meadow Road, Great Gransden (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding its conflict with the Neighbourhood Plan, lack of pedestrian and cycle access, poor public transport, potential harm to village character and biodiversity, and concerns over school capacity and increased car dependency. Anglian Water identify there is a water main to the Meadow Road boundary of these sites. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway B1046 Meadow Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved.

One comment raised that the site should correctly be referenced as adjacent to Meadow Road and Hall Farm Lane and that there is a restrictive covenant on the land for it to be retained for agricultural use until 2047.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the site being largely separate from the main settlement and is highly prominent within the countryside. It would be difficult to integrate the site with the existing place and community. During the consultation on additional sites in the Spring of 2025, additional evidence was provided that demonstrated the site is subject to a restrictive covenant which limits the site to agricultural use up to 2047. The site is therefore not immediately available for development without amending this covenant.

Great Gransden 8: Leycourt Farm, Eltisley Road (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding its conflict with the Neighbourhood Plan, is outside of the built up area, poor public transport, potential harm to village character and challenges in integration with the existing village. Anglian Water state there are no water mains or water recycling networks in proximity to this site. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway Eltisley Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved and is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to being located in the countryside beyond walking distance from key services and facilities and would therefore fail to achieve sustainable development. It is also located on high quality agricultural land

Great Paxton

General comment: Comments raised objections to the proposed development sites, particularly 6, 7, and 8 in Great Paxton, citing unsustainable infrastructure, poor public transport, flood risk, loss of high-quality agricultural land, harm to rural character and biodiversity, inadequate school and healthcare capacity, and conflict with both local and national planning policies, with calls for smaller-scale, infill or brownfield development instead.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Paxton 5: Land Adjacent to 2 High Street, Great Paxton (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were largely opposed towards this site. The Parish Council agreed with the assessment. Concerns were raised regarding flooding and amenity arising from proximity to industrial area. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway on to the High Street to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

4 Further Issues and Options

Great Paxton 6: Land to the South of London Lane, Great Paxton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (15 responses)

Responses were mostly opposed to development. The Parish Council and residents raised concerns about limited infrastructure, inadequate access via narrow roads, environmental and flooding risks, and the disproportionate scale of the proposal relative to the village's character and capacity. Anglian Water note there is a rising main (pressurised sewer) and surface water sewer within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required. There are minerals and/or waste constraints that require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access onto London Lane, Adam's Lane or Dovecote Lane (Private Road)/High Street in accordance with DMRB/MfS requirements respecting local junction spacing. However proposed carriageway widths and design will have to be confirmed as substantial highway works may be required. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant access constraint along London Lane. Additionally, the scale of the potential development would severely impact the existing character of Great Paxton.

Great Paxton 7: Land to the East of Paxton Hill, Great Paxton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (11 responses)

Responses were mostly opposed to development. The Parish Council and residents raised concerns about recurring flooding, poor access, limited infrastructure, ecological and heritage concerns, harm to the character of the village, and incompatibility with local and national planning policies. There are minerals and/or waste constraints that require mitigation. The Highways Authority states the site does not appear to have sufficient frontage to the public highway River Lane to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as due to the fundamental urbanising impact on the landscape and on Great Paxton as well as the challenges in highways capacity and infrastructure provision that would be required to deliver this scale of growth.

Great Paxton 8: Land to the West of Great Paxton (failed fundamental constraints)

Main Issues Raised (11 responses)

Responses were mostly opposed to development. The Parish Council and residents raised concerns about recurring flooding, poor access, limited infrastructure, ecological and heritage concerns, harm to the character of the village, and incompatibility with local and national planning policies. There are minerals and/or waste constraints that require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway B1043 Paxton Hill to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is the majority of the site is within flood zone 3b, 3a and 2.

Great Staughton

Great Staughton 5: Land South of The Highway, Great Staughton (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were mixed towards this site. The Parish Council agreed with the assessment. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway B645 to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site has failed the fundamental constraints by being below the site size and number of homes threshold and is almost wholly within flood zone 3b.

Hemingford Grey

Hemingford Grey 14: Land West of 38 Hemingford Road, Hemingford Grey (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed towards this site. The Parish Council agreed with the assessment with concerns on flood risk and impact on heritage assets. The LLFA identifies there is low risk from surface water flood risk which may make the site unsuitable for development. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access which may be impacted by prior development of adjacent sites. Hemingford Road includes traffic calming on the site frontage which would need to be incorporated or amended as part of any future access design.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant risk of flooding across the whole of the site (flood zone 3a), its potential landscape impact as well as its potential adverse impact on nature conservation and heritage designations

Holywell-cum-Needingworth

General comment: The Parish Council strongly objects to the amount of development proposed with all sites being on agricultural land, areas of flood risk, limited amenities, infrastructure and reduction of buffer between Needingworth and St Ives should these proposals go ahead.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

4 Further Issues and Options

Holywell-cum-Needingworth 8: Orchard Paddock, West of Mill Way, Needingworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish Council raised concerns regarding wildlife. St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. Anglian Water identify that there is a considerable overlap with the emerging proposed associated infrastructure (pipeline corridor) for the Fens Reservoir. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The Education Authority highlight there are pressures for primary and secondary education in the area.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, however it is located to the south of Needingworth on the western side of Mill Way which is typically less developed with the potential to create isolated development in the countryside. The site chosen (Holywell-cum-Needingworth 1 & 11) provide better opportunity to integrate with the existing settlement, with active routes to St Ives employment areas and accessible transport links providing connections to market towns and enhanced services and facilities.

Holywell-cum-Needingworth 9: Five Acres Farm, South of Needingworth Road (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish Council consider the nearby roundabout a bottleneck which further development will exacerbate and consider the site to be outside the built up area of Needingworth and result in loss of agricultural land. St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and may require a second points of access in emergency form. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter confirmed the site's availability for development.

Council Response

The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations.

Holywell-cum-Needingworth 10: Land at Conger Lane, Holywell (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish Council consider the site to be outside the built up area of Holywell, result in loss of agricultural land and poor access to the site. St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. Other objections were based on environmental and wildlife impact and harm to heritage assets. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states on the basis of the red line there is no vehicular connection to the public highway, in the event that the red line could be amended to join the public highway, then the site would not be acceptable for

a development without significant improvements to provide safe passage for both vehicular and non-motorised users. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter confirmed the site's availability for development.

Council Response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development, on further assessment there are significant concerns regarding point of access and narrowness of the road restricting access. Therefore the site is now considered inappropriate.

Holywell-cum-Needingworth 11: Land North West of Needingworth, South of the A1123 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish and St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. Anglian Water identify that there is a considerable overlap with the emerging proposed associated infrastructure (pipeline corridor) for the Fens Reservoir. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and will require two points of access. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic. The Education Authority highlight there are pressures for primary and secondary education in the area.

The site promoter confirmed the site's availability for development.

Council Response

The site has been combined with proposed site 'Holywell-cum-Needingworth 1: Land North of Bluntisham, Needingworth' and has been selected as a draft mixed use allocation (Draft Allocation Needingworth 2) for about 290 homes, community retail facilities to meet any needs arising from the development and land to safeguard against flooding. Concerns regarding impact on the village character are addressed through criteria requiring completion of public engagement and submission of a master plan illustrating use of design that harmonises with the surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected. Provision of a safe and suitable means of access from Bluntisham Road and High Street and assessment of transport impacts through a transport assessment will be required to address access and traffic impact. The draft allocation addresses the site's local within a mineral safeguarding area requiring consultation with Cambridgeshire County Council. Flood risk is addressed through the sequential location of development and provision a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk and residual risk. Land is required to safeguard against flooding and for infrastructure relating to the Fens Reservoir. The retention and enhancement of public rights of way bridleway 129/16 and footpath 129/2 will be required to address concerns regarding public rights of way. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Houghton and Wyton

Houghton and Wyton 6: Ruddles Lane, Wyton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

4 Further Issues and Options

Responses were mixed towards this site. The Parish Council are generally supportive of renewable energy but have concerns relating to the loss of agricultural land, flood risk, topography and visual impact, other sites such as Wyton airfield should be considered for solar. Anglian Water note that this site is for a solar array and therefore should not be a material impact from the encroachment buffer for the Wyton (RAF) WRC to the western boundary. There is a water main to the northern boundary and sewer/final effluent pipes to the western boundary, that the developer should be aware of in terms of constructing accesses to the site. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but may require significant highway improvements in relation to the development proposed. Access via Splash Lane is unlikely to be acceptable without significant improvement which may not be achievable in the public highway or land within then red line alone. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter provided further details of their proposal and plans to support the development.

Council Response

This site has been selected as a draft renewable energy allocation (Draft Allocation Houghton and Wyton 1) for 28 ha of land at Ruddles Lanes is allocated for a ground mounted solar voltaic panels. Concerns relating to landscape impact have been addressed through criteria requiring the retention of boundary features and additional landscaping to mitigate visual impact and an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. development will be located in flood zone 1 and flood risk mitigated and assessed through provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water, groundwater and residual flood risk including modelling of Back Brook and ordinary watercourse. The development will be required to consider Anglian Water Infrastructure as part of the design of development. public rights of way do not transverse the site.

Houghton and Wyton 7: Land between Garden Centre and Splash Lane, Wyton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed to developing this site. The Parish Council agreed with the assessment with concerns on flood risk and impact on the Great Ouse Valley. Anglian Water identify there is a rising main (pressurised sewer) and gravity sewer within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access onto the A1123, however, it appears unlikely that that it could achieve both acceptable visibility splays and local junction spacing at detailed design and is likely to require significant highway improvements in relation to the scale of development proposed. Access onto Splash Lane is unlikely to be acceptable without significant improvement to the road and footway infrastructure and it is unclear at this stage whether improvements likely to be necessary could be achieved fully within the public highway or land within then red line boundary. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as almost all of the site is located within flood zone 3a and the proposed residential uses being classed as a more vulnerable use. The urbanising impact it would have on the Great Ouse valley and risk of coalescence between settlements are also considered to be a major constraints making the site unsuitable.

Huntingdon

Huntingdon 4: Hinchingbrooke Hospital site, Hinchingbrooke Park Road, Huntingdon (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were generally supportive towards this site. The LLFA identifies there is low risk from surface water flood risk and further consideration of surface water management options should be undertaken. Anglian Water states they have water mains within the site boundary, this existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. Engagement with Anglian Water is recommended to ensure this is planned appropriately for delivery in subsequent Asset Management Periods (AMPs) to align with phasing of the site build out. There are no minerals or waste constraints. The Highways Authority states that any additional development on the site will be subject to road safety audit, local junction spacing and capacity assessments and may require significant highway improvements in relation to the scale of development proposed.

Historic England consider that additional listings should be included within the assessment of the site such as Hinchingbrooke House and walls and the wider historic parkland setting of the estate.

Council Response

This site has been selected as a draft mixed use allocation (Draft Allocation Huntingdon 1) for redevelopment of the hospital, including necessary enabling works, reprovision of the ambulance station, provision of key worker and medical/care student accommodation, car parking, other primary care uses, residential institutions (use class C2) to provide specialist residential accommodation and non-residential educational facilities for healthcare related training. Strategic green infrastructure will also be provided. Concerns relating to flood risk have been addressed through criteria requiring provision of a flood risk assessment and drainage strategy to identify mitigation measure. The development will be required to consult with Anglian Water. Multiple access points will be required with access from both Views Common Road and Hinchingbrooke Park Road to address the need for highways improvements.

Huntingdon 5: Land at the former WATA Site, Hartford (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Responses were mixed towards this site. The LLFA identifies there is high risk from surface water flood risk which may make the site unsuitable for development. Anglian Water would support the requirement for further assessment with regard to flood risk, as the site is in flood zone 2, to consider whether it is appropriate for redevelopment for residential use, and whether it passes the sequential test for flood risk. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site has two existing accesses and has sufficient frontage to the public highway to adjust these or achieve a new access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements will be required in the form of a footway on the north east side of Old Houghton Road to connect the site to the bus stop on Main Street and a crossing point to connect it to the footway on the south west side. The Education Authority identify there s some primary and secondary school capacity to accommodate the development. Houghton and Wyton Parish Council raised objections based on flood risk, wastewater capacity, sewage pollution and impacts to the environment.

The site promoter has submitted a flood risk assessment and cites an application on the adjacent site which has permission for residential development. They state given the brownfield nature of the site, the application of Vacant Building Credit (VBC) should be considered.

Council Response

This site has not been selected as a draft allocation as more sequentially preferrable sites are available to avoid locating more vulnerable development in medium risk areas.

4 Further Issues and Options

Kimbolton

General comments: Comments raised concerns of development citing issues relating to overdevelopment, infrastructure pressure, flood risk, loss of heritage, and irreversible damage to the village's character. A petition against a site in Newtown was submitted with over 800 signatures.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Kimbolton 12: Land off B660 at Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were unsure towards developing this site. The LLFA identified there is low surface water flood risk and further consideration of surface water management options will be required. The Parish Council commented that if this site is to be developed then it should take place after the adjacent site in that area has been developed. There is a minerals and/or waste constraint that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Although this will need to be supported by speed surveys, detailed topographic surveys and in depth boundary searches to establish highway land available. Local infrastructure improvements will be required in the form of walking/cycling connectivity. Dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to the existing site access.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the challenges in successfully integrating it with the existing place and community.

Kimbolton 13: Stonely Grange, South of Easton Road - plot 1 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were mixed towards developing this site. The Parish Council were opposed to development. The LLFA identified there is medium surface water flood risk and further consideration of surface water management options will be required. Anglian Water identified there is a water main to the road frontage of this site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space, if this is not possible a formal application to divert Anglian Water's existing assets may be required. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are

100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.

Kimbolton 14: Stonely Grange, South of Easton Road - plot 2 (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed towards developing this site. The Parish Council were opposed to development. The LLFA identified there is some surface water flood risk and further consideration of surface water management options will be required. There is a minerals and/or waste constraints which require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Kings Ripton

Kings Ripton 1: Land at Manor Farm, Kings Ripton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were mixed towards this site. Comments raised concerns based on the site's prominent and sensitive location at the village entrance, its incompatibility with the surrounding rural and historic character, lack of essential services and infrastructure, safety and drainage concerns, and the unrealistic scale of development relative to local constraints and policy, with additional personal objections regarding visual impact and construction disruption. Anglian Water states there are water mains to the road frontage of this site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space, if this is not possible a formal application to divert Anglian Water's existing assets may be required. There are no minerals or waste constraints to overcome. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

The site promoter confirmed the site's availability for development.

Council Response

This site has not been selected as a draft allocation. It was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

4 Further Issues and Options

Old Hurst

Old Hurst 1: Land at St Ives Road, Oldhurst (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were mixed towards this site but a large proportion were supportive. The LLFA identified that there has been locally reported surface water flood risk which impact developing this site. There are no minerals or waste constraints to overcome. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the site being highly prominent in the countryside and potential for significant landscape impact. It would also result in the loss of high quality agricultural land.

Pidley-cum-Fenton

Pidley-cum-Fenton 7: Orchard of Ashfield House, Warboys Road, Pidley (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were generally opposed to development. One comment raised concerns regarding the overflow pond, flood risk and impacts on local sewerage. There are no minerals or waste constraints to overcome. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Ramsey

Ramsey 18: One Acre Stables Middle Drove, Ramsey Heights (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were generally opposed to development. The LLFA identified the site is at high risk of surface water flood risk which may make the site unsuitable for development. There are no minerals or waste constraints to overcome. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. This will be dependant on existing uses and if this replaces the existing properties / uses or if this is in addition to the existing uses.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment. It is also 100% within flood zone 3a making it inappropriate for more vulnerable development.

Ramsey 19: Two Acre Stables, Middle Drove, Ramsey Heights (Council conclusion pre-consultation - may be appropriate depending on evidence from GTAA)

Main Issues Raised (3 responses)

Responses were generally opposed to development. The LLFA identified the site is at low risk of surface water flood risk but may make the site unsuitable for development. There are no minerals or waste constraints to overcome. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway.

Council Response

This site has not been selected as a draft allocation. The site is currently in use as Gypsy and Traveller pitches. The assessment noted that the site could be appropriate for the continued use of the site for gypsy and traveller pitches but this is subject to outcomes of the updated GTAA which is being prepared to support the updated Local Plan. The permanent use for this site should be determined through the submission of a planning application. The whole site is within flood zone 3a.

Ramsey 20: Land to the South of Oilmills Road, Ramsey Mereside (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were generally opposed to development. The LLFA identified the site is at high risk of surface water flood risk which may make the site unsuitable for development. There are no minerals or waste constraints to overcome. The Highways Authority states on the basis of the red line plan, it is not clear if inadequate connection to the public highway to achieve an access in accordance with DMRB/MfS requirements and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the whole site being located within flood zone 3a making it inappropriate for more vulnerable development.

Sawtry

Sawtry 17: Land off Old North Road, Sawtry (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were generally supportive of developing the site. The LFFA highlight the site is at high risk of surface water flood risk. Anglian Water state there is a water main to the northern boundary which may impact the access to the site. There are no links to the sewer network from this site, and further advice would need to be sought for a sustainable point of connection to the wastewater network. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access/es in accordance with DMRB/MfS requirements subject to local junction spacing, visibility, and vertical alignment. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter reiterates the sites' availability for development, submitting a proposed layout plan but wishes to amend the proposed capacity: potential commercial development (North): 0.7ha, potential commercial development (South): 1.73 ha, leisure and recreation Uses - 0.7ha and potential access 0.2ha.

Council Response

4 Further Issues and Options

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 4) for about 1.5 ha for Sui generis associated with electric vehicle charging and associated shop and food and drink, about 1ha for industrial use and about 1 ha for open space uses . Flood risk will be mitigated and assessed through provision of a proportionate flood risk assessment and detailed assessment of surface water flood risk. Provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes, this will assist in mitigating any access issues including the Anglian Water water main. The presence of a minerals safeguarding area will require consultation with Cambridgeshire County Council. The development will be required to retain and enhance the Public Right of Way.

Somersham

Somersham 15: Parkhall Nursery & Garden Centre, Somersham (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed to developing the site. Somersham Parish Council raised objections based on its proximity to a waste management area, limited access via a single-track road with no footpath, lack of integration with existing village amenities, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states is unclear whether suitable visibility splays can be achieved but appears to have sufficient frontage to achieve an access which is likely to require significant highway improvements in relation to the scale of development proposed.

The site promoter states that the WMA should be reassessed due to its restoration.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a waste management area. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of development on the MWA or on the amenity impact of locating development in such close proximity to it.

Somersham 16: Land off Robert Avenue, Somersham (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed to developing the site. Somersham Parish Council raised objections based on its proximity to a waste management area, access via the nature reserve, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that based upon the blue line boundary the site appears to have sufficient frontage to achieve an access but may require significant improvements within the highway to make the access acceptable in highway terms.

The site promoter states that in response to the LAA, the site area of the has been reduced to 1.25 hectares removing the part of the site from within the 25m WMA buffer zone.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a waste management area and is currently greenfield land. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of development on the MWA or on the amenity impact of locating development in such close proximity to it. In response to the Spring 2025 consultation on additional sites the site promoter sought to address concerns regarding proximity to the WMA by reducing the site area of the site to 1.25ha to only include land for residential development. They recognise the site remains within the consultation area of the WMA. No assessment on impact on the WMA or its restoration have been provided or the potential

impact on residential amenity. As such the site still fails the fundamental constraints. Additionally, the Highways Authority commented that based on the red line boundary there appears to be insufficient access to serve the site. Access arrangements have not been detailed in the site promoter's comments and there appears to be a potential ransom strip between it and Robert Avenue.

Somersham 17: Land on the West Side of Parkhall Road, Somersham (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed to developing the site. Somersham Parish Council raised objections based on its proximity to a waste management area, access via a single track road, flood risk, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. Anglian Water state there is a rising main pressurised sewer running through the side adjacent to the eastern boundary, which is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing rising main should be located in highways or public open space. In addition, there is a sewer pumping station adjacent to the north eastern corner of the site. A 15m encroachment buffer should be applied to ensure that no sensitive receptors are located within this buffer i.e. residential premises and the domestic curtilage of residential properties. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that it is unclear whether suitable visibility splays can be achieved but it appears to have sufficient frontage to achieve an access which would likely to require significant highway improvements in relation to the scale of development proposed.

The site promoter provided a rebuttal statement against the site failing the fundamental constraints and also provided further plans.

Council Response

This site was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site wholly lies within the buffer zone around the Somersham Waste Management Area. At its closest point, the site is within 20m of the WMA. No assessment was provided at the time. In response to the Spring 2025 consultation on additional sites, the site promoter submitted a Site Suitability Assessment which includes a review of air quality, odour, amenity and compatibility of the proposed use with the WMA which is currently being restored. Now that this assessment has been provided, the site passes the fundamental constraints and a full LAA and SA of the site has been undertaken. It had previously failed due it being within the consultation area for a WMA and no assessment had been provided. The site promoter also submitted a document setting out example street scenes and house types that could be used for this site. The site is now considered potentially appropriate for development.

This site has not been selected as a draft allocation. This site was assessed as having high and/or medium risk from surface water sources and groundwater risk. More sequentially preferable sites were selected which are 100% flood zone 1 with very low risk of surface water flood risk.

Somersham 18: Pitches 5 - 8 Land of Chatteris Road Somersham (Legacy Park) (Council conclusion pre-consultation - may be appropriate depending on evidence from GTAA)

Main Issues Raised (3 responses)

Responses were mixed. Somersham Parish Council recognised the need for gypsy and traveller pitches but raised concerns based on its proximity to a waste management area, flood risk, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that on the basis of the red line boundary there is no connection to the public highway. If extended, to utilise the existing access it appears likely suitable access could be achieved (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments as necessary) but may require highway improvements in relation to the scale of development proposed.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. The site is currently in use as Gypsy and Traveller pitches. The assessment noted that the site could be appropriate for the continued use of the site for gypsy and traveller pitches but this is subject to outcomes of the updated GTAA which is being prepared to support the updated Local Plan. The permanent use for this site should be determined through the submission of a planning application. The majority of the site is within flood zone 3a.

Somersham 19: Pitches 9 - 15 Land of Chatteris Road Somersham (Legacy Park) (Council conclusion pre-consultation - may be appropriate depending on evidence from GTAA)

Main Issues Raised (3 responses)

Responses were mixed. Somersham Parish Council recognised the need for gypsy and traveller pitches but raised concerns based on its proximity to a waste management area, flood risk, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that on the basis of the red line boundary there is no connection to the public highway. If extended, to utilise the existing access it appears likely suitable access could be achieved (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments as necessary) but may require highway improvements in relation to the scale of development proposed.

Council Response

This site has not been selected as a draft allocation. The site is currently in use as Gypsy and Traveller pitches. The assessment noted that the site could be appropriate for the continued use of the site for gypsy and traveller pitches but this is subject to outcomes of the updated GTAA which is being prepared to support the updated Local Plan. The permanent use for this site should be determined through the submission of a planning application. The whole of the site is within flood zone 3a.

Southoe and Midloe

General comment: Comments raised that the village could benefit from a few more social houses but before this happens, there needs to be major infrastructure upgrades to the sewage and drainage network as well as the A1 access road to the village.

Council response:

Southoe and Midloe 3: Land North West of Bell Lane, Southoe (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed to developing the site. St Neots Town Council agreed with the assessment citing that high quality agricultural land should be protected from development. Another comment highlighted the limited infrastructure in the village, A1 access and impact on heritage assets. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but linking the site via high quality walking, cycling, wheeling access may be challenging.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is mostly classified as grade 1 agricultural land. Grade 1 is the highest quality agricultural land.

Southoe and Midloe 4: Land North of Rectory Lane, Southoe (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed to developing the site. Comments highlighted the limited infrastructure in the village, A1 access, limited public transport, flood risk and impact on heritage assets. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but would require significant improvements to the road and footway infrastructure between the site and High Street/ Bell Lane.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 1, 2 and 3. However, due to the settlement's designation as a village the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration.

Spaldwick

Spaldwick 5: Land South of the A14, Spaldwick (modest employment) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main to the road frontage of this site and a rising main (pressurised sewer) running through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. There is a minerals and/or waste constraint present which may require mitigation. The Highways Authority state that the site appears to have sufficient frontage to achieve an access/es for commercial vehicles however an access from High Street would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments due to the proximity of the A14 off/on-slips and the service station. A footway would be required to connect the site to the existing footway in High Street and this may not be feasible within the highway due to the width of the verge, ditch and utility apparatus.

Council Response

This site has not been selected as a draft allocation. Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More that 99% of the site is now at risk of fluvial flooding, and the majority of the site is also at high risk from surface water flooding. More sequentially preferable sites are available.

Spaldwick 6: Land South of the A14, Spaldwick (modest residential) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any

new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main to the road frontage of this site and a rising main (pressurised sewer) running through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. There is a minerals and/or waste constraint present which may require mitigation. The Highways Authority state that the site appears to have sufficient frontage to achieve an access/es for commercial vehicles however an access from High Street would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments due to the proximity of the A14 off/on-slips and the service station. A footway would be required to connect the site to the existing footway in High Street and this may not be feasible within the highway due to the width of the verge, ditch and utility apparatus.

Council Response

This site has not been selected as a draft allocation. Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More that 99% of the site is now at risk of fluvial flooding, and the majority of the site is also at high risk from surface water flooding. More sequentially preferable sites are available.

Spaldwick 7: Land South of the A14, Spaldwick (larger scale residential) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main to the road frontage of this site and a rising main (pressurised sewer) running through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required but this larger site would provide a greater opportunity to minimise the need for any asset diversions as there will be scope to design site layout to accommodate assets within open space for example. There is a minerals and/or waste constraint present which may require mitigation. The Education Authority states that there is an existing pressure on early years' places, there is likely to be sufficient places for primary education but there may be insufficient secondary places. The Highways Authority state that the site appears to have sufficient frontage to achieve an access/es for commercial vehicles however an access from High Street would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments due to the proximity of the A14 off/on-slips and the service station. A footway would be required to connect the site to the existing footway in High Street and this may not be feasible within the highway due to the width of the verge, ditch and utility apparatus.

Council Response

This site has not been selected as a draft allocation. Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More than half of the site is now at risk of fluvial flooding concentrated in the northern half with the potential to make safe access and escape problematic. More sequentially preferable sites are available.

Spaldwick 8: Land to the South of High Street, Spaldwick (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. There is a minerals and/or waste constraint present which may require mitigation. The Education Authority states that there is an existing pressure on early years' places, there is likely to be sufficient places for primary education but there may be insufficient secondary places. The Highways Authority state that on the basis of the red line there is no connection to the public highway but this can be achieved via the site to the north which has extant permission.

Council Response

This site has not been selected as a draft allocation. Updated level 1 SFRA mapping and site specific level 2 SFRA indicate that site is no longer suitable for development. More sequentially preferable sites are available to avoid locating 'more vulnerable' development in high and medium risk areas. This site is 19% Flood Zone one with the remaining site within flood zones 2 and 3a and surface water risk predominantly high. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to significant flood risk.

St Ives

General comment: A resident proposes that instead of building homes along Old Ramsey Road—where development would harm wildlife corridors, footpaths, and traffic infrastructure—St Ives should expand eastward from the Marley Road/Somersham Road roundabout, creating a new ring road and housing area that would ease congestion, avoid local opposition, support sustainable transport links, and boost the local economy.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

St Ives 8: Land at 34 The Broadway, St Ives (failed fundamental constraints)

Main Issues Raised (5 responses)

Responses were mixed. St Ives Town Council consider the site would be acceptable as it is a brownfield site and could provide community benefit. The LLFA highlights there is low surface water flood risk but it may be unsuitable for development due to previously reported flooding. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that whilst the site has frontage to the public highway via The Broadway and West Street the accesses are extremely limited in width and height and there will be little/no parking availability on the site.

The site promoter states that up to 9 homes could be accommodated on site and should go to SA. They recognise the need to address flood risk and heritage issues.

Council Response

This site has not been selected as a draft allocation. The site was reassessed as it was capable of providing 9 homes. It was considered inappropriate for development through the Council's Land Availability Assessment as approximately half of the site is within flood zone 3a and the remaining site being flood zone 2 and residential uses are a more vulnerable use.

St Neots

St Neots 9: Land at Station Road, St Neots (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

4 Further Issues and Options

Responses were mixed. St Neots Town Council objects to the proposed change of use of this site emphasising its importance as part of the town's industrial area and its role in supporting local employment. The LLFA highlights there is high surface water flood risk but it may be unsuitable for development due to previously reported flooding. Anglian Water identify there are a number of Anglian Water assets within and adjacent to the site including water mains, gravity foul sewers and a large diameter surface water sewer than runs directly east-west through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. Early pre-planning engagement with Anglian Water is advised regarding asset protection and sustainable points of connection to our networks. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway Station Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

The site promoter submitted further evidence in support of the site and state the site is within flood zone 1. They intend the site to be delivered between 2029 and 2034, with the proposed 200-home density being indicative and open to refinement with the LPA. They state surface water risk, contamination, and noise can all be mitigated through redevelopment. While the site is within an Existing Employment Area there is precedent from a nearby care home development and Policy LP18 support the potential for non-employment uses if compatibility and viability criteria are met.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would result in the loss of 2ha of employment land in a highly sustainable location. This loss could fundamentally impact the wider established employment area and job opportunities in key industrial and commercial industries. Also residential uses are more vulnerable uses in terms of flood risk.

The Stukeleys

The Stukeleys 7: Millers' Land, Great Stukeley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were mixed. Anglian Water state there are gravity sewers within the eastern and southern boundaries of the site and a water main runs diagonally through it. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access/es (subject to detailed design in accordance with the DMRB/MfS (although visibility in both the vertical and horizontal planes may not be achievable), road safety audit, local junction spacing, capacity assessments and adjustments to the speed reduction feature). It is likely that two points of access will be required at least one in emergency form. A footway and pedestrian crossing facility will be required to connect the development to the footway network on the opposite side of Ermine Street and to the footway in Church Road. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site's designation as a protected settlement break in The Stukeleys Neighbourhood Plan means that the site is not suitable or achievable and as such is undeliverable and undevelopable.

The Stukeleys 8: Heron Shore, Land South of Owl End, Great Stukeley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

Responses were mixed. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The site would not be acceptable for a development without significant improvements to the road infrastructure in the form of passing bays between the site and Ermine Street and improvements for pedestrians and cyclists, which may not be feasible within the adopted public highway.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site relates more to the countryside than Great Stukeley and it cannot be effectively masterplanned to integrate with the existing settlement.

Upton and Coppingford

Upton and Coppingford 3: Land at Christ's College Farm, Upton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were mostly opposed to development. Concerns raised include uncertainty over site access—likely through a wildlife-rich area prone to waterlogging—and the lack of clarity on how privacy and local biodiversity will be protected. Comments highlight the village's limited infrastructure: no street lighting or footpaths, unsafe roads with heavy traffic and subsidence, and no clear plan for how the development would address these issues. Additional objections focus on the potential destruction of historic assets, and the unsuitability of adding another care home in a small village with fewer than 200 residents and no amenities. The cumulative impact on local infrastructure, safety, and community well-being is described as severe, with the development deemed entirely inappropriate for the location. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Upwood and The Raveleys

Upwood and The Raveleys 4: Finlays Bridge, Northwest of Great Raveley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

4 Further Issues and Options

Responses were mixed. The Wildlife Trust agreed with the assessment. Objections raised were its proximity to Woodwalton SSSI and The Great Fen, loss of agricultural land, harm to landscape and heritage assets, disruption to wildlife corridors, and negative impacts on local amenity from fencing, CCTV, and industrial traffic. A comment questioned the environmental credentials of solar farms, citing inefficiencies, limited recyclability, and pollution risks from panel materials and lithium battery storage. They advocate for solar development on brownfield or less productive land, emphasising the need for sequential testing and more sustainable, community-sensitive alternatives. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced.

The site promoter provided further evidence in support of the site including a site layout plan and various plans showing its relationship to nature, heritage and flood risk constraints and topography. Their response sets out their proposed ecological enhancements, a landscape and visual impact assessment, response to flood risk and technical suitability.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the impact on nationally significant nature conservation and the levels of flood risk on the site. Additionally, the Council's Climate Change evidence document E Renewable Energy Assessment suggests that the site has no technical suitability for renewable energy.

During the consultation on additional sites in the Spring of 2025, the site promoter submitted an additional supporting document and plans in support of their proposal. The Councils' Renewable Energy Assessment has identified the land as having no technical suitability for renewable energy. This assessment used a series of primary constraints relating to physical features and environmental/heritage protection, sites that were constrained by these were removed as not having any technical potential. As highlighted in the LAA the site is in very close proximity to internationally significant nature conservation sites including the Great Fen and is also at risk from flooding. It is noted form the site promoter's supporting document and proposed site plan that solar panels are proposed on land within flood zone 3a. It is therefore still considered inappropriate for development.

Warboys

Warboys 13: Cromwell House, Land north of Heath Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

Responses were mixed. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to limited relationship with the main settlement of Warboys. It is not sustainably located, is highly prominent in the countryside and would be difficult to integrate the site with the existing place and community.

Waresley-cum-Tetworth

Waresley-cum-Tetworth 1: Land between the West Lodge and Home Farm, Waresley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were mixed. Anglian Water commented that there is a rising main (pressurised sewer) running directly through the site and this existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required, engagement with Anglian Water is encouraged. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing although local infrastructure improvements may be required in the form of passing places.

The site promoter confirms that development will be limited to the grassed area. They propose enhancing the woodland garden with planting, mitigate heritage impacts, using the woodland as accessible natural greenspace, retaining capacity to 5 or 6 homes.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Waresley 1) for about 10 homes. Concerns regarding Anglian Water Infrastructure have been addressed through criteria requiring integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair. . The site was tested by the Council as part of growth strategies 1, 2, 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). In addition the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with nominal surface water flood risk now and in the future.

Woodwalton

Woodwalton 1: Land southeast of Monks Wood, Southwest of Woodwalton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

Responses were mixed. The Wildlife Trust agreed with the assessment. Anglian Water commented that there is a water main to the southern boundary which may impact the access and that engagement with Anglian Water is advised. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

The site promoter provided further evidence in support of the site including a site layout plan and various plans showing its relationship to nature, heritage and flood risk constraints and topography. Their response sets out their proposed ecological enhancements, a landscape and visual impact assessment and technical suitability.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the close proximity to nationally significant nature conservation sites. Additionally, the Council's Climate Change evidence document E Renewable Energy Assessment suggests that the site has no technical suitability for renewable energy.

Yaxley

Yaxley 8: Land at Wykes Way off West End, Yaxley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (15 responses)

Responses were largely opposed to this site. Objections, including those from the Parish Council, relate to flood risk and drainage, infrastructure capacity of local services, environmental and landscape impact on the Great Fen and village identity, and access. The LLFA identified that there is high surface water flood risk and that it may be unsuitable for development. The Minerals and Waste Authority identified that there are minerals and/ or waste constraints that would require mitigation. The Highways Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely significant impact on heritage assets and on the landscape which would fundamentally impact the character by having an urbanising effect on Yaxley on its south western side. Also, vehicular access to the site is a key constraint with the existing trackway requiring significant work and scoping to access it suitability to accommodate any development.

Additional Sites Sustainability Appraisal

Consultation Responses Summaries

4.37 The following table outlines a summary of the type of comments received to the Additional Sites Sustainability Appraisal consulted on between 23 April and 4 June 2025:

Responses to the Additional Sites Sustainability Appraisal

	Additional Sites Land Availability Assessments
Number of Comments Made	82
Number of Individuals or Organisations that Responded	29
Number of Supports	3
Number of Objects	24
Number of Observations	55

4.38 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Additional Sites Sustainability Appraisal consultation responses

4.39 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary of Sites consulted on in the Additional Sites Sustainability Appraisal

4.40 The following sections provide a summary of the main issues raised during the consultation on the Additional Sites Sustainability Appraisal and how the Council has taken these into account.

General comments

4.41 The consultation received responses from a number of statutory consultees and Duty to Cooperate bodies, these comments will inform the selection of sites coupled with further evidence as the plan progresses. They will also enable the Council to provide criteria within draft site allocations to shape and mitigate development.

Additional Sites Sustainability Appraisal

Main Issues Raised	Council Response / How the Council has taken this into account
Site Appraisals (82 responses)	
It is noted that almost all comments received on the SAs of individual sites did not actually comment on the appraisals against the SA objectives. Most were more general comments reinforcing those submitted against the land availability assessments of the relevant site.	Reponses are provided to clarify the situation or progress with the site where relevant.
General (2 responses) • Natural England identified that where sites have scored + or ++ to the SA6 question even when the site is close or adjacent to a SSSI (e.g. Woodwalton 1) and impacts are unknown. We recommend that this is reviewed, and scores amended. • Historic England suggests a review of heritage impacts to identify all heritage assets and advise that Heritage Impact Assessments should be undertaken to help inform the selection of sites.	SA objectives and the assessment indicators and their scoring system were subject to consultation and finalised after this in 2023. Scoring has been applied consistently based on a combination of the relative value of the nature conservation site and the proximity of the proposed development scheme. An Ecological Constraints Assessment has been commissioned to test the preferred growth scenario and outcomes will be reviewed and incorporated where necessary into the proposed submission draft of the Local Plan and Sustainablility Appraisal. Identifying all heritage assets is beyond the scope of the draft Local Plan. Undertaking heritage impact assessments on all proposed sites would not be feasible

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
	due to time and cost implications. Where heritage assets are known or suspected on a site a proportionate heritage assessment will be required.
Alwalton (2 responses) • Concerns about overdevelopment near Peterborough, proximity to A1 causing pollution and safety risks. • Site near Castor Floodplain Meadows SSSI; Natural England Impact Risk Zones (IRZs) triggered; recommends reassessment of biodiversity impact	SA objectives and the assessment indicators and their scoring system were subject to consultation and finalised after this in 2023. Scoring has been applied consistently based on a combination of the relative value of the nature conservation site and the proximity of the proposed development scheme. An Ecological Constraints Assessment has been commissioned to test the preferred growth scenario and outcomes will be reviewed and incorporated where necessary into the proposed submission draft of the Local Plan and Sustainablility Appraisal. The site is proposed for allocation and an ecological survey is required.
Bluntisham (2 responses) • Heritage, flooding, biodiversity, traffic, and archaeological concerns • Site near Berry Fen SSSI and Ouse Washes SPA; IRZs triggered; cumulative biodiversity impacts noted	SA objectives and the assessment indicators and their scoring system were subject to consultation and finalised after this in 2023. Scoring has been applied consistently based on a combination of the relative value of the nature conservation site and the proximity of the proposed development scheme. Site proposed for allocation and a heritage assessment required.
Brington and Molesworth (2 responses) • Site exceeds housing quota for parish, infrastructure strain, flooding, inadequate foul water system, lack of amenities	The site has not been taken forward for allocation.
Chesterton (4 responses) • Overdevelopment concerns, infrastructure strain, proximity to A1 and employment mismatch concerns • Cross-boundary recreational pressure, heritage asset proximity and need for greenspace need to be considered	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth. The site has not been taken forward for allocation.
Easton (3 responses) • One comment supports development but notes flooding and odour issues – another suggests reducing site area due to flood risk and proximity to Water Recycling Area • Road safety, lack of amenities, proximity to conservation area are cited as concerns	SA was not undertaken as the site failed a fundamental constraint. Site promoter suggests reducing the site area to reduce odour risk.
Ellington (5 responses) • Flood risk, infrastructure inadequacy, biodiversity loss, heritage impact, access issues are identified • IRZs triggered; masterplanning needed; footpath integration recommended	Ellington 4 is proposed for allocation with a requirement for a proportionate flood risk assessment and a heritage assessment.

Main Issues Raised	Council Response / How the Council has taken this into account
Elton (1 response) • Conservation area concerns, underused commercial units, traffic impact	The site has not been taken forward for allocation.
Godmanchester (3 responses) • Access issues, flooding, biodiversity, air quality, privacy concerns • IRZs triggered; recreational pressure assessments needed	No sites commented on have been taken forward for allocation.
Grafham (4 responses) • Conflicts with Neighbourhood Plan, infrastructure inadequacy, flooding, heritage impact • Site size and housing density questioned; IRZs triggered	The site has not been taken forward for allocation.
Great Gransden (5 responses) • Heritage, flooding, pedestrian safety, restrictive covenants, electricity infrastructure are raised as concerns and IRZs triggered for multiple nearby woods	None of the sites have been taken forward for allocation.
Great Paxton (7 responses) • One comment supports some development but notes village character loss • Significant concerns regarding overdevelopment, infrastructure strain, drainage issues and IRZs triggered	None of the sites have been taken forward for allocation.
Holywell-cum-Needingworth (5 responses) • Comments raised the sites are outside village boundary, no right of way are listed as concerns and IRZs triggered	Sites 8, 9, and 10 have not been taken forward for allocation. Site 11 has been merged with land to the east and proposed as a single site. A detailed flood risk assessment is required and opportunities are to be explored for incorporation of natural flood management features.
Huntingdon (2 responses) • Heritage assets near Hinchingbrooke Hospital site; IRZs triggered	SA updated for Hinchingbrooke Hospital to include additional heritage assets. Recreational pressure is incorporated within the Habitats Regulations Assessment and a flood risk assessment required.
Kimbolton (6 responses) • Comments raised concerns regarding flooding from field runoff and poor drainage and that local knowledge on these matters need to be included. IRZs triggered	None of the sites have been taken forward for allocation.
Old Hurst (1 response) • Comments raised that there is no village hall, inadequate sewerage and noise pollution from A141	The site has not been taken forward for allocation.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Ramsey (3 responses) • Deep peat concerns; IRZs triggered; recreational pressure assessments needed	Only one of the three sites went through the SA process as the other two failed the LAA assessment. None of the sites have been taken forward for allocation.
Somersham (6 responses) • Concerns raised concerns regarding infrastructure inadequacy, proximity to waste management, lack of amenities	None of the sites have been taken forward for allocation.
Southoe and Midloe (2 responses) • IRZs triggered for both sites	None of the sites have been taken forward for allocation.
Spaldwick (5 responses) • Flooding, sewerage issues, access constraints, biodiversity loss and IRZs triggered	None of the sites have been taken forward for allocation.
St Ives (1 response) • Comment raised that the site below size threshold but capable of delivering 9 dwellings so should be reassessed	The LAA was reassessed but the site still did not proceed to SA as over half the site is flood zone 3a.
St Neots (4 responses) • Comments supported industrial land preservation and concerns regarding loss of employment • Promoter referred to their flood risk reassessment, infrastructure upgrades, and the site's sustainable location	The SA was reviewed but the outcomes remained unchanged.
The Stukeleys (1 response) • Comments cited concerns over overdevelopment and loss of green buffer zone	The site has not been taken forward for allocation.
Upton and Coppingford (1 response) • IRZs triggered	The site has not been taken forward for allocation.
Upwood and The Raveleys (1 response) • Solar development on peat soil discouraged; fire hazard concerns	The site has not been taken forward for allocation.
Warboys (1 response) • Comments raised that the sewerage system is outdated as well as concerns regarding flood risk and loss of agricultural land	The site has not been taken forward for allocation.
Waresley-cum-Tetworth (2 responses) • Comments stated development would be limited to grassed area; heritage and conservation concerns; IRZs triggered	Recreational pressure is incorporated within the Habitats Regulations Assessment. A heritage assessment is required. The site is proposed as an allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
Woodwalton (1 response) • Adjacent to Monks Wood SSSI; solar development discouraged; IRZs triggered	The site is identified in Climate Change evidence document E as being outside any area with potential for ground mounted solar. The site has not been taken forward for allocation.

5 Preferred Options

Consultation Process

Document Summaries

5.1 This section addresses the following documents:

- **Preferred Options Local Plan to 2046 -** this is the first full draft of the Local Plan. It is based on national policy, evidence and previous feedback from stakeholders. It is our vision for sustainable growth to 2046 and sets out how we will deliver land for new homes, jobs and infrastructure. It looks at how we can protect our natural environment, how we will respond to climate change and provides policies which will be used to assess planning applications outlining what we require from new development in the district.
- **Sustainability Appraisal -** this document assesses how the draft local plan performs against environmental, social and economic objectives.

Document Approval

5.2 The documents above went through the following approval process:

- Cabinet Meeting (21/10/25) - The Committee were asked to approve the contents of the Preferred Options Local Plan to 2046 and Sustainability Appraisal and to agree that they could be published for public consultation commencing in November 2025 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Agenda for Cabinet on Tuesday, 21 October 2025, 7:00 pm - Huntingdonshire.gov.uk

5.3 **Consultation on the Preferred Options Local Plan and Sustainability Appraisal** took place between 5 November and 17 December 2025. This was as scheduled in the Council's Local Development Scheme 2025 (Table 2 Local Plan preparation timetable).

5.4 The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district. Posters were provided in the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

5.5 The documents were publicised as follows. Items marked with an * can be found in "Appendix 3 Consultation Material - Preferred Options Phase':

- On the Council's online consultation portal published on 5 November 2025.
- On the Council's Homepage of Huntingdonshire District Council - Huntingdonshire.gov.uk under the heading *Consultations* published on
- On the Council's Huntingdonshire District Council | Huntingdon | Facebook page*, published 05/11/2025, 07/11/2025, 18/11/2025*, 18/11/2025, 25/11/2025, 27/11/2025, 27/11/2025, 04/12/2025, 09/12/2025, 15/12/2025, 18/12/2025
- On the Council's Twitter(X), published on 07/11/2025, 25/11/2025, 09/12/2025, 15/12/2025*
- On Nextdoor, published on 05/11/2025, 07/11/2025, 12/11/2025, 18/11/2025, 18/11/2025, 25/11/2025, 27/11/2025, 27/11/2025, 04/12/2025, 09/12/2025, 15/12/2025, 18/12/2025
- Within the Council's Economic Development Newsletter*
- 1 article within the Hunts Post (newspaper), published 06/11/2025*
- Press release published on 05/11/2025* and 04/12/2025

- Posters and leaflets were supplied to Town and Parish Councils and District Councillors to distribute within their local areas.*
- 10 advertisement banners were displayed on the sides of HDC refuse freighters which circulate the district.*
- Banners were displayed at local parks including Huntingdon Riverside, Huntingdon Sapley Park, St Neots Priory Park, St Neots Riverside Park, Paxton Pits at Little Paxton, St Ives Hill Rise*
- Banners at the four One Leisure Centre Venues: Ramsey, Huntingdon, St Ives and St Neots along with the provision of posters and leaflets*
- Site notices publicising proposed site allocations*

5.6 As part of the public engagement exercise the council undertook the following:

- Emails were sent to specific Consultation Bodies
- Email notifications were sent to people and organisations who responded to previous consultations and wished to be kept informed and those who had opted in to receive notifications through the online consultation system
- Town and Parish Councils, this included a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, this included a 'social media package' that could be used to spread the news to their local organisations and residents.

Other Methods of engagement included:

- Briefing sessions/ workshops hosted by the council for District (28/10/2025), Parish and Town Councillors (03/11/2025 and 11/11/2025) to inform them about the consultation and to highlight ways they could help spread the word to residents. Information packs including a briefing note, consultation documents, posters and leaflets were distributed to each parish or town in the district.
- Attendance at the Climate Conference (05/11/2025) and Business Breakfast presentation 26/11/2025.
- Hosting eight exhibitions across the district, located in Bluntisham (12/11/2025), Godmanchester (13/11/2025), Ramsey (18/11/2025), Wyton on the Hill (20/11/2025), St Ives (26/11/2025), St Neots (27/11/2025), Sawtry (3/12/2025) and Huntingdon (4/12/2025). Approximate attendance of 750 people including residents, parish and town councillors and landowners.
- Information in Economic Development newsletters distributed in October and November 2025.
- Information and reminders sent to Parish and Town Councils through the Town and Parish Newsletter*in November and December and emails to Clerks and Chairs.
- Information and reminders sent to District Councillors.
- Social media campaign on a range of platforms (see above) posting about exhibition reminders, key topics and issues, reminders to respond and the release of the Local Plan video.
- Videos on the consultation and how to respond to the consultation.
- Alternative options offered on how to respond to the consultation including emails and paper forms.
- Physical copies of the documents, posters and leaflets within all 11 libraries in Huntingdonshire.
- Poster and leaflets provided to the mobile library service which covers the whole of Huntingdonshire.
- Notification on consultation mailing list consisting of over 7,000 consultees and agents.

5.7 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

5 Preferred Options

Preferred Options Draft Local Plan

Consultation Responses Summaries

5.8 The following table outlines a summary of the type of comments received to the Preferred Options Local Plan consulted on between 5 November and 17 December 2025:

Responses to the Preferred Options Local Plan

	Preferred Option Local Plan
Number of Comments Made	2,867
Number of Individuals or Organisations that Responded	532
Number of Supports	642
Number of Objects	1,022
Number of Observations	1,203

5.9 People were able to comment on the whole document including paragraphs and tables. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Preferred Options Local Plan to 2046: Consultation Responses

5.10 The Coal Authority noted Huntingdonshire District Council's boundary falls outside of the coalfield area and therefore they have no comments to make.

Summary from the Preferred Options Local Plan

5.11 The following tables provides a summary of the main issues raised during the consultation on the Preferred Options Local Plan and how the Council has taken these into account.

Section A: What is this Local Plan?

Section A: What is this Local Plan?

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (73 comments)	
• Responses to Section A of the Local Plan overall are collated here. Where appropriate issues are also addressed in the relevant policy or site. • Responses are collated into themes raised so that the responses to these can be more clearly identified. • Road infrastructure and traffic congestion was the most frequently raised concern. Aspects highlighted were:	• Road infrastructure and traffic congestion: a further stage of the Strategic Transport Study has been commissioned to inform preparation of the pre-submission Local Plan. This looks at the overall strategy and individual sites and site clusters to analyse their impact on the transport and travel networks and identifies the mitigation or upgrades needed to ensure the transport and travel requirements of the proposed sites can be safely met. It is recognised that it is not the role of the local plan and new site allocations to fix

Main Issues Raised	Council Response / How the Council has taken this into account
• the overloaded nature of the current road network • the need for a full road upgrade before further development is delivered • congestion and safety concerns on major roads and a small number of villages • the anticipated traffic impact of new development • Flooding and water management were the next most frequently raised issues. Concerns related particularly to: • flood risk to existing communities • the need for flood mitigation measures to be installed • flooding impacts on the River Great Ouse and wider drainage capacity • incorporating outcomes of the water cycle studies into the consultation document • Housing numbers and the overall growth strategy were raised repeatedly. Aspects highlighted were: • the scale of proposed housing overall being too much for the district • the suggestion that the local plan should be paused until the outcomes of local government reorganisation are known so that the new area can be planned comprehensively • the impact on settlement character of existing villages • objections were included to strategic sites • preference was expressed for taking a brownfield land first approach • Concerns were expressed over the potential environmental and biodiversity impacts of the draft plan, in particular regarding:	existing infrastructure deficits and traffic congestion issues. However, major schemes such as the A141 upgrade which are being prepared in conjunction with the CPCA are expected to have a significant beneficial impact on existing transport and travel issues as well as provide capacity for additional development. Highway safety aspects will be addressed through detailed assessments in conjunction with planning applications submitted on site allocations once the detail of the scale, nature and type of development are known. • Flooding and water management: these are recognised as a strong challenge to development in Huntingdonshire as three of the district's four market towns are located along the River Great Ouse. All have significant areas of flood meadow around the towns and these dominate the landscape around many of the other settlements in the Ouse Valley. A strong sequential approach has been taken to the selection of site allocations to minimise the risk of all forms of flooding both within the site itself and across nearby communities. Iterative assessments have been made through the Strategic Flood Risk Assessment to inform site assessments, site specific flood risk mitigation criteria and policy development. Publication of the pre-submission draft local plan has been deferred from summer to September 2026 to allow for additional time to consider and integrate the outcomes of the latest elements of the Integrated Water Management Studies. While it is recognised that much of north-eastern part of the district lies within a highly managed drainage system its low lying nature makes it particularly vulnerable to the potential impacts of sea level rise from anticipated climate change. Limited growth has been proposed in this area on carefully selected sites at the lowest level of risk to future-proof development schemes. • Housing numbers and the overall growth strategy: the scale of growth proposed aligns with the government's standard methodology for calculating local housing need which includes a substantial uplift over the baseline figure to try to help address affordability challenges in the district where the 5 year average median house price to earnings ratio (2021-25) is house cost is 9.4 times median average earnings. With initial outcomes of local government reorganisation due to be published in July 2026 the decision was taken in response to this concern to pause publication of

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• the impact on the Ouse Valley corridor • the loss of habitats and green corridors • the pressure on wildlife • The capacity of services and utilities also generated multiple responses with concerns focused on lack of capacity for healthcare, education, water supply and water treatment. • The consultation process itself generated some concerns with the 6 week timescale being considered inadequate and difficulties experienced navigating the document layout and consultation portal. • Concern was expressed over the lack of provision for places of worship and advocates their inclusion as a key element in supporting community cohesion and facilitating social interaction. • Use of traditional architecture design codes was advocated along with a ban on demolition of all pre-1950's buildings to protect non-designated heritage assets. • Central Bedfordshire Council expressed support for the overall strategy and commitment to meeting housing and employment needs in full within the district and welcome ongoing discussions. • Fenland District Council welcomes the overall intention of the Plan to meet Huntingdonshire's identified housing and employment needs in full and support the clarity this brings to wider economic resilience. They encourage consideration of longer term opportunities for strategic transport interventions where they would improve connectivity and support access to strategic assets such as the planned Fens Reservoir. • Sport England state that they are broadly supportive of the proposed strategic direction, particularly where it seeks to prioritise health, wellbeing and sustainable communities.	the pre-submission draft local plan until September 2026 to allow for reflection on the outcome and its potential impact on the development strategy. Assessment of strategic sites and their potential impacts has been ongoing throughout preparation of the local plan which has been strongly shaped by the CPCA's Local Growth Plan to promote a co-ordinated approach to economic and housing growth. Huntingdonshire has limited brownfield land available for redevelopment. The largest brownfield site is Wyton Airfield which is included within the North Huntingdon Growth Corridor; this builds on the approach int he previous local plan of allocating Alconbury Weald as this too was brownfield land. There are limited supplies of smaller brownfield sites across our towns and villages with many of those available also being proposed for allocation or already having planning permission for redevelopment. • Environmental and biodiversity impacts: these are all considered through the Habitats Regulations Assessment which includes consideration of cumulative and individual impacts with recommended changes being incorporated into the local plan. Additional assessment was commissioned to consider the potential impacts on SSSIs as well as higher level nature conservation designations. Only one site was found to have high ecological constraints (Huntingdon Racecourse) where amendments have been made to strengthen the requirements for ecological assessment and mitigation. Biodiversity net gain requirements have been restricted to the nationally set target of 10% following further viability testing. • The Infrastructure Delivery Study is an iterative assessment of the infrastructure needs generated by the proposed development set out within the draft local plan. The IDS accompanying the pre-submission local plan will contain details of the infrastructure requirements across all aspects where concern was addressed at overall strategy level and individual site/ settlement level. Many concerns expressed related to actual or perceived current infrastructure deficits which new development proposals cannot reasonably be expected to rectify. Mitigation requirements of proposed development, responsible delivery partners and costs where known are set out in the IDS. The expectation is that sufficient mitigation will be provided alongside the delivery

Main Issues Raised	Council Response / How the Council has taken this into account
	of each proposed site to ensure that it does not worsen any existing infrastructure deficits. Site specific requirements are set out in proposed allocations for strategic sites where provision is expected to be made with in the site, for example for education and healthcare infrastructure; for others this is addressed though infrastructure delivery policies. • The 6 week timetable was necessitated by the transition arrangements deadline set by government. Hard copies of documents were made available through council offices and public libraries and responses were accepted in email and letter format to support inclusion of comments from those who found use of the online portal challenging. • Inclusion of requirements for places of worship within strategic development sites has been added along with their inclusion in the policy on securing infrastructure provision. • High quality design is sought through policy and site allocation requirements; this recognises that design can be modern as well as traditional with the emphasis being placed on reflecting site specific constraints. Non-designated heritage assets are protected though the policy on Conserving and enhancing our heritage assets but a ban on demolition of all pre-1950s buildings is not considered to be reasonable. • The support of Central Bedfordshire Council and Fenland District Council is appreciated and discussions have been ongoing throughout the local plan's preparation to ensure that strategic issues are fully considered. Co-operation with the CPCA on the A141 upgrade will not only assist with supporting growth around North Huntingdon but also offers potential to improve accessibility into Fenland district. • Sport England's support is appreciated and the prioritisation of health, well-being and sustainable communities aligns well with the Huntingdonshire Futures Place Strategy which is strongly reflected through the pre-submission local plan.

Chapter 1: What is this plan about?

Main Issues Raised	Council Response / How the Council has taken this into account
What is the local plan? (31 comments)	

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Main Issues Raised	Council Response / How the Council has taken this into account
• Support was expressed that the plan is comprehensive and forward thinking, appropriately supports homes, jobs, infrastructure and recreational space, balances growth and rural protection and provides a clear vision for sustainable development. • Support expressed for inclusion of previous requested amendments. • Clearer graphics were sought in the chapter introduction pages • Suggestion of amending the plan period to 2050 and requests to increase housing targets • Concern that the ageing population is not adequately considered • Concern that the impacts of automation and AI on employment are not addressed • A number of responses were repeated here that are addressed in other sections reflecting concerns over the need for infrastructure improvements, environmental concerns and distribution of growth	• Expressions of support are appreciated. • Graphics in chapter introduction pages have been reviewed and clearer replacements incorporated where an equivalent higher quality image was available. • Earlier consultation on the plan period indicated a clear preference for a 2046 end date so this has been retained. • The needs of the ageing population are particularly addressed through policies on design, housing accessibility and adaptability and health and well-being. • As a land use based plan only limited consideration can be given to the impacts of automation and AI on employment; the policy Enabling key clusters and innovation led growth seeks to support modern employment opportunities and employment and skills strategies are required for these and strategic scale proposals to help evolve local skills.
How have we got to our preferred options? (5 comments)	
• Support expressed, including for changes to reflect previously requested amendments. • Objection to growth proposed around St Ives due to absence of essential infrastructure and environmental safeguards including traffic congestion, need for an additional river crossing; flood risk, sluice gates and sewers to be upgraded, additional water supply provision needed; no funded strategy for expanding schools or GP surgeries to meet population growth, lack of investment in utilities provision; no plan for increased waste and recycling capacity; development threat to habitats and landscape character; specialist housing or care needs of ageing population are ignored (repeated in all elements of the chapter)	• Expressions of support are appreciated. • The Infrastructure Delivery Study is updated at each stage of plan preparation and the pre-submission local plan will be informed by a detailed assessment of needs, mitigation requirements, responsible organisations for delivery and costings where known. Provision of many of the forms of infrastructure identified are not within the direct control of the council and strong partnership working has been ongoing throughout plan preparation to promote the co-ordination of housing and infrastructure delivery. Infrastructure such as school and healthcare provision where there is a shortage of places will be funded through CIL and S106 payments to ensure need arising from the proposed site allocations is met. Utilities provision is within the control of private companies with whom extensive collaboration has taken place to support co-ordination of the anticipated levels of development with long term utility planning. Waste and recycling provision will be made through the County's minerals and waste local plan. The pre-submission local plan is supported by extensive Habitats Regulations Assessments and an Ecological Constraints Assessment the outcomes of which have shaped policies and proposed site allocations where potential exists

Main Issues Raised	Council Response / How the Council has taken this into account
	for impacts; in combination with these landscape and visual impact assessments and masterplans are required at a site specific level for strategic sites to address the potential impacts of development through the planning application process. Policies on Promoting a mix of housing, Ensuring accessible and adaptable homes and Supporting specialist housing have all been updated since the preferred options draft and are intended to specifically help ensure the housing needs of our ageing population are met in ways that help people retain independence and remain within their existing communities.
What evidence do we have? (25 comments)	
• This draft Local plan is happening too quickly before some key infrastructure details are in place; the evidence documents relating to infrastructure need to be aligned. • The interim Water Cycle Study (WCS) highlights notable risks relating to water supply capacity and wastewater treatment capability given the level of planned growth. Stronger policy commitments needed on sustainable water resource provision, development phasing, and support for wastewater treatment improvements. • Stage 2 WCS identifies specific risks in places which should be addressed before development proceeds. Policy safeguards should be strengthened • Insufficient detail in the Integrated Water Management Strategy (IWMS) on the risk to Bury Brook and flooding of Kings Ripton. • Natural England express detailed concerns over aspects of the IWMS included questioning the ability of water recycling centres to upgrade to technically achievable limits. They contend that modelling must robustly assess impacts on protected wetland sites and the understanding of cumulative impact of flooding on them. They stress the importance of catchment wide actions. They advised that they are preparing a Diffuse Water Pollution Plan for the River Great Ouse and may be able to share some of it. • Advised that a River Ouse Protected Sites Strategy is being set up as a key delivery vehicle for Local Nature Recovery Strategy; acknowledged it will not be ready for this plan but collaboration encouraged.	• Many evidence documents are iterative with contents being refined at each stage of plan preparation as it evolves. To ensure all evidence is available to be fully considered and reflected in the pre-submission plan the Reg 19 consultation was deferred from summer to September 2026. • A final iteration of the water cycle study has been completed. A statement of common ground has been prepared with Anglian Water and the Environment Agency regarding water supply and waste water capacity; phasing of sites has taken these infrastructure challenges into account when the housing delivery trajectory has been prepared. • Individual sites will be required to undertake site specific flood risk assessments as part of the planning application process as set out in the allocation criteria; these will include potential impacts arising beyond the site boundaries that might be caused by the proposed development. • MLC infrastructure and operations are included within the site specific SFRAs, site allocation criteria and also in the Stage 2 Infrastructure Delivery Study. • The Viability Assessment has considered all strategic sites in detail and has been updated to support the pre-submission local plan. Water infrastructure upgrades are the responsibility of the water authority and sites have been phased accordingly to allow for infrastructure delivery. • A full Infrastructure Delivery Plan supports the pre-submission local plan. • Additional HRA work has been completed including air quality modelling and impacts on the Ouse Washes.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• The Middle Level Commissioners contend that the IWMS and Level 1 SFRA should include MLC and IDB infrastructure and operations. • The baseline viability work likely over-estimates deliverability and under-estimates cost. It omits realistic allowances for water infrastructure upgrades and phasing jeopardising site deliverability. • A full Infrastructure Delivery Plan should be published setting out costs, phasing, funding and delivery responsibilities • Natural England identify a series of detailed points they wish to see amended in the HRA including impacts on the Ouse Washes, air quality sensitivities and distinction between HRA and water framework directive requirements. • Mitigation requirements identified in the Strategic Transport Study will not resolve all congestion issues on the A14/ A141 or in Leighton Bromswold and should be detailed in the Infrastructure Delivery Plan. • The Strategic Transport Study Phase 2 shows the North Huntingdon Growth Cluster is not deliverable or sustainable as it will generate severe congestion, particularly in the Hinchingbrooke area which will suffer disproportionate impacts. They contend the mitigation proposed in the Strategic Transport Study is inadequate and that the impact on the transport network cannot be cost-effectively mitigated. A cumulative transport assessment of North Huntingdon is required and growth restricted until the A141/ A1307 capacity and safety issues are resolved. • Historic England support provision of a Heritage Note but seek additional details along with a topic paper summarising all heritage evidence and its impact on policy and site choices. • Concern that the Local Growth Plan has been incorporated as if it is established planning policy rather than a political strategy and suggestion that the evidence does not lead to this. Requests that the Brampton Cross proposal be removed due to impacts on Alconbury village. • The Viability Assessment assumptions for testing the Sibson Garden Village proposal are challenged, in particular regarding the need for A1 improvements; suggestion put forward that these would be strategic and also address existing challenges so costs should be shared across other sites.	• The Strategic Transport Study focusses on addressing the transport and travel requirements of additional growth promoted, not resolving existing traffic congestion issues. The A14 is the responsibility of National Highways. Cumulative and site specific traffic modelling of sites in the North Huntingdon area has been carried out and will continue to and the A141 is subject to proposal for extensive improvements. Liaison with the CPCA on this is ongoing and a statement of common ground has been prepared. • A Heritage Impact Assessment has been undertaken on all sites with potential impact on heritage assets and any appropriate mitigation identified added into the site allocation criteria. • The Local Growth Plan is an approved strategy of the CPCA and will inform the Spatial Development Strategy being prepared by the CPCA. • Brampton Cross was never included as a proposed site allocation in the local plan as evidence indicated challenges with its deliverability. • The Viability Assessment has considered all strategic sites in detail and has been updated to support the pre-submission local plan. National Highways have advised that the proposed development of Sibson Garden Village requires realignment of the A1 between Wansford Station overbridge and Elton Road (Water Newton) and that this would not be funded through their Road Investment Strategy. • Sapley Park Garden Village has been reissued for public consultation as a potential reserve site. • Evidence base documents have continued to be published as soon as possible after completion for transparency.

Main Issues Raised	Council Response / How the Council has taken this into account
• Advocacy of Sapley Park Garden Village as an additional strategic growth site with suggestion of a partial allocation of a southern phase to address A141 constraints. Concerns expressed over the analysis of strategic growth options in the Sustainability Appraisal and over the viability conclusions implying the site is less viable than Lodge Farm. Suggestion that market absorption concerns can be overcome by careful promotion of a distinctive product type. • Support for the publication of the evidence base alongside this Regulation 18 consultation as it is considered to be good practice, but is not necessarily common-practice by plan-making authorities. It is well thought through and thorough.	
What's the purpose of the preferred options? (9 comments)	
• The Local Plan must ensure that growth does not undermine the environmental integrity, food security, water resilience or settlement character of Huntingdonshire. • The housing target relates to local government reorganisation aspirations and should be challenged • Opinions expressed that consultation has been both adequate and inadequate • The plan is unsustainable without a detailed Infrastructure Delivery Plan, flood mitigation measures, water resource strategy, and environmental protections. Housing growth must be conditional on these commitments. • This is a good, clear strategy	• The pre-submission local plan contains updates to policies and sites based on the latest evidence available to maximise the sustainability of the development strategy and approaches taken. • The Council has not challenged the housing target. • An Infrastructure Delivery Strategy, flood mitigation requirements, water resource strategy and environmental protection all form part of the local plan insofar as they are within its scope and the council's responsibility.
What happens next? (6 comments)	
• The review has not been completed within 5 years of adoption of the current local plan • More time should have been given for consultation as many people will not realise the implications of only commenting on soundness at the next stage • Support that the Local Plan team have fully engaged at every stage	• A review was completed and presented to Overview and Scrutiny Panel and Cabinet in January 2023 which concluded that it was necessary to update the local plan. This was immediately commenced. • Consultation periods for issues, land availability assessments and further issues and options stages of plan preparation were 10 weeks long; preferred options was 6 weeks. 7 stages of consultation/ engagement have been offered throughout Reg 18. • Support is appreciated.
Strategic policies and neighbourhood plans (19 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• This document should help those without neighbourhood plans to formulate their individual plans if they wish • A statement would be welcomed that HDC will assist those with a made neighbourhood plan to update it • Concern expressed by some residents that their parish has not produced a neighbourhood plan • A list of strategic policies should be included	• The text on neighbourhood plans has been amended to clarify the support available. • Strategic policies are identified.
What impact will local government reorganisation have? (9 comments)	
• HDC need to ensure the local plan is aligned with the future Spatial Development Strategy • Support for unitary Huntingdonshire to avoid growth submerging rural communities • Impossible to plan for growth until new unitary authority boundaries are known so plan should be delayed	• Preparation of an up-to-date plan prior to the changes resulting from LGR is considered important to establish a plan-led approach during the initial years of the new unitary authority which will then be required to prepare a replacement plan within the first 5 years.

Chapter 2: How to get involved

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (14 comments)	
• More effort needed to contact every household • Previous comments have been taken on-board • Parish councils and the public have been fully informed	• Leafleting every household was explored but unfortunately had to be ruled out on cost grounds. Posters, information leaflets and copies of relevant documentation were shared with all Town and Parish Councils for display locally and electronic versions supplied for local websites. Extensive social media, local newspaper and parish newsletter communications have been shared throughout. • The chapter has been removed from the pre-submission local plan as it will not be relevant after adoption with relevant material being shared separately.

Section B: Our Strategy for Huntingdonshire to 2046

Section B: Our Strategy for Huntingdonshire to 2046

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (11 comments)	
• Need for coordinated evidence and transport modelling with neighbouring authorities due to major regional projects.	• All neighbouring authorities have been engaged throughout plan preparation on cross-boundary issues.

Main Issues Raised	Council Response / How the Council has taken this into account
• Bedford Borough highlight need for cross boundary working especially due to major projects such as Universal Studios, Tempsford new town, Milton Keynes new town, and East West Rail. • Concerns that housing numbers are too high and insufficiently justified, with calls for smaller scale or alternative spatial approaches. • Transport modelling is seen as incomplete, with strong concerns about infrastructure strain and the need for improved sustainable travel options. • Support for the Plan's emphasis on protecting landscapes and biodiversity, while supporting policies that strengthen water efficiency, flood resilience and climate action. • Concern that evidence is incomplete or not integrated, with calls for clearer phasing and robust infrastructure planning. • Health, water and transport bodies broadly support the strategy but highlight specific amendments needed for policy clarity and delivery. • The Lead Local Flood Authority has previously provided comments on the Strategic Flood Risk Assessment (SFRA) and has provided HDC with extensive site-specific comments for surface water flood risk. • County Council's Transport team supports the plan and ongoing partnership working. Requests wording change for A141 mitigation (replace "dualling" with "improvements") and emphasises active travel and sustainable transport requirements. • One comment seeks plan period to be amended to 2026-2046	• Transport modelling is carried out using the Cambridgeshire and Peterborough Combined Authority's model to ensure the wider impacts are taken into account. It is an iterative process and further modelling and analysis has been carried out to support the pre-submission local plan which includes consideration of active travel and public transport as well as highway provision. • Housing numbers are aligned with the national standard methodology to ensure Huntingdonshire proportionately contributes to national housing targets and assists with uplifting the housing supply to contribute to improving affordability. • Support noted • Infrastructure and its interaction with phasing of development delivery is reflected in the Infrastructure Delivery Study and will be reflected in the Local Plan housing trajectory. • Comments on detailed policies are reflected within the relevant chapters. • The plan period has been left as commencing at 2021 as this is the baseline for much of the evidence commenced in 2023/4.

Chapter 3: Our vision and approach to net zero

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (0 comments)	
• No comments	• No comments to address
Our Vision and objectives (98 comments)	
• Many respondents support the overall direction: including the close alignment to the Corporate Plan and Huntingdonshire Futures and balancing environmental, social and economic sustainability; embedding health; prioritising active travel;	• Support is noted and appreciated. • The Vision and Objectives have been amended to provide a succinct vision statement supported by a series of aims and objectives structured around the Place Strategy themes. These include

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Main Issues Raised	Council Response / How the Council has taken this into account
supporting biodiversity; and aiming for net zero by 2050. • A number of developers and land promoters argue that housing delivery is under emphasised, noting only one objective explicitly references housing. They call for clearer, stronger objectives on meeting full housing need, supporting affordability, and aligning with the national pro growth agenda. • Several respondents argue the Vision should extend beyond 2046 – to 2050 or even 2056 – particularly given reliance on large strategic sites whose delivery extends beyond the plan period. • Broad concern that infrastructure—especially highways, education, health, wastewater, and utilities—must be planned, funded and coordinated earlier and more explicitly. Some communities raise specific concerns about capacity and cumulative impacts. • Investment in new infrastructure, such as identified highways improvement schemes, is crucial to the successful implementation of the Local Plan. • Respondents welcome climate objectives but warn against overly onerous requirements, unclear expectations, or reliance on immature technologies. Others want more detail on water quality, flood risk, nature recovery, and valley scale environmental protection. • Some respondents feel the Vision is too long and lacks a direct, logical link to the Objectives. They request a clearer structure connecting Vision to Objectives to Policies. • A number of land promoters note that the Vision does not explicitly reference new communities despite the plan's reliance on them, and argue these should be recognised in the spatial hierarchy and Vision text. • Some parishes request growth that supports rural service centres, improved connectivity, and better local infrastructure and diversification of the rural economy • Protection of agricultural land is urged by some to ensure food security, prevent carbon emissions from development on agricultural land and to protect rural character. • Some respondents want the Vision to explicitly reference Huntingdonshire's strategic economic opportunity, particularly its role within the Oxford	enhanced reference to housing delivery and the growth agenda. • The Vision states that is to '2046 and beyond' with the period to 2046 forming the core of the local plan while recognising that some strategic sites will continue delivering beyond that but recognising that the local plan will have been updated/ replaced by then to provide more up to date guidance for the longer term. • The updated Infrastructure Delivery Study provides enhanced details on planning and funding of infrastructure required to meet the needs generated by the local plan and it in itself forms a basis for infrastructure delivery partners to shape their own longer term investment plans. • The climate aspirations remain but some have been drawn back to national standards due to viability challenges. • New communities are now specifically referenced in the revised aims and objectives and the settlement hierarchy. • Support is maintained for service centres and local service centres including a slight increase in development allocations within them and the villages they support and additional required infrastructure to support this is identified in the Infrastructure Delivery Study. • The strategy focuses a high proportion of development on land in close proximity to existing market towns as was favoured by respondents during earlier phases of consultation. While some of this is agricultural there is insufficient previously developed land available within Huntingdonshire to meet the identified development needs and this approach preserves the more rural agricultural land to support food security and protect its rural character. • Reference to Huntingdonshire's strategic location has been added to the aims and objectives. • Active Travel England focus specifically on walking, wheeling and cycling so this emphasis is retained within the vision, aims and objectives. Reference to other forms of travel have been added to the policy on Facilitating Transport, Travel and Connectivity.

Main Issues Raised	Council Response / How the Council has taken this into account
Cambridge Arc and the ambition to double regional economic output. • There is strong backing for prioritising walking, cycling and public transport—but requests to include equestrians, mobility scooters, and rights of way networks for a more inclusive active travel definition.	
Route to net zero by 2050 (20 comments)	
• General support for the net zero ambition, with small wording fixes and requests for clearer examples of technologies. Suggestions to provide examples of carbon capture/removal technologies. • Broad support for the moderate scenario as realistic and viable, though some object due to site specific concerns or differing views on ambition. Some believe the decarbonisation pathway is unrealistic or, conversely, not ambitious enough to avoid locking in high carbon development. • Concern that additional logistics sites will increase HGV emissions and contradict net zero goals. • Worry that the plan relies too heavily on future, unproven technologies instead of prioritising current, reliable solutions. • Calls for recognition that cars remain essential in rural areas and public transport alone cannot meet local needs. • Desire for higher standards on on-site renewables, water efficiency, and compact growth to support low carbon living. • Need for clearer alignment with national EV transition policy and for new developments to deliver robust EV infrastructure. • Some industry support noting modern logistics parks can contribute positively through design, energy efficiency, and infrastructure. • Highlighting that pumping water in low lying areas has an overlooked carbon cost that should be acknowledged.	• Additional detail has been incorporated regarding carbon capture/ removal technologies. • The balanced pathway approach has been retained reflecting the middle course between the aspirations expressed. • The transport sector is expected to significantly decarbonise due to uptake of alternative fuels and technological developments. • The challenges of reducing car depending in rural areas has been reflecting by amending the ambition to do so where realistic alternatives are available. • Emissions reductions, renewable energy and water efficiency are supported through policies in the Local Plan • The Policy will be refined to align with national requirements and include improved access to charging facilities. • Support noted. • The need to pump water in low lying areas is outside the scope of the local plan; limited growth has been allocated in such areas thought to minimise flood risk.
Key facts about Huntingdonshire (5 comments)	
• Interesting and informative and well laid out • Suggest state the total MW of the turbines and solar farms is confirmed on the picture • The average house price looks wrong • Two comments raised that the A605 is a local single-carriageway road with junctions with small, rural villages and therefore should not be considered a strategic transport connection	• The key facts image has been removed from the Pre-Submission Local Plan as the information within it will continue to date.

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Chapter 4: How Huntingdonshire will grow and change

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (38 comments)	
• Many respondents want stronger support for Neighbourhood Plans and a clearer commitment to giving local communities meaningful influence over development decisions. • Some believe the draft plan must focus on creating an environment attractive to major investors if the district is to achieve long term economic ambition. • Respondents note housing figures must reflect national policy while ensuring growth supports affordable housing delivery and does not rely on outdated baseline years. • A portion of respondents support growth in principle, emphasising that residents must recognise the district is a developing area that cannot remain static. • Some highlight that the plan underestimates future job growth and fails to reflect the Combined Authority's ambitions for the North Huntingdonshire cluster. • Many express concern that concentrated growth between Huntingdon, St Ives and surrounding villages risks merging settlements, eroding character, and creating unplanned conurbations. • Parishes ask for mapped landscape buffers to prevent coalescence and protect settlement identity, particularly in the Great Ouse corridor. • The MOD stresses that development must not compromise defence assets, radar, flightpaths or safeguarding zones, especially regarding renewable energy and BNG land. • Some believe the plan relies too heavily on strategic sites and under-allocates growth to sustainable villages that could support local services. Some residents strongly support limiting development in villages to preserve rural identity and landscape qualities. • Stakeholders warn that multiple clustered developments will overstretch infrastructure, harm the Great Ouse landscape, and reduce settlement distinctiveness without a valley-wide strategic approach. • Numerous residents object to further growth proceeding before major road upgrades and flood mitigation measures are secured. • Several respondents support active travel ambitions but state that the plan must better deliver bus improvements and ensure	• The scope of Neighbourhood Plans is set out in national legislation as is the prioritisation hierarchy of neighbourhood plans and local plans depending on order of approval. • A variety of site sizes, types and proposed uses are promoted within the local plan to attract diverse investors. • Housing figures reflect the standard method in place at each point in time with a buffer to provide flexibility and resilience against revisions to the number. • Support for growth is noted and appreciated. • The CPCA's North Huntingdon growth cluster is a longer term economically led plan which this local plan aims to contribute to the delivery of while balancing this with established needs. • Earlier phases of public engagement indicated a preference for major growth to be focused around existing market towns. Specific criteria are included in allocations to avoid coalescence. • A series of priority landscape areas are identified for protection for which the text has been enhanced. • Huntingdonshire DC is strongly supportive of the defence assets in the district and the local plan aims to promote their continued success. The location of airfields and airports was taken into account in the Renewable Energy Assessment in identifying areas of wind energy potential. • Some additional village development sites have been allocated; this is balanced in recognition of the level of opposition to village growth from some. • On-site infrastructure will be provided within the strategic sites to help reduce the need to travel and internalise trips. The Habitats Regulations Assessment considers in combination effects on all high value nature conservation locations. • Housing delivery will be phased to coincide with infrastructure upgrades. The Pre-Submission Local Plan will include a housing trajectory to demonstrate this. Flood mitigation is included within site allocation policies. • Public transport and active travel requirements are reflected throughout policies and strategic site allocations. • Discussions with East West Rail are ongoing but limited site allocations have been included

Main Issues Raised	Council Response / How the Council has taken this into account
development is connected to key public transport nodes. • Respondents note that EWR's confirmed alignment should drive strategic employment and growth planning but is insufficiently integrated into the draft plan. • Several suggest that the plan should explicitly acknowledge the value of the Fens, the Nene Valley and similar landscapes alongside the Ouse Valley.	dependent on this due to its current delivery timetable compared to that for the local plan. • Fen edge woodlands, the Great Fen and Nene Valley are all identified as green infrastructure priority areas.
Policy LP1 - How much development do we expect? (82 comments)	
• Many respondents support using the Government's Standard Method, and several welcome the 10% uplift to provide flexibility and deliver more affordable homes. Some even argue that 32,200 homes should be a baseline, with the Council planning for more to support economic growth, Greater Cambridge spill over, and acute affordable housing need. • Residents and parish councils feel the Government set housing target is too high for a rural district; growth should be limited to what communities "need and want"; expansion should avoid villages; and employment growth seems too low to match housing levels. Other residents support more housing if it helps affordability and provides jobs and infrastructure. • Some state the approach to calculating need is overly complex and unsound, particularly because it: backdates Local Housing Need calculations to 2021 using old affordability ratios, offsets past oversupply, which some argue is not allowed under national policy, applies different standard method figures for different years, causing confusion, uses a plan period starting too early (2021), with some arguing the plan should start 2025 or 2026 when adoption evidence is current. The majority of developers, consultants and planning specialists argue that the minimum requirement should be higher — often in the range of 33,000 to 40,000 homes — depending on plan period and uplift assumptions. The Local Housing Needs Assessment identifies a net need of ~746 affordable homes per year, far more than can be delivered from a 32,200 target calling for the housing target to be uplifted significantly above 10% for this reason alone. • Respondents repeatedly warn that the plan depends too heavily on a few complex sites (e.g., Wyton Airfield, The Lattenburys, Lodge Farm) that	• The housing number is informed by the government's standard methodology with the figure updated to reflect the updated inputs to the methodology published in May 2026. This is treated as a minimum number for which identified allocations should be secured with an amount of flexibility included above this to allow amendments arising from changing circumstances and site specific design. • The standard methodology includes an uplift to address affordability so no further enhancement is made specifically to reflect this. An addendum has been prepared to the Economic and Employment Needs Assessments to ensure that the homes and jobs numbers are aligned. This acknowledges that the jobs target identified in the local plan is only focused on specific sectors with clearly identifiable land requirements and that many other jobs will also be generated. • Inputs to the standard methodology change every year so the approach is considered reasonable in reflecting these variations provided that a reasonable level of flexibility is incorporated to allow for any potential future uplifts during the active lifespan of the plan. The plan period has been left as commencing at 2021 as this is the baseline for much of the evidence commenced in 2023/4. • The strategic approach of including substantial new communities is informed by careful assessment of infrastructure needs and viability assessments while seeking to protect the rural nature of much of the district by allowing for smaller scale growth to maintain existing communities. Locally specific evidence has been prepared analysing the delivery times of sites of various scales. Substantial evidence has been produced and collaboration undertaken with the

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Main Issues Raised	Council Response / How the Council has taken this into account
require extensive infrastructure, face delivery uncertainty, may have long lead-in times (often 8–10 years), and risk early under delivery. • Many emphasise the need for more small–medium sites (50–200 homes) to maintain a five-year supply and sustain delivery throughout the plan period. Some argue this should include more growth in Market Towns, Service Centres, and highly sustainable villages. • Several representations argue that the proposed distribution focuses too much north of Huntingdon and underused sustainable settlements and directs too much development to villages with weak infrastructure, causing travel and sustainability issues. • Some state the strategy is not aligned with the Settlement Hierarchy or Sustainability Appraisal. • A number argue the jobs figure (14,400 jobs) is: not aligned with the Oxford–Cambridge Arc, inconsistent with Combined Authority growth ambitions (doubling/tripling economic output by 2050), based heavily on conservative or "rolled over" assumptions, inadequate to support 32,200+ homes. Some propose increasing the target, particularly to reflect strong demand for strategic logistics, R&D, and technology sectors. Others warn that logistics allocations must be carefully located to avoid transport and environmental impacts. • A repeated issue is the absence of a full housing trajectory at Regulation 18. • Numerous comments highlight that infrastructure evidence is incomplete or insufficient, especially regarding: wastewater treatment capacity, water supply, major transport impacts and cumulative effects of clustered development. • Anglian Water and National Highways both note that thed need for phasing tied to infrastructure availability. • Some respondents — particularly developers on cross boundary sites — argue the plan must consider: unmet need from Bedford (recent plan withdrawal leaves >6,000 home shortfall), economic spill-over from Cambridge, cross-boundary commuting relationships.	site promoters of each new community to ensure they are considered to be deliverable. • Small and medium scale sites have been incorporated where they are considered suitable and deliverable. A small number of additional sites have now been added to assist with the 5 year supply position and the numbers of such sites in the commitments with planning permission has increased through recent application of the tilted balance. • The distribution focuses considerable growth around the north of Huntingdon to support alignment with the CPCA's Local Growth Plan and in recognition that our community's preference was clearly expressed for concentrating growth around existing market towns and sustainable settlements. Limited expansion of St Neots is considered feasible at this time due to the uncertainties remaining over the precise routing and impacts of East West Rail. • The settlement hierarchy has been updated to include the new communities. • The jobs target, including sectoral breakdown, has informed by the Economic and Employment Needs Assessment, an Addendum has now been completed to ensure this figures included in policies are the most appropriate. • A housing trajectory will be completed and incorporated into the local plan reflecting the latest available position and alignment with anticipated infrastructure delivery expectations. • Infrastructure evidence is an iterative process informing and shaping the context of the local plan. An updated Infrastructure Delivery Study has been completed and published and used to inform the Pre-Submission Local Plan and the phasing of housing delivery. • No requests have been received regarding meeting cross-boundary needs. The Statement of Compliance with the Duty to Cooperate indicates the discussions that have taken place with cross-boundary partners throughout preparation of the local plan.
Policy LP2 - Our strategy for change (83 comments)	
• Overall, respondents broadly support the principles of LP2 — focusing development in sustainable, infrastructure served places.	• Support on various topics noted and appreciated. • Support from CPCA noted. • The updated Infrastructure Delivery Study provides enhanced details on planning and

Main Issues Raised	Council Response / How the Council has taken this into account
• The Combined Authority strongly supports the recognition throughout the Draft Local Plan of the ambitions and spatial implications of the Combined Authority's Local Growth Plan. • Comments raise concerns about deliverability, infrastructure capacity, geographic imbalance, over reliance on major strategic sites, and inadequate distribution of growth to other sustainable settlements or smaller sites. • Supporters generally agree with focusing development in sustainable locations and with the hybrid approach of Strategy 2 (transport served sustainable locations). • Support for emphasis on climate change, biodiversity, flood resilience and infrastructure-led growth • Some seek clarification on how much growth each place will take and the exact role of the North Huntingdon Growth Cluster. • Some state transport impacts are under explained and infrastructure evidence needs completing. • Concern that some settlements (e.g., Warboys, Buckden, Brampton, Farcet, Yaxley) receive no growth despite being high order settlements. • Concern that some existing Rights of Way will be converted into inappropriate hard surfaced routes. • Some state there is an over-reliance on the North Huntingdon Growth Cluster, raising delivery and infrastructure concerns as well as market absorption. There needs to be more in other sustainable locations like St Neots. • Some believe the target is too high and others say the plan underprovides and needs a buffer or more flexibility. • Comments that Peterborough Services 1 and The Lattenburys is inconsistent with the strategy • Some believe allocations fail to reflect the settlement hierarchy. • Several representations highlight issues with mis-labelling of use classes (B2 vs E(g)(iii)), overly optimistic assumptions about net developable area and lack of employment land in key service centres.	funding of infrastructure required to meet the needs generated by the local plan and it in itself forms a basis for infrastructure delivery partners to shape their own longer term investment plans. A stepped housing trajectory has been introduced to response to concerns over the need for planning, funding and delivery of essential infrastructure to support growth. A small number of additional sites have been incorporated following the Additional Proposed Site Allocations consultation between May and June 2026. • Support for focus of development noted, this is reflected in the Local Plan Settlement Hierarchy. • Support for climate change, biodiversity, flood resilience and infrastructure-led growth noted. This is reflected through policies relating to climate change, biodiversity, flood resilience and infrastructure. • Exactly 50 sites were assessed and consulted on in the list of higher order settlements where it was observed that no allocations have been made. One site in Brampton is allocated within the North Huntingdon cluster. All others were either less suitable or less deliverable than other sites proposed for allocation. • The Local Plan includes policies for maintaining and enhancing rights of way to be agreed with the County Council. No changes made. • The distribution focuses some growth around the north of Huntingdon to support alignment with the CPCA's Local Growth Plan and in recognition that our community's preference was clearly expressed for concentrating growth around existing market towns. Limited expansion of St Neots is considered feasible at this time due to the uncertainties remaining over the precise routing and impacts of East West Rail. Other elements of growth reflect available sites in sustainable locations based on the sequential flood risk, analysis of other constraints and evidence on infrastructure and viability. • The housing number is informed by the government's standard methodology with the figure updated to reflect the updated inputs to the methodology published in May 2026. This is treated as a minimum number for which identified allocations should be secured with an amount of flexibility included above this to allow amendments arising from changing circumstances and site specific design.

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Main Issues Raised	Council Response / How the Council has taken this into account
	• Peterborough Services is well served by infrastructure in terms of the proposal of a logistics park on the A1 close to a major source of employees; The Lattenburys has potential to be well served by public transport using the A1307 and existing services using the A1198 both of which provide linkages into employment and service destinations in Huntingdon and Godmanchester. Thus, each is consistent with the strategy. • Use class references have been checked and revised where needed. The methodology on net developable areas was consulted on in 2023 and revisions made based on responses received at the time. Limited land was put forward for employment uses in key service centres but policy provision is made for expansion of established employment areas into adjoining countryside to consolidate provision.
Policy LP3 - How will infrastructure be provided (56 comments)	
• Many support LP3's intent: ensuring new development provides the on site and off site infrastructure needed, coordinating with service providers, and phasing delivery so infrastructure keeps pace with growth. • A major theme is that key infrastructure evidence (e.g., Water Cycle Study, IDP, WPVA) was incomplete or published late. Parishes and residents request: updated cumulative modelling, re run viability testing and clearer infrastructure delivery schedules before Reg 19. • Respondents highlight that LP3 considers sites individually and does not address cumulative pressures on: A141 / A14 / A1, utilities (water supply, WRC capacity, drainage), flood risk, education, health, emergency services, particularly in the Huntingdon–St Ives–A141 Growth Corridor. Some request a formal Cumulative Impact Zone policy. • Some ask LP3 to require infrastructure before or in step with development, clarify how phasing will work for strategic sites and show confidence in deliverability of major schemes (A141 improvements, new station at Alconbury Weald, education and health provision). • Developers request further clarity on the Viability Study. • Respondents argue LP3 should explicitly cover: rights of way and bridleways, emergency services infrastructure (fire, police, ambulance), community	• LP3 has been relocated into a newly created chapter focusing on how we will enable sustainable growth to ensure sufficient emphasis is placed on how infrastructure in all its relevant forms will be delivered to support the local plan. • The updated Infrastructure Delivery Study provides enhanced details on planning and funding of infrastructure required to meet the needs generated by the local plan and it in itself forms a basis for infrastructure delivery partners to shape their own longer term investment plans. • The updated Infrastructure Delivery Study presents both individual assessments of large sites so that their specific requirements and impact can be seen and the cumulative impact by settlement of sites of less than 550 new homes which may not individually trigger the need for on-site infrastructure provision for a specific element but may do so cumulatively. Large strategic sites will be expected to prepare infrastructure delivery plans to support their delivery (pre-submission policy LP 12). The North Huntingdon chapter introduction specifically promotes a collaborative working approach between developers in the area along with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council (and any successor authorities), and with other statutory partners.

Main Issues Raised	Council Response / How the Council has taken this into account
safety considerations and social infrastructure including community facilities and places of worship. • Anglian Water requests early engagement and explicit references to phasing due to their investment cycles, plus safeguarding of major strategic infrastructure corridors (e.g., Fens and Lincolnshire Reservoir transfer routes). • Many note overlap and duplication between LP3 (provision) and LP4 (securing), suggesting they be merged into one clearer, streamlined infrastructure policy. • Residents highlight that some areas already face traffic congestion, insufficient school and healthcare capacity, flood and drainage limitations and LP3 does not explain how additional growth will be supported. • Developers promoting major allocations (e.g., Wyton Airfield, The Lattenburys, Giffords Park) emphasise their ability to deliver large integrated infrastructure packages but request clearer policy flexibility, exemptions from CIL where they deliver most infrastructure on site and recognition of cross boundary regional funding needs.	• An additional policy has been incorporated on Supporting and Enabling Strategic Infrastructure. • A Stage 2 Whole Plan Viability Assessment has now been completed. • Infrastructure and facilities needed to support new growth are very diverse so a comprehensive list of all forms has not been added to the policy. The following policy does however identify the forms of infrastructure that may be secured through CIL and planning obligations. • Extensive engagement has been undertaken with all utility providers and allocation wording amended to reflect Anglian Water's need for early engagement. • The policies have been kept separate to maximise clarity for Town and Parish Councils regarding CIL asks and proportions. • The local plan is only required to ensure that new growth meets the infrastructure needs that it generated; it is not its role of address existing infrastructure deficits which need to be resolved outside the local plan. • Major allocations have all been subject to viability testing.
Policy LP4 - Securing infrastructure provision (38 comments)	
• Some respondents say LP4 largely duplicates LP3 and should be combined into one clear, streamlined infrastructure policy. • Support for the policy's inclusion of green infrastructure, biodiversity net gain, drainage/flood mitigation, and health infrastructure, stressing the need for adequate long term funding and links to the Local Nature Recovery Strategy. Historic England welcome the inclusion of heritage and archaeology in the list of potential planning obligations. • Developers state LP4 must clearly prevent double counting between Community Infrastructure Levy (CIL) and site specific planning obligations and reference to the three statutory tests (NPPF 58 / CIL Reg 122). Some developers and housebuilders raise concerns that underlying assumptions in the Whole Plan Viability Assessment may be unrealistic—highlighting high per dwelling infrastructure costs, risks undermining affordable housing, and the need for viability review mechanisms. • Several respondents object that the Appendix replacing the 2011 Developer Contributions SPD has not been published, making LP4 unclear.	• The policies have been kept separate to maximise clarity for Town and Parish Councils regarding CIL asks and proportions. • Support noted and appreciated. • The Council will provide a Developer Contributions Appendix to provide clarifications, which will be informed by the Infrastructure Delivery Study and Whole Plan Viability Assessment. • The Viability Assessment has been updated and some policy asks that were previously tested have been removed or reduced to promote viability of key delivery requirements. Consultation with developers and landowners was undertaken during the production of the Assessment to determine reasonable cost assumptions. • The Appendix replacing the 2011 Developer Contributions SPD is being tested and will be informed by the Infrastructure Delivery Study and Viability Assessment. • The updated Infrastructure Delivery Study presents both individual assessments of large sites so that their specific requirements and impact can be seen and the cumulative impact by settlement of sites of less than 550 new homes which may not individually trigger the need for

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Main Issues Raised	Council Response / How the Council has taken this into account
They request that it be released before Regulation 19 and properly tested. • Parishes and residents argue LP4 does not adequately address the cumulative effects of clustered allocations—especially in the Huntingdon–St Ives–A141 corridor—on highways, utilities, water infrastructure, flood risk and social infrastructure. Some propose a formal Cumulative Impact Zone Policy. • Promoters of large strategic allocations (e.g., Wyton Airfield, North Huntingdon Growth Cluster) argue that such sites already deliver most of their infrastructure on site and should not also be subject to CIL. They request clearer acknowledgement that LP4 may not apply in the same way to strategic schemes. • Responses highlight that public rights of way (including bridleways) are not sufficiently recognised in LP4 and should be upgraded and delivered through S106, given their importance for active travel, health, tourism and rural connectivity. • Health bodies request a clear process for calculating healthcare contributions; education teams ask to separate education from other services; and emergency services request explicit recognition of their infrastructure needs. • Suggest the addition of an additional bullet point: Specialist Supported Accommodation for people with care and support needs • Anglian Water asks LP4 to reserve land for the Fens Reservoir and Lincolnshire Reservoir transfer infrastructure corridors running through Huntingdonshire, to ensure future national water resilience.	on-site infrastructure provision for a specific element but may do so cumulatively. Large strategic sites will be expected to prepare infrastructure delivery plans to support their delivery (pre-submission policy LP 12). The North Huntingdon chapter introduction specifically promotes a collaborative working approach between developers in the area along with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council (and any successor authorities), and with other statutory partners. • Rights of way and bridleways are be considered under policies relating to transport and recreation. • Detailed processes will be provided through the Appendix replacing the Developer Contributions SPD in consultation with health and education providers. • Specialist housing is addressed in a separate policy and has not been included as a form of infrastructure. • An additional policy has been incorporated on Supporting and Enabling Strategic Infrastructure with specific reference to the Fens and Lincolnshire reservoirs along with East West Rail and the A141 and St Ives improvement scheme.
Key Diagram (10 comments)	
• General support for the key diagram but some amendments are sought. The Wildlife Trust strongly supports the inclusion of Green and Blue Infrastructure priority areas on the key diagram map, and the use of the Huntingdonshire Nature Network report priority natural landscape areas as the basis for these. • More labelling to help users • All settlements and allocations should be clearly shown on the key diagram • East West Rail safeguarded area should be shown on policies map and also the key diagram	• Support noted. • The Key Diagram has been amended to reflect some of the concerns raised while trying to ensure it is not overly complex. • All market towns, service centres, local service villages and villages have been added to the key diagram, even where no allocations are proposed. • East West Rail safeguarding area has been added to the Policies Map.
Policy LP5 - Settlement hierarchy (76 comments)	

Main Issues Raised	Council Response / How the Council has taken this into account
• Many respondents broadly support the settlement hierarchy as a logical structure for directing sustainable growth. • Several responses highlight inaccuracies or omissions in the Sustainability of Settlements 2023 scoring that they believe undermine correct settlement classification. • Many note that allocated growth does not consistently reflect the hierarchy, with some highly ranked settlements receiving little or no housing. • Respondents argue that a number of settlements—such as Elton, Great Gransden, The Offords, Godmanchester and Alconbury—have been incorrectly categorised. • Some communities object that large nearby allocations (e.g., Alconbury Weald) distort a village's sustainability but are not reflected in the hierarchy. • Many suggest more weight should be given to village clusters or service catchments, where smaller settlements rely on nearby centres. • Numerous representations raise concerns about transport, flooding, drainage and service capacity not being factored into hierarchy expectations. • Responses argue that Market Towns should take a greater share of growth in line with their sustainability ratings and national policy. • Developers generally welcome the new LSV tier, whereas some residents feel the category leads to disproportionate growth pressures. • Some argue that settlements near Peterborough should be ranked higher due to access to major services, employment and transport. • Objections consistently point to an over reliance on strategic sites and insufficient distribution of growth to sustainable villages. • Several responses suggest the hierarchy does not reflect NPPF priorities such as directing growth to transport rich locations or supporting rural vitality. • Some respondents request population and facility based criteria to define what counts as a town, service centre, local service village, village, or hamlet, rather than relying on general descriptions.	• Support noted and appreciated. • Town and Parish Councils were all given the opportunity to check and amend the sustainability of settlement assessments, the assessments are a snapshot in time. • Allocated growth has been informed by a number of evidence base studies and the availability and suitablility of sites submitted to the Council. • Great Gransden has been demoted to a village, no further changes have been made. • Assessments were based on the individual settlements not the wider parish areas, for example Alconbury Weald was assessed separately from Alconbury village. • The hierarchy is designed to reflect the service points with catchment settlements in lower categories. • Transport, drainage etc are addressed through different policies. Allocated growth has been informed by a number of evidence base studies and the availability and suitablility of sites submitted to the Council. • Due to lack of capacity within market towns much growth has been concentrated on sites immediately around them to maximise access to existing infrastructure and services in line with preferences expressed in earlier phases of public engagement. • The Local Plan retains the Local Service Villages Category to reflect the the level of services, facilities and infrastructure they offer and the contribution that they make to their social and economic sustainability and support they provide to nearby villages and hamlets as well as the local economy. • The employment access indicator included an uplift for settlements within 3 miles of higher density employment outside the district, e.g. Peterborough and Wyboston. • Additional sites have been included in village locations following the additional proposed site allocations consultation between May and June 2026. The Growth Strategy applies a small amount of development to help village to maintain the sustainability of their communities which can contribute to their social and economic sustainability and support nearby villages and hamlets as well as the local economy, such as sustaining school provision. This approach is consistent with the NPPF paragraph 83.

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Main Issues Raised	Council Response / How the Council has taken this into account
	• Public transport access was included within the sustainability of settlements assessment with higher scores for those with railway station access. • The definition is based on homes rather than including commercial buildings to reflect the resident population using services and community facilities.
How we will decide where a built up area boundary is (22 comments)	
• Many respondents strongly support the built up area definition. • A concern is that the draft plan does not provide mapped boundaries for each settlement. Respondents argue this creates ambiguity and limits the policy's usefulness, particularly where Neighbourhood Plans rely on these boundaries for decision making. • Several technical edits are proposed, including: replacing "30 homes" with "30 homes or commercial buildings" and ensuring boundaries recognise built form across parishes (particularly where neighbouring settlements fall outside Huntingdonshire). • Parishes such as Great Gransden ask that Neighbourhood Plan defined boundaries be carried into the Local Plan, or that HDC work with parishes to align boundaries before Regulation 19. • Developers (e.g., RAF Upwood / Warboys sites) argue the definition may already include their land within the built up area because it relates strongly to adjacent settlements—but they need formal mapping to confirm. • Some respondents particularly support criteria that allow well contained open land or paddocks to be considered part of the built-up area when physically and visually related, enabling modest "rounding off" and organic village growth. • Technical wording improvements suggested, these include: amending "tree belt" to "tree belt and/or hedgerow", fixing typographical issues.	• Support noted and appreciated. • The textual definition approach to settlement boundaries has been retained as it has worked successfully since its introduction in the 2009 Core Strategy; guidance is provided to neighbourhood planning groups wishing to use their local knowledge to define a boundary in their parish. • Additional explanation added of how the categories were informed. • Boundaries within neighbourhood plans form part of the statutory development plan so are not duplicated in the local plan. The boundaries are included on the Local Plan policies map. • Additional text included stating that land allocated for development will form part of the built up area once the scheme is under construction. • Reference to high hedgerows has been added.
Policy LP6 - Market Towns (12 comments)	
• Many respondents welcome the strategy of prioritising Market Towns as the most sustainable locations with strong services, infrastructure, and public transport links. • Several stakeholders argue the plan under allocates development at St Neots, despite its	• Prioritising growth around market towns reflects preferences expressed in earlier phases of public engagement. • Substantial growth is still committed and allocated in St Neots with further included through this local

Main Issues Raised	Council Response / How the Council has taken this into account
strategic location (ECML, A1, A428, Oxford Cambridge corridor) and history as a major growth area. • St Neots Town Council want the town centre boundary extended to reflect modern commercial activity, support investment, and strengthen vitality. • Some developers argue that Market Towns like Ramsey are not given enough growth relative to their sustainability, and propose additional well related edge of town sites. • Several respondents note uncertainty about how LP6 applies to sites adjacent to, or between, Market Towns (e.g., RAF Upwood between Ramsey and Bury), and ask for clearer mapping and definitions, including what counts as an Established Employment Area. • Some respondents ask that LP6 explicitly respect Neighbourhood Plans when development is proposed outside settlement boundaries. • There was some concerns regarding use of prescriptive thresholds and distances such as the 800m walking distance, the 600 sqm impact assessment threshold and requests for more flexible, case by case assessment—especially near transport nodes.	plan; limitations reflect current East West Rail provision and alignments. • St Neots town centre boundary has been reviewed and amended. • Five development sites are proposed around Ramsey and Bury; the area is highly constrained by flood risk and anticipated climate change impacts. • The built up area definition will guide interpretation of the market town policy; land directly adjoining established employment areas is now specifically referenced in the policy. Established Employment Areas are included on the Policies map and defined in the policy 'Protecting and enhancing established employment areas'. • Neighbourhood plans form part of the statutory development plan and will be accorded appropriate weight in decision-making. • The distance and area thresholds are used to ensure clarity.
Policy LP7 - Service Centres (12 comments)	
• Several respondents welcome the role of Service Centres as highly sustainable locations that can support additional housing, employment, and services for their wider rural catchments. • Respondents highlight uncertainty because the built up area boundaries are not published, making it impossible to understand where LP7 applies. • LP7 proposes allowing rural exception schemes up to 50 dwellings. Some developers argue 50 is too restrictive and no upper cap should be imposed. Others argue the cap should be linked to percentage growth (e.g., 15% of settlement size) to maintain proportionality. • A recurring theme is that limiting non allocated development outside built up areas only to rural exception housing is too restrictive. Respondents want the policy to also support: market housing, self/custom build, sustainable windfall sites, where these are well related to Service Centre boundaries and meet other policy criteria. • Some stakeholders want the policy to allow more types of service and employment uses on well	• Support noted and appreciated. • The built up area definition allows for interpretation of where the boundaries are while giving flexibility to reflect changing circumstances across the plan period. • The up to 50 threshold aligns with the medium scale development threshold proposed in the draft NPPF; there is no restriction on the number of schemes that may be proposed subject to demonstrating local need. • Up to 40% of the net developable area of any rural exceptions scheme is allowed for market housing/ self-custom build properties to provide additional flexibility. • Exceptions for employment and other uses are allowed for in a range of other policies and not duplicated here to avoid repetition. Amendments have been made to the class F uses supported. • A sequential test and evidence led approach was taken to site selection. These can be found in the Council's evidence library. • Infrastructure delivery is addressed in the Infrastructure Delivery Study, infrastructure related

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Main Issues Raised	Council Response / How the Council has taken this into account
related land, especially larger or strategic employment schemes, and to align wording with LP34, LP35 and LP36. This includes applying Use Class F consistently and resolving contradictions with other policies. • Questions are raised about why some Service Centres have allocations while others (e.g., Farcet) do not—despite having strong sustainability credentials and developable sites identified in the Land Availability Assessment. Respondents request transparency and evidence on how selection decisions were made. • Respondents request clearer commitments to the timing and delivery of schools, healthcare and community facilities associated with Service Centre growth—particularly for settlements west of the river. • Some representations argue LP7 is overly restrictive and may prevent sites from coming forward even when they are deliverable, sustainable, and needed to maintain land supply. • Within the Use Class Order all those uses fall within Use Class E and change of use within Use Class E is not considered to be development. Policy should explain how the restriction to the sub-uses within Use Class E will be achieved, or altered to reflect the lack of restriction of changing of uses within Use Class E. • Several comments note that wording should be clarified to avoid contradictions across LP6, LP7 and LP8.	policies in the Local Plan and a housing trajectory which is to be included in the Pre-Submission Local Plan which has taken proposed delivery timings of sites into account. • The policy seeks to support a balanced approach to growth with land supply being monitored through the Annual Monitoring Report. • The policy does not prohibit later changes of use but simply states where support will be given. • Wording clarification has been included.
Policy LP8 - Local Service Villages (22 comments)	
• Despite objections to details, several respondents support the concept of Local Service Villages as a sustainable middle tier that can accommodate proportionate development and help maintain rural services. • Some request that settlement boundary maps are published for Local Service Villages arguing the lack of maps makes the policy unclear. • Respondents feel the 30 home cap for rural exception schemes is too high—especially for smaller Local Service Villages—and propose alternatives: reduce to 10 homes; use a percentage cap (e.g., 2% or 5% of existing dwellings); require a size threshold proportionate to village scale. Others argue larger schemes are needed for financial viability but still acknowledge community resistance.	• Support for the concept of adding this category is noted and appreciated. • Settlement boundary map concerns are addressed above. • The cap has been clarified to include a maximum of 1 ha; the number of homes is determined by a local needs survey. • Neighbourhood plans form part of the statutory development plan and decisions will take them into account. • Up to 40% of the net developable area of any rural exceptions scheme is allowed for market housing/ self-custom build properties to provide additional flexibility. • The policy has been amended to allow for growth within the built up area which would reflect the greater sustainability of local service villages and

Main Issues Raised	Council Response / How the Council has taken this into account
• Several respondents urge LP8 to explicitly recognise that, where a settlement has a made Neighbourhood Plan, all development should accord with that plan before LP8 criteria apply. • Developers and planning agents argue LP8 is too restrictive because it only supports rural exception housing on well related land. They want: allowance for market housing, self build/custom build, and modest commercial/employment uses that match settlement scale. They say this would strengthen community vitality and support balanced rural growth. • Request mirroring elements of LP9 (Villages)—particularly the criterion allowing “minor scale” development in certain circumstances—to ensure consistency between village policies. • Some Local Service Villages (e.g., Farcet) question why they have zero allocations, despite strong sustainability credentials (schools, shops, bus routes, links to Peterborough). Respondents argue the plan lacks sufficient evidence to justify treating similar settlements differently. • Examples include Alwalton, where stakeholders argue the village should be reclassified due to proximity to Peterborough and access to higher order facilities. • In Alconbury and other locations near major growth areas, respondents worry LP8 ignores existing development pressures (e.g., Alconbury Weald, North Huntingdon Growth Cluster), leading to fears that Local Service Villages may be asked to absorb more growth than they can manage. • Some respondents note LP8 doesn’t sufficiently address what scale or type of employment, retail, or service development is appropriate in Local Service Villages, and request clearer guidance.	support growth which will maintain population levels to support the retention of these. • A sequential test and evidence led approach was taken to site selection. These can be found in the Council's evidence library. • Classification is broadly based on a consistent methodology, no changes made to Alwalton. • Classification is based on assessment of the individual village not nearby developments,. • Additional guidance on specific uses types added.
Policy LP9 - Villages (10 comments)	
• Some state policy is tightly framed such that most villages would see no meaningful development over 20 years. Settlement boundaries are described as “very constrained,” resulting in little space for growth, and policy criteria are viewed as negative or prohibitive. There is concern this will accelerate the decline of village services, reduce affordability, and prevent young families from staying. • Some say 30 homes is far too large for rural exception schemes in smaller villages, proposing reductions to 10 homes, or tying numbers to	• Settlement boundary concerns are addressed above. • Amendments have been made to the criteria for rural exceptions housing limiting it to an equivalent of 5% growth above the number of homes in the parish to allow for a level of organic growth that reflects the scale of the individual village. • Up to 40% of the net developable area of any rural exceptions scheme is allowed for market housing/ self-custom build properties to provide additional flexibility.

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Main Issues Raised	Council Response / How the Council has taken this into account
smaller percentage caps (e.g., 2%). Some call for removing the 30-home option altogether. • Market housing, self-build and custom build should also be allowed on well related land rather than only rural exceptions arguing this would help protect services, address local housing needs, and enable modest, sustainable growth. • Respondents challenge that there should be more allocations in villages. • Several suggest that LP9 should explicitly state that developments in parishes with a made or emerging Neighbourhood Plan must be consistent with that plan, providing local accountability and clarity. • Some respondents praise the recognition that large developments are inappropriate in rural and sensitive areas, expressing support for LP9's restraint where local infrastructure is limited. • Some consider Criterion (c) overly restrictive and want it aligned with the flexible approach for housing—supporting non residential proposals that are well related, small scale, and do not harm countryside character.	• The policy allows for further windfall growth within villages where it is sustainably located and is of a proportionate scale. • Neighbourhood plans form part of the statutory development plan and decisions will take them into account. • The policy is intended to shape growth in all villages, material considerations reflecting individual site circumstances may be presented as part of a planning application. • The approach to development outside the built up area remains limited to the rural exceptions housing approach supported in the NPPF and other countryside uses allowed for in specific policies.
Policy LP10 - Hamlets and Countryside (10 comments)	
• Respondents call for much stronger safeguarding of Best and Most Versatile land—especially Grades 1, 2 and 3a—and ask the council to map these grades clearly, distinguish 3a from 3b, and refuse development unless no reasonable alternative exists. Many also request compensatory soil improvement or food production measures where loss is unavoidable. • Multiple respondents highlight the contradiction between protecting countryside character and allocating major logistics sites, arguing these are inappropriate, harmful to hamlets, unsustainable, and set damaging precedents. Calls include deleting these allocations entirely. • Requests include adding agricultural land grade maps, clarifying landscape designations, and explaining how farmland loss and countryside impacts were assessed. • Anglian Water welcomes recognition that critical water/wastewater assets often lie in the countryside, but they seek clearer, positively framed support for essential infrastructure. • Equine groups argue that requirements for equine use to be "incidental" to a dwelling are unclear, unjustified, and harmful to welfare; that commercial equine uses are inadequately	• Given the very high percentage of land within the district that falls within agricultural grades 1-3 it is not possible to avoid building on this as the only lower grade land is river valleys which are typically at higher flood risk. • Economic evidence indicates a strong need for logistics within the district which need to be located close to the strategic road network, such land by default falls within the countryside. Strong landscaping requirements are imposed on the associated allocations and phasing of sites to minimise impact on the immediately surrounding countryside. • The Predictive Agricultural Land Classification map for England which shows a breakdown of grade 3a and 3 b were first published in October 2025. Agricultural and classification has been added to the Policies Map. • The policy remains framed as 'may support' for a range of uses including essential infrastructure to allow for a balanced planning judgement on the potential impact of a proposal. A new policy supporting and enabling strategic infrastructure has been developed to support essential infrastructure.

Main Issues Raised	Council Response / How the Council has taken this into account
addressed; and that restricting equine activity to settlement edges is unrealistic. • Request to designate agricultural protection zones around key farmland areas (e.g., Needingworth, St Ives gap, A141 corridor) to prevent erosion of settlement separation and protect food production capacity. • Many support LP10's direction but want stronger guarantees on avoiding irreversible countryside harm, including protecting valued landscapes, conserving heritage settings, and resisting inappropriate industrialisation.	• The requirement for equine uses to be incidental to residential property has been removed and the text refocused on requiring adequate land to meet established national welfare practices. • Agricultural protection zones are typically designated as special protection areas on environmental grounds ,such as Portholme, to protect it from intense agricultural practices, as field boundary buffer zones or for pollution control. Multiple proposed allocations include land specially identified to retain settlement gaps to promote the retention of community identity. • Valued landscapes and heritage settings are protected through other policies in the Local Plan to ensure specific guidance is provided.
Policy LP11 - Health and well-being (24 comments)	
• Many respondents welcome the focus on healthy communities, wellbeing, access to nature, and the use of Health Impact Assessments (HIAs) for significant development. • Several respondents say the policy states positive intentions but lacks clarity on how healthy outcomes will be secured—requesting explicit references to social infrastructure, community facilities, and practical mechanisms. • Developers request clear thresholds (e.g., rapid HIA for 50–199 units, full HIA for 200+), criticising the current approach as unclear or unjustified. Others question whether HIAs are needed at all for 100 unit schemes and whether LP11 duplicates national policy. • Some Parishes argue LP11 does not sufficiently address existing high levels of noise, traffic and pollution, pressures on rights of way and already strained health services. They call for stronger protection for communities already under stress. • Respondents highlight that large warehouse sites and HGV activity will negatively affect health through noise, air quality, movement and severance—urging the plan to recognise this explicitly in LP11. • Stakeholders note that "active travel" must include all non motorised users—including equestrians and mobility scooter users—especially in rural areas. • Some call for guaranteed access to high quality green space (e.g., 10 minute access to nature), linking wellbeing to green and blue infrastructure. • Several respondents highlight gaps in local GP capacity and emergency service demand, arguing	• Support noted and appreciated. • Provision of open space, social and community facilities will be secured through the policies on how infrastructure will be provided and securing infrastructure provision; social and cultural facilities have been added to the list of topics that can affect the health and well-being of groups within a community. • The policy has been amended to clarify the thresholds of rapid HIA for 50-199 homes or 2 to 9.99ha of mixed use, commercial or employment uses and a full HIA for 200 or more new homes or 10 ha or more of mixed use, commercial or employment uses; this provides specific local thresholds. • The policy and new development shaped by it are not intended to resolve existing problems but only to mitigate the impact of the proposed development. No change made. • Large warehouse schemes will fall within the requirement to complete a full HIA. • Active Travel England does not include horse-riding within their definition; the policy refers to the HIA demonstrating how the proposal will support and enable active and healthy lifestyles and the supporting text has been supplemented to include opportunities for movement by walking, wheeling, cycling, and horse-riding • The Fields in Trust standards plus a requirement for allotments have been used to inform the Infrastructure Delivery Study and Developer Contributions Appendix; these are significantly enhanced over the previously used standards and

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Main Issues Raised	Council Response / How the Council has taken this into account
LP11 should explicitly link new development to funding or delivery of expanded health services. • Some argue that healthy design is already addressed elsewhere in the plan and in the NPPF, suggesting the policy may be unnecessary unless significantly tightened or refocused.	include open space provision at multiple scales and proximities to new development. • Support for provision of GP surgeries is included within the policies on how infrastructure will be provide and securing infrastructure provision. New communities are required to provide GP surgeries within the scheme. • The policy has been tightened through clarifying more specific thresholds for its application.
Policy LP12 - Green and blue infrastructure (55 comments)	
• Most respondents support LP12's intent, including cross boundary networks, nature recovery areas, and habitat connectivity, including Natural England, The Wildlife Trust and the RSPB. • Many want firmer safeguards for priority landscapes (especially the Great Ouse Valley), nature recovery areas, SSSIs, bat habitats, and long established GI corridors. • North Northamptonshire Council supports the principles of draft Policy LP12 and its intent to make Nene Valley and Folksworth-Elton-Ashton Wold as priority areas as these cross into North Northamptonshire and present an opportunity for cross-boundary enhancements. Greater Cambridge Shared Planning support recognition of and approach to cross-boundary GI initiatives, including Great Ouse Valley and West Cambridgeshire Hundreds which cross the administrative boundary between Huntingdonshire and Greater Cambridge. • Respondents highlight outdated or draft references (e.g., LNRS, Nature Recovery Network maps), missing or insufficient mapping of Priority Areas, PROW networks, river corridors, and strategic gaps. • Developers flag concerns that the policy relies on a future Developer Contributions Appendix/SPD which has not yet been tested for viability, creating uncertainty. • Communities in Alconbury, Ellington, Warboys, and other growth cluster locations feel LP12 lacks clarity on how GI will be protected amid large scale development pressures. • Anglian Water support the policy and request reference to SuDS. • Some comments suggest inclusion of additional GI assets and corridors. Suggestions include adding Ouse Fen, Bury Brook, IDB/MLC waterways, bridleway networks, waterway links	• Support noted. • Policy has now been split into two policies - one policy designating the green and blue priority areas and the second setting out the approach to delivering green and blue infrastructure. • Support and recognition for strategic cross boundary areas of green infrastructure is noted. • References to draft LRNS updated following its adoption in December 2025. • Links to draft Nature Recovery Network updated. • The Developer Contributions Appendix is to be informed by the Infrastructure Delivery Study and Viability Assessment and will be published as part of the proposed submission Local Plan. • Concerns regarding impact on local communities such as those in Ellington, Warboys and Alconbury are noted and policies in the Local Plan seek to address this, either through strategic or development management policies or the relevant nearby strategic site allocation policies. • Reference to SuDs is provided within policies on managing flood risk and managing surface water. • Suggestions for additional green infrastructure corridors are noted, the ones identified in the policy are those from the LRNS and NRN and supported by evidence gathering and stakeholder engagement. • Additional text added to supporting paragraph 4.157 to highlight linkages of green and blue infrastructure to historic environment. • To address Environment Agency, Middle Level Commissioners comments, text added to supporting paragraphs clarifying that a proposal will need to comply with policies LP14 and LP15 regarding water quality, the Water Framework Directive and the Anglian River Basin Management Plan. • Concerns regarding impact of HGVs noted, proposals that result in additional HGV

Main Issues Raised	Council Response / How the Council has taken this into account
to the Great Fen, and ensuring wildlife corridors cross major road and rail barriers. • Historic England and others want GI policy to explicitly safeguard heritage settings and recognise synergies between GI and the historic environment. • Environment Agency state with regards to Point G, the policy must reference the Anglian River Basin Management Plan and Water Framework Directive (WFD) mitigation measures to ensure compliance with statutory requirements under the Water Environment Regulations 2017. • Some highlight risks from HGVs, loss of tranquillity, noise, and landscape change—especially in areas adjoining strategic sites. • Respondents want GI to support varied users: equestrians, mobility scooter users, disabled people; and to include features like benches, wildlife friendly design, and mental health supporting spaces.	movements will be assessed through other policies in the Local Plan. • Criterion g. requires a proposal to maintain and where appropriate enhance the public right of way network. Benefits for physical and mental health highlighted in supporting paragraph 4.157 and additional text added to paragraph 4.158 to identify that access to green and blue infrastructure should be available for all users whether they are accessing these areas by walking, cycling or wheeling.
Policy LP13 - Managing flood risk (43 comments)	
• Concerns raised that site-by-site Flood Risk Assessments are insufficient and fails to address cumulative impacts, particularly where multiple allocations sit within the same catchment. • Objections to the policy wording going beyond or conflicting with the NPPF and PPG, particularly updated PPG (Sept 2025) and lack of clarity about sequential testing and when it applies. • Several representations question whether the Local Plan is supported by a robust and transparent evidence base arguing the plan to be unsound. • Strong support for Sustainable Drainage Systems (SuDS) & Natural Flood Management however calls for stronger wording on performance, long term management and maintenance. • Stakeholders emphasise the need to safeguard vulnerable uses and essential infrastructure, expressing strong opposition to their placement in high-risk flood zones unless comprehensive safety and evacuation measures are assured. • Statutory consultees and technical experts urge clearer land type distinctions, mandatory flood risk assessments in defended areas, and strict standards for floor levels and floodplain compensation to ensure safe, climate-resilient development.	• Cumulative impacts addressed within the policy. No change made. • Policy checked against the NPPF and PPG, minor changes made where applicable. • Policy supported by a Stage 1 and 2 Water Cycle Study and Level 1 and 2 SFRA • Support for SuDS and Natural Flood Management noted, the policy requires applicants to demonstrate ongoing maintenance and management of any necessary flood defences or flood mitigation can be achieved. • The location of vulnerable uses is set out in the NPPF and PPG which will be assessed at planning application stage. • Amendments made to address comments from statutory consultees relating to critical drainage areas, hydraulic modelling, groundwater, water compatible development and land in defended areas • Residual risk will need to be considered as part of a planning application, no change made. • Cumulative impacts of development are addressed in the policy, other issues such as ecology, navigation and water use are covered in separate policies. No change made.

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Main Issues Raised	Council Response / How the Council has taken this into account
• Concerns include drainage, and pumping systems; lack of clear upgrade plans from providers and outdated assets all contributing to flood risk and affecting development viability. • Concerns about the Huntingdon to St Ives Great Ouse corridor regarding floodplain sensitivity and cumulative impacts of development and water use requiring the need for tailored policies taking into consideration navigation, ecology, abstraction, and continuous monitoring	
Policy LP14 - Managing waste water (30 comments)	
• Concerns around Water Recycling Centre capacity and the risk of permit breaches which will effect water quality. Respondents recommend confirming and funding upgrades before approval, and suggest phased development or occupancy limits to prevent sewage flooding and pollution. • Developers highlight Anglian Waters legal responsibility for wastewater infrastructure, and therefore oppose policies requiring them to demonstrate capacity or pay for upgrades. • Objections highlight policy conflicts with national policy and legal standards and could be ruled unsound. Critics particularly urge revision or removal of the requirement to prove wastewater capacity at the application stage. • Calls persist for clearer strategy and coordination, current Water Cycle Studies, a transparent Infrastructure Delivery Schedule with Anglian Water, early stakeholder collaboration, and improved assessment of cumulative and cross-boundary impacts. • Many support strict protection of water, river ecology, and designated sites, raising concerns that more wastewater discharges could lower environmental standards; some suggest delaying housing development if compliance is uncertain. • Respondents request clearer policies, distinctions in wastewater capacities, and stronger guidance for drainage connections. • Stakeholders are concerned wastewater upgrade costs may be underestimated, could hinder site development if passed to developers, and seek more accurate infrastructure cost testing in viability assessments.	• Work is ongoing with Anglian Water and through the Infrastructure Delivery study to identify future measures to ensure growth can be accommodated. Phased development is addressed in the policy and through the housing trajectory. No change made. • Developer response noted. • amendment made to criteria to state "agreement with the Council in liaison with Anglian Water that there is capacity for wastewater treatment and adequate wastewater conveyancing infrastructure a sustainable point of connection to the sewerage network is available to serve the whole development for its lifetime," • The Council has cooperated on an ongoing basis throughout the production of the local plan with Anglian Water and other infrastructure providers to inform evidence to support the local plan and inform the plans of infrastructure providers. • Support noted. The policy includes criteria to address water quality, designated sites and environmental standards. No change required. • Additional criteria included to address non-mains connection and supporting text amended to clarify drains connections and waste water capacity definitions. • Connections to utilities is considered as part of the Local Plan Viability Assessment.
Policy LP15 - Managing surface water (27 comments)	
• Many respondents—including Wildlife Trust, RSPB, Anglian Water, and others—support the	• Support noted.

Main Issues Raised	Council Response / How the Council has taken this into account
inclusion of SuDS, rainwater harvesting, water quality safeguards, and references to designated sites such as Portholme and the Ouse Washes. They welcome the emphasis on not worsening flood risk and ensuring ecological impacts are considered. • Several respondents request clearer definitions or standards, especially regarding: What counts as adequate rainwater harvesting (e.g., water butts vs. large tanks), expectations for SuDS design, infiltration rules, exceedance pathways, groundwater issues, and how to apply the hierarchy in different site conditions • Developers highlight that the National SuDS Standards are currently non statutory and that policy wording should reflect flexibility and align with the NPPF, which allows exceptions where SuDS are inappropriate. They propose amending the policy wording to “have regard to” the standards. • Parish councils and residents emphasise stronger wording to ensure developments do not increase downstream or off site flood risk. Local examples of flooding (e.g., Broughton, Kings Ripton) believed to be worsened by recent development • Multiple comments urge the Council to adopt area wide or catchment based drainage strategies, especially between Huntingdon and St Ives and strategic SuDS networks, Critical Drainage Areas, and blue green infrastructure planning. • Anglian Water request clearer references to their authority where surface water connects to the sewer network, policy clarity that surface water must not discharge to foul or combined sewers, and recognition of the need for developers to demonstrate capacity and fund reinforcement if required. • Some propose a minimum 20–40% reductions in runoff, requirements for SuDS to function during flood events and high groundwater and “No net increase in impermeable area” in key flood zones, EA sign off of drainage strategies before validation of applications, and linking housing occupation to delivery of flood mitigation infrastructure. • Clarify whether the policy applies to all development types. • Correcting references to LLFA roles. • Adding explanations, for example what a Section 19 report is. • More explicit recognition of archaeology impacts from SuDS construction and groundwater change	• Additional supporting text added to address the surface water hierarchy and rainwater harvesting. • The Surface water hierarchy addresses the issue what approach to take when SuDs are inappropriate. Additional supporting text has been added to clarify this. • National guidance specifically notes that development should not increase flood risk elsewhere. No change made. • Reference within the policy and supporting text has now been included to address Critical Drainage Areas if any are designated in Huntingdonshire in the future. • Clarifications in the policy and supporting text have been made to address comments made in relation to combined sewers especially in policy 'Managing Waste Water'. • The policy is guided by the National Standards for Sustainable Drainage systems, applicants will be required to take account standing advice and guidance from statutory organisations such as the Environment Agency and LLFA no change made. • The policy applies to all developments that may impact on surface water, no change made. • Amendments made in reference to comments from the LLFA. • Explanation of Section 19 report now included in the supporting text. • Archaeology is addressed in the Local Plan's Heritage Strategy and policy 'Conserving and enhancing our heritage assets'

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Main Issues Raised	Council Response / How the Council has taken this into account
Policy LP16 - Water efficiency (27 comments)	
• Many respondents acknowledge Huntingdonshire is within one of the driest parts of England, there is serious water stress affecting rivers, wetlands, and habitats, and tighter water efficiency standards are justified in principle • Some consultees (e.g., Wildlife Trust, Anglian Water, Greater Cambridge Shared Planning) state 90 l/p/d is appropriate, and in some cases should be lower (85 or even 80 l/p/d). The Shared Standards (2025) show 85–95 l/p/d is viable. Higher savings are required to protect ecosystems. Developers and housebuilders consistently argue 90 l/p/d exceeds Building Regs (110 l/p/d optional, 125 l/p/d baseline), Government consultations suggest 100–105 l/p/d, not 90, 90 l/p/d is not evidenced, not viable, and would make development undeliverable. Some developers ask for a water efficiency range to be applied where robust justification is provided. • Some respondents favour achieving targets via fixtures & fittings, incorporating rainwater and greywater recycling, especially on large sites, providing Water Efficient Design Statements, and requiring higher BREEAM credits for non residential (WAT01–04). Some say rainwater and greywater recycling requires further description. • Suggest the requirement for a separate Water Efficient Design Statement is onerous and could be covered in an holistic Sustainability Statement, which covers a range of sustainability considerations. • Growth should be phased until water supply and wastewater infrastructure is proven • Suggest that the policy applies to all residential proposals • Correct terminology (e.g., “proposed developments” instead of “proposals”) • Make clear the distinction between non domestic and non household • LP16 must link to broader water resource capacity, SuDS, storm overflow risks, and environmental compliance	• Support noted regarding tighter water efficiency measures. • Water efficiency standards have been tested through the whole plan viability report identifying that the policy standards are viable balanced against other policy requirements. • Additional supporting text included to reference how water efficiency can be achieved including fixtures and fittings and greywater recycling. • Supporting text modified to provide flexibility in the requirement for a Water Efficient Design Statement. • Policy applies to new properties only as recommended by the Shared Standards in Water Efficiency for Local plans 2025. No change made. • Phasing of development due to wastewater supply and broader issues regarding SuDs and environmental compliance are addressed through policies on flood risk, managing wastewater and managing surface water. No changes made. • Minor amendments made to the policy for clarity.
Policy LP17 - Approach to renewable energy schemes (14 comments)	
• Support for renewables but concerns about loss of farmland, countryside impact, and effects on residents’ health. • Requests to prioritise solar and battery storage on public buildings before greenfield schemes.	• Support for renewable energy is noted. • Additional sentence added to the introduction to the policy clarifying that energy generation through rooftop solar is addressed in chapter 5 through the design policies.

Main Issues Raised	Council Response / How the Council has taken this into account
• Calls for measurable on site renewable/low carbon heat targets and post occupation performance reporting. • Developers argue the policy should be more positively framed, clarify the planning balance, avoid reliance on Renewable Energy Assessment and clarify that allocated sites are not to be subject of any prioritisation and that the extent of the need for renewable energy generation will not be capable of being delivered through the proposed allocations. • Some ask for removal or clarification of the first bullet point under community led schemes. • Historic England supportive but seeks clearer criteria, stronger caveats regarding heritage, and better mapping limitations explained and references their Advice note 'Commercial Renewable Energy Development Historic Environment'. • Utilities providers and Anglian Water state the policy does not specifically consider renewable energy schemes to provide energy security and resilience for critical infrastructure as well as meeting net zero ambitions. • Natural England state support for excluding deep peat and calls for additional buffers around SSSIs and functionally linked habitats. • Need to account for impacts of turbines and solar on radar, communications, and safeguarded defence installations. • Requests for clearer explanation in the supporting text that mapped areas are starting points, not guarantees, and require site specific impact assessments. • Some seek stronger requirements for on site renewables and water efficiency in all developments. • Respondents highlight missing references to battery storage, the need to support grid capacity improvements and suggestions to utilise heat generated by data centres for district or industrial heating.	• The areas of technical potential are on the policies map; this is stated within the policy and in supporting paragraph 4.251. • Planning balance is identified in the third paragraph of the policy. No change made. The policy provides the Council's strategic approach to renewable and low carbon energy schemes, it does not set out a prioritisation towards allocated sites due to need nationally to decarbonise and reduce carbon emissions so not to undermine any other opportunities for renewable or low carbon energy generation that may arise. • The last sentence and bullet points have been removed from the community led renewable energy and low carbon energy schemes element of the policy. • Criterion b. expanded upon in the supporting text of the policy to include a reference to a list of potential adverse impacts should be considered and addressed. • Reference to Historic England's Commercial Renewable Energy Development Historic Environment Advice Note added to bullet point after supporting paragraph 4.253. Reference to LP53 (Heritage policy) added to clarify that this policy also applies and to avoid duplication of policy requirements. • To address Anglian Water concerns regarding flexibility for renewable energy schemes that can support critical utility infrastructure, an additional paragraph to the policy has been added: 'A proposal for renewable or low carbon energy generating schemes to support critical utilities infrastructure will need to meet criteria b above.' • Natural England support noted, additional bullets added to supporting paragraph 4.253 to require potential adverse impacts be assessed for: protected nature conservation sites; functionally linked land to the Ouse Washes and Nene Washes SPAs; and green and blue infrastructure priority areas as identified in LP12 • Supporting paragraph 4.253 – additional bullet point added to include consideration of impact on aviation safety such as radar, communications equipment, and navigational aids. • The Renewable Energy Assessment is a technical document undertaken by consultants to support the Local Plan and the assessment of proposals, no changes made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• Greater energy and water efficiency are addressed in design policies and in LP16. • No changes made a a result of comments on battery storage, data centres or grid capacity improvements.
Policy LP18 - Transport, travel and connectivity (41 comments)	
• Support for the transport hierarchy, digital connectivity, active travel and reference to key infrastructure schemes including the A141 and East West Rail, enhanced connectivity to rural areas and mitigation to minimise impact on existing areas. • Suggestion that East West Rail should include requirement for active travel connections and aspirations on station design • Suggestions for 'integrating active travel with green space/wildlife corridors; include sustainable links in new development and Transport Assessments to provide specific information, where Habitats Sites and SSSIs are within 200m • Some say more evidence is required on transport, infrastructure, viability and mitigation measures including modelling of growth from surrounding authorities and large developments such as Universal Studios and Tempsford • Concerns that the A141 & St Ives Improvement Plan will not meet the needs of growth resulting from the local plan, impact A1 at Buckden , the A14, A428, St Ives, Huntingdon and existing settlements • Suggestions to split policy into 'Transport and Travel and Connectivity' and 'Strategic Transport Improvements' • Calls for a Travel Plan to be mandatory for significant developments and for rural locations that are not near to services or facilities. • Public Health request to include reference to inclusive and accessible sustainable, active and low impact travel • Comments on whether a site size should be applied to gigabit connectivity whilst others mention this is already covered in Part R volume 1 and volume 2 of the Building Regulations • Suggest including improvements to public transport and A605/A1 crossing, calls for minor amendments on genuine modal options and destinations and sustainable links in new developments • Suggest inclusion of St Ives improvement scheme, Alconbury Weald Railway station in the list of	• Support noted. • The council notes the suggestion of station design, conversations with East West Rail confirm that no station will be located in Huntingdonshire, therefore no action taken. Active travel is addressed in the policy 'Supporting Active and Sustainable Travel' which would be applicable therefore no change made. • Active travel is addressed in policy LP 27 - Supporting active and sustainable travel and multi-functional greenspace in Creating high quality places and spaces (LP 20). No change made to this policy. Impact on Habitats Sites and SSSI addressed through LP 49 Protecting our nature conservation sites. No change made. • Evidence to support the local plan is an iterative process current and forthcoming evidence can, and will, be found on the council's 'Evidence Library for Local Plan Update' webpage. • The Council has completed and is undertaking transport assessments that assesses the impact of growth on the transport network and identifies any mitigation required. • The policy has not been split in two, but a separate policy will be developed to address and enable strategic infrastructure. • The National Planning Policy Framework and Planning Practice Guidance requires Travel Plans for developments that generate significant amounts of traffic to be determined on a site by site basis by the local planning authority, further information on this is provided in the supporting text. No change made. • Amendment made to include reference to inclusive and accessible sustainable, active and low impact travel in criterion • No changes have been made to digital connectivity, the requirement in the policy extends to employment uses to address the rural nature of the district. • Minor amendments made to supporting text to refer to a genuine choice of travel options,

Main Issues Raised	Council Response / How the Council has taken this into account
strategic transport improvements, Safeguarding Direction for EWR. Suggest inclusion of Local Cycling and Walking Infrastructure Plan (LCWIP) 2022 under paragraph 4.265-4.266.	sustainable travel is addressed in LP 27 - Supporting active and sustainable travel. • Policy now includes reference to St Ives Improvement Scheme. A separate policy will be developed to address and enable strategic infrastructure. Reference to LCWIP now included in supporting text.

Section C: Our Development Management Policies

Section C: Our Development Management Policies

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (2 comments)	
• General support for this section with a developer stating their commitment to bring forward sustainable development working alongside the Local Plan.	• Support noted.

Chapter 5: How we will create well designed places

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (16 comments)	
• General support for this chapter and its policies with their focus on good design, place-making, sustainable development, high-quality environments, and adequate infrastructure. • Support for use of traditional architecture in schemes and banning demolition of pre 1950s buildings. • Suggests strengthening policy wording to better address climate resilience, overheating, flood risk, water efficiency, tree planting, and the vulnerabilities of people with care/support needs. • Concerns that some policies are too long and may duplicate national guidance once NDMPs are published; requests clarification on when a Design Code vs a proportionate Design Commitment Statement is needed for major developments. • Recommendations for setting stronger on-site renewable energy/low-carbon heat requirements beyond Building Regulations and mandating post-occupation performance reporting.	• Support noted. • Changes to each policy summarised and recorded in the following rows. • Review of draft NPPF and implications on policies made.
Policy LP19 - Design context and character (34 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• General support the design led approach, use of local design guidance, and emphasis on creating high quality, distinctive places. Positive feedback that the Plan draws effectively on community produced documents and local character assessments. • Local design guidance such as HDC's Design Guide should be updated. • Suggestions that LP19 and LP20 should be merged to avoid duplication and form a single definitive design & placemaking policy. • Concerns that LP19 sends users too heavily to SPDs without providing enough detail within the policy itself. • Requests to explicitly reference Neighbourhood Plan design statements in LP19 and ensure schemes respond to them. • Concern that requiring too much detail upfront could create cost and risk barriers. • Requests for clearer guidance that full design codes should not be required at outline stage and should only apply to multi phase or multi developer projects. • Calls to reference national guidance such as Streets for All, Streets for a Healthy Life, Active Travel England guidance, and Cambridgeshire's Active Travel Toolkit. • Requests for lower density development in villages, with larger gardens and more off street parking to maintain character. Developers seek clearer expectations on the level of design detail required at different planning stages, especially at outline stage.	• Support noted. • A compatibility check undertaken in 2021 of the Huntingdonshire Design Guide SPD (2017) against the requirements set out in the National Model Design Guide (NMDG) and National Model Design Code (NMDG), confirmed that the Design Guide SPD meets the requirements of both the NMDG and the NMDC 10 characteristics of a well-defined place and go over and above the minimum requirements. • Policy LP19 sets a general approach to design context and character that all new development must follow and identifies key localised guidance. Policy LP20 provides more detailed design requirements, and only the relevant aspects of this policy would apply. This justifies keeping the policies separate. • Reference to neighbourhood plan design guides/codes have been added to the policy wording. • Aspects of design such as active travel are addressed in other policies within this chapter and references made to appropriate national and regional guidance is made there. • Density of development and design detail required and parking will be determined through policies in the plan. No changes made.
Policy LP20 - Creating high quality places and spaces (23 comments)	
• Broad support for design principles, including Active Design, green infrastructure, water efficiency, accessibility and permeability. • Some recommend combining LP19 and LP20 into one comprehensive place-making policy for clarity and consistency. • Off-street parking provision is currently insufficient; garages are too small for modern cars and new developments are failing to meet parking needs. • Policy should explicitly reference the historic environment, local vernacular, character and materials to strengthen protection and enhance place-specific design. • Requests for low-speed street design, stronger pedestrian/cycle permeability, cycle parking (not	• Support noted. • Policy LP20 provides more detailed design requirements, and only the relevant aspects of this policy would apply. Whereas, policy LP19 sets a general approach to design context and character that all new development must follow and identifies key localised guidance. This justifies keeping the policies separate. • Parking standards and other quantitative standards are not set in policy but instead a design approach is used so proposals can reflect their context and result in the most sustainable approach. Further context is provided in the policy 'Parking provision and vehicle movement'.

Main Issues Raised	Council Response / How the Council has taken this into account
storage), better emergency access provision, and safe refuge spaces. • Clearer phrasing, flexibility (e.g., “feasible / reasonable / viable”). • Calls for lower density edges, height controls, landscape buffers, and avoidance of urbanising features at settlement boundaries. Alconbury PC state policy is too general to address Alconbury’s pressures including cumulative growth effects. • Desire for an updated Design Guide aligned with national design policy; greater community engagement in design; design codes applied at the most appropriate stage. • East of England Ambulance Service request space for helicopter landing. • Typographical corrections identified.	• Policy wording added to address comments, including an addition to criterion a. referring to local vernacular; • Addition to criterion e. requiring cycle permeability between developments; and criterion m. addition of cycle parking as well as storage. • Wording adding to the policy to clarify that only relevant criteria will apply to developments. • Comments made referring to specific locational issues are not addressed specifically, instead these issues can be identified and addressed through the local engagement process that will underpin the development of masterplans. • The Huntingdonshire Design Guide SPD (2017) provides localised guidance which meets requirements of national guidance including both the NMDG and the NMDC 10 characteristics of a well-defined place. • Open spaces which can be used in emergencies would be addressed through open space requirements as a result of development. • Typographical errors corrected.
Policy LP21 - Placemaking for larger scale development (23 comments)	
• General support for the policy’s focus on structured placemaking through masterplans, design codes and parameter plans. • Objections to applying LP21 to 50-unit schemes, with calls for the policy to apply only to developments of 200+ dwellings and for stricter controls on large schemes in villages. Clearer differentiation between outline, hybrid and full applications, and for design requirements to avoid duplicating national Design & Access Statement content. requirements should be proportionate, flexible, and not mandatory at outline stage. • Alconbury PC state policy is too general to address Alconbury’s pressures including cumulative growth effects. Anglian Water supportive of the policy and endorses a requirement to ensure the effective and inclusive consultation has taken place on the preparation of the masterplan including with statutory consultees/statutory undertakers. • Requests that large-scale development prioritises brownfield land, especially in St Neots, before greenfield release. • Concern that development between Huntingdon and St Ives risks settlement joining-up, with suggestions for a green wedge or gap policy.	• Support noted. Policy moved to the strategy section of the Local Plan. • The policy provides flexibility by identifying that the masterplan process be proportionate to the scale and complexity of the site and development proposed and the type of planning application submitted. • Supporting text to the policy identifies that as well as Parish and Town Councils, infrastructure providers and statutory consultees should also be included within local engagement process on masterplans. • Comments made referring to specific locational issues are not addressed in this policy as it provides a general approach, instead these issues can be identified and addressed through the local engagement process that will underpin the development of masterplans.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Policy LP22 - Ensuring amenity for new buildings and neighbours (14 comments)	
• Support for LP22's aim to secure good amenity for new and neighbouring buildings, including daylight, privacy, noise control and environmental comfort. • Respondents say the term "acceptable" is subjective and should be clarified or amended (e.g., "acceptable when taking mitigation into account"). Requests to adjust wording—e.g., "will be, or made, acceptable," "avoiding or mitigating," definition of "notifiable installation," and more flexibility in applying Secure by Design. • Noise/vibration risks should also be referenced in the policy. • Anglian Water requests that the supporting text should include specific reference to wastewater infrastructure facilities such as pumping stations and our water recycling centres where we seek to recommend new development avoids encroachment on these assets for for amenity. • Water pollution and contamination do not belong in a residential amenity policy and should not duplicate other environmental policies. • Suggestions to include pre-commencement delivery plans for energy, drainage, green infrastructure, and phased social infrastructure (schools, healthcare, community facilities).	• Support noted. • Wording unchanged as each proposal will be assessed on their own merits considering their proposed use and context, relevant guidance is referred to in the supporting text. • Noise impacts are addressed in criterion c. of the policy. Vibration added to criterion d. • Text added to identify that wastewater infrastructure facilities such as pumping stations and water recycling centres can impact amenity, so encroachment on these assets should be avoided to ensure high quality of amenity. Reference to the CCC Minerals and Waste Plan has been added. • policy now cross refers to LP14 where water quality is specially addressed. The requirements are not duplicated in LP22. Water pollution is included in the policy for completeness, water policies will apply in applying detailed criteria in meeting water quality standards. • Comment regarding pre commencement conditions are noted, this would likely only apply to larger scale proposals and will be identified and secured through the planning process and in the strategic policies and site allocation policies in this plan.
Policy LP23 - Minimising embodied carbon in new buildings (13 comments)	
• Support for reducing embodied carbon and responding to the climate emergency and net zero ambitions. • Support for presumption against demolition to minimise waste and carbon. • Endorsement of sustainable construction practices. • Typographical corrections identified. • Requests for the policy to remain flexible to accommodate evolving national policy and technology. • Demolition justification should explicitly consider structural soundness. • Risk that overly strict requirements could make conversion schemes unviable. • Desire for clearer emphasis on building reuse, reuse of demolition materials, controlled via conditions or legal agreements. • Calls for including adaptation of historic buildings as part of a low-carbon strategy.	• Support noted. • Detailed requirements regarding demolition have been removed and instead the policy only states a presumption in favour of the re-use of existing buildings with materials being reused or sustainably disposed of where demolition does take place. This is to overcome viability concerns and also reflecting that many forms of demolition are covered under permitted development rights. • Typographical errors corrected. • Policy merged with policy on operational carbon. As such, the requirements for all new homes and buildings to meet at least the national energy efficiency standards at the time. Also, the design principles to maximise energy efficiency have been incorporated into this policy.

Main Issues Raised	Council Response / How the Council has taken this into account
Policy LP24 - Minimising operational energy consumption in new buildings (17 comments)	
• Broad support for reducing operational energy use to address the climate emergency, net-zero ambitions and fabric-first, energy-efficient design approaches. • Endorsement from several respondents for alignment with BREEAM “Very Good” for non-residential buildings but some consider national standards should be used instead. • General agreement that improving building performance is essential and consistent with Future Homes Standard direction. • Future Homes Standard not yet finalised—policy wording may need amendment once details are confirmed. • Concern that criteria applying to all development may be excessive. • Clarification needed on renewable energy “preferably on-plot”, implications for viability and how off-site solutions could be conditioned or secured through S106. • Need to ensure modern construction does not interfere with connectivity (e.g. broadband, phone signal). • Cross-reference with LP16 Water Efficiency suggested to maintain BREEAM water credits. • Clarification needed on where BREEAM applies—non-occupiable buildings may fall outside its scope. • LP24 may become redundant once national Future Homes Standard and Future Building Standard are implemented. • Requests to remove or reword requirements so they only support developments that exceed building regulations, not mandate them. • Emphasis on need for flexibility to adapt to evolving national policy and technology.	• Support and concerns noted. • To ensure compliance with the emerging NPPF regarding energy efficiency standards, reference to BREEAM standards removed and instead national standards will be used to assess energy efficiency on non-residential buildings. • Policy merged with the proceeding policy to provide a single policy that addresses embodied and operational carbon. See changes above also.
Policy LP25 - Making existing buildings more energy efficient (7 comments)	
• General support for measures to make existing buildings more energy efficient to address the climate emergency. • Historic England recommend that reference is made to the new Historic England guidance Adapting Historic Buildings for Energy and Carbon Efficiency. • Policy wording could be strengthened rather than saying 'should'.	• Support noted. • Reference added to supporting text to Historic England guidance note 'Adapting Historic Buildings for Energy and Carbon Efficiency'. • Policy wording amended to require applicants to consider opportunities to improve energy efficiency using the Council's technical advice note for Environmentally Sustainable Design and Construction.
Policy LP26 - Supporting carbon capture through nature (14 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• General support for policy and importance of carbon capture through nature and protecting and enhancing natural carbon sinks (e.g., existing woodland, peatland, soils) is essential for long-term sequestration. • Clear definitions of "carbon sinks" within the policy text, not only in supporting text. Mature habitats must be prioritised because carbon benefits take years to accrue. Policy map should show location of carbon sinks, peat soils, and sensitive landscapes to guide decision-making. • Some request the policy be removed entirely due to conflict with viability or other regulatory processes. • Historic England support policy but seek reference is made to archaeology and historic landscapes at the end of the last sentence and in supporting text. • Natural England identify tree planting on peat or species-rich grassland can damage existing carbon stores instead of enhancing them, suggesting wording that peatland tree planting will not be supported unless it protects or enhances the carbon sink. • Anglian Water recommend reference Future Fens: Integrated Adaptation, the local nature recovery strategy, and the Fens Climate Change Risk Assessment for strategic context. • Requests to clarify the final paragraph, particularly distinguishing between species-rich grasslands, floodplain meadows, and species-poor grasslands to avoid inappropriate habitat conversion. • Potential overlap and conflict with BNG, open space, play space and amenity requirements, especially where carbon capture measures require land-take. • Concerns that compulsory inclusion of tree planting, SuDS, and green roofs could become a tick-box exercise and may not be appropriate on all sites.	• Support noted. Policy moved to Chapter 4 How we will enable sustainable growth • Policy amended to identify habitats that are carbon sinks. • Policy shortened and simplified to reduce viability impact on developments and for ease of implementation. • Reference added to archaeology and historic landscapes to the supporting text. • Clarification in supporting text that peatland tree planting will not be supported unless it protects or enhances the carbon sink. • References to Future Fens: Integrated Adaptation and the Fens Climate Change Risk Assessment made within supporting text. • Policy refined to provide clarity and avoid overlap with other policies
Policy LP27 - Supporting active and sustainable travel (22 comments)	
• General support for the principle of improving walking, cycling, public transport and inclusive mobility across all age and ability groups. • Strategic-scale developments are highlighted as well-placed to deliver significant active-travel improvements. • Identify infrastructure requirements, such as secure bike storage and safe, direct active-travel	• Support noted. • This policy sets the detailed aspects of parking and vehicle movement and works alongside strategic policy LP 18 Transport, Travel and Connectivity which sets the strategic approach to transport, travel and connectivity. • Reference to safe routes included within criterion c and care and support needs included in criterion d.

Main Issues Raised	Council Response / How the Council has taken this into account
routes and reference to those with care and support needs • Strong emphasis on ensuring connections to existing pedestrian, cycle and equestrian routes, with clarity about standards, lighting, safety and natural surveillance. • Ensure equestrians are consistently included. • Recognition that in rural areas, car reliance will remain for some trips, but active travel can still form part of multi-stage journeys. • Concerns that the policy does not fully address constraints created by major roads such as the A1(M), A14, and A141, which create barriers to safe movement or does not address cumulative traffic impacts, especially in places like Ramsey, Bury, and Alconbury and Alconbury Weston. • New growth areas (e.g., Brampton Cross, North Huntingdon Growth Cluster) may worsen traffic and reduce active-travel safety unless stronger requirements are imposed. • Some object to requiring formalised rights of way and all routes being built to adoptable standards, arguing this goes beyond what is reasonable or necessary. • Requests for flexibility so developers are not over-burdened by obligations exceeding national policy. • Should consider impacts on protected sites when routing active-travel connections. • Suggestions to reference key guidance documents including Cambridgeshire Active Travel Toolkit, LCWIP, DfT LTN 1/20 and Local Transport & Connectivity Plan • Requests for consistency in definitions of active travel and sustainable transport across the document. • Typographical corrections identified.	• The policy guides the principle of how and what infrastructure may be required. Infrastructure requirements will be identified through the Infrastructure Delivery Study and through the planning process, as well as be identified by Parish and Town Councils. • Design policies such as LP20 Creating high quality places and spaces will also apply to ensure that routes are well designed and safe. • The policy refers to all users, for example criterion b. • The policy maintains the requirement for routes to be provided to an adoptable standard, no change made • Concerns regarding over burdening developers are noted, the policy does state 'as appropriate to the development proposed' which provides flexibility, no changes made. • Concerns regarding protected sites are noted, policy LP49 Protecting our nature conservation sites would also apply where a proposed route may impact one of these sites. • Key supporting documents are referenced in the supporting text to the policy. • Sustainable travel defined in the glossary, expanded to included active travel. • Typographical errors corrected.
Policy LP28 - Parking and vehicle movement (24 comments)	
• General support for the principle of context-specific, evidence-led parking design, including flexibility linked to proximity to sustainable transport. • Support for aligning with the Huntingdonshire Design Guide and national disabled-parking guidance, provided this does not confer undue policy weight on SPD documents. • Recognition that flexible standards can help reduce car dependency in well-connected areas. Should set maximum car-parking standards.	• Support noted. • This policy sets the detailed aspects of parking and vehicle movement and works alongside strategic policy LP 18 Transport, Travel and Connectivity which sets the strategic approach to transport, travel and connectivity. • Parking standards and other quantitative standards are not set in policy but instead a design approach is used so proposals can reflect their context and result in the most sustainable approach.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Cycle parking standards are too high and lack evidence or viability assessment. Provision should accommodate different cycle types, be secure and well designed. • Requests for scooter parking to be included beyond specialist housing. • Concerns that LP28 does not address existing congestion or cumulative pressures on the A1(M), A14, A141, Ramsey and Bury, and Alconbury and Alconbury Weston. Requests for the policy to give stronger protection for communities already experiencing high traffic levels, particularly where large developments may exacerbate conditions. Some call for explicit highway-efficiency considerations, such as avoiding new junctions that degrade traffic flow and supporting grade-separated junctions on key strategic routes. • Policy wording to ensure sufficient width and design for emergency vehicles, refuse vehicles, and frequent health-care and carer visits to specialist housing. • Calls for improved guidance on assessing parking demand using local census data, restricting tandem parking on main roads, specifying parking provision for schools, and for nurseries and apartment blocks.	• Cycle parking standards are informed by the Department for Transport Cycle Infrastructure Design – Local Transport Note 1/20. Additional criteria and supporting text has now been included to reflect different cycle types. • Reference to mobility scooters included in the supporting text. No change made • Reference to safety and movement including impeding vehicle and pedestrian movement included in the supporting text. No change made. • Reference to emergency vehicles included within the supporting text. No change made. • Guidance on parking types and design including for apartment blocks is included in the Huntingdonshire design guide which is referenced in the policy and highway safety is identified in criterion a which is designed to prevent highways issues from tandem parking on main roads. • Additional criteria and supporting text included to address communal parking requirements. No reference has been made to local census data, proposal that do not include minimum cycle parking standards will addressed on a site by site basis as part of the planning application process.
Policy LP29 - Electric vehicle charging points (18 comments)	
• General support for policy and measures to address the climate emergency. • Criterion b and c should only apply to major developments. • Some consider a duplication of national policy. • More information required on how policy applies to provision in shared communal areas. • Consider establishing shared EV charging points for emergency service vehicles and also future technologies. • Historic England supportive of the policy but consider it should also include reference to the need to minimise impacts on heritage assets and their settings. • Cambridgeshire County Council supportive and suggest reference to Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy. Provision must be off-street i.e., on driveways or in car ports / garages. • Add ' or successor documents' to policy.	• Support noted. • Requirement for electricity vehicle charging points does not apply only to major developments so therefore this restriction should not apply to the policy. • Further information on electric vehicle charging in shared areas is addressed in Part S of National Building Regulations and supplemented by criteria a to c of the policy. • A proposal for emergency services charging points can be included within a development proposal reference now made also in supporting text to the policy. • Reference to minimising impact on heritage assets and their settings added to policy. • CCC's On-Street Electric Vehicle (EV) Infrastructure Policy document from December 2023 and the Combined Authority's Electric Vehicle Infrastructure Strategy from 2024 added to the supporting text of the policy. • 'Or successor documents' added to the policy so that any changing standards in EV requirements from Building Regulations can still be applied

Main Issues Raised	Council Response / How the Council has taken this into account
	including new or emerging requirements or technologies.
Policy LP30 - Preventing and reducing air pollution (9 comments)	
• General support for the policy and its ambitions. • Criterion d should be more precise and define significant proportion. • Natural England advise adding that proposals which have the potential to increase Annual Average Daily Traffic (AADT) on roads within 200m of protected sites should also be required to submit an Air Quality Assessment. • Current wording is very stringent and will be difficult for practitioners to apply in practice. • Policy states that an assessment should assess how biodiversity could be affected, it should be made clear that this is required specifically where sensitive ecological sites have the potential to be impacted. • Ellington PC consider policy protections are broad and are not specific enough for Ellington. • Warboys PC requests that detailed site proposals for nearby developments include: protection of the Warboys Clay Pit SSSI and surrounding habitats; air quality monitoring and mitigation in accordance; and contributions to local green and blue infrastructure. • Alconbury PC state policy is too general to address Alconbury's pressures including cumulative growth effects.	• Support noted. • No changes made to 'significant proportion' • Additional criterion to include when an air quality assessment will be required to include within 200m of internationally protected nature sites. • Policy worked on with Environmental Health colleagues to ensure a practical policy. • Additional supporting text added to address how biodiversity can be impacted by poor air quality. • Comments made referring to specific locational issues within parishes are not addressed specifically as this policy provides a general approach, more detailed policies on air quality impacting local areas can be addressed through planning applications made and/or in neighbourhood plans.
Policy LP31 - Preventing and reducing ground contamination and groundwater pollution (7 comments)	
• General support for the policy and its ambitions including from Environment Agency. Anglian Water supportive especially regarding ground water. • Define what the relevant applications would be. • Policy should be simplified and reworded in particular the first paragraph should clarify that proposals are not expected to investigate suspected contamination on land outside their ownership/the development site.	• Support noted. • Application of policy is dependent on location of sites and the existing land conditions rather than application types. • Policy worked on with Environmental Health colleagues. It is reasonable to include assessment of surrounding land conditions that may impact sustainable development.

Chapter 6: How we will support a strong local economy

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (13 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Strong support for logistics and strategic distribution along strategic road network • Concern over logistics sprawl • Planning agents objecting through supporting documents to overall logistics need suggesting this should be higher and that unit size is increasing • Suggestions for additional sites from planning agents including Buckden 4 Tin Lid, Brampton (as referenced in the LAA). • Transport improvements required to link rural residents with new jobs especially at Wyton and Ramsey • Need to clear definition of large strategic sites and smaller local sites • Support emphasis on supporting rural enterprises, improving economic opportunity and sustainably located sites • Would like flexibility to recognise retail and community hubs that are not designated as local centres	• Support noted • The Local Plan provides Strategic Employment Allocations which are sequentially preferable, further logistics development will be guided by policy LP 36 to prevent sprawl. • Logistics need supported by the Economic and Employment Needs Assessment. • Buckden 4 was considered inappropriate for development as it is wholly within a Minerals Development Area, no further information has been provided to enable additional assessment. • Huntingdonshire's Transport Strategy assesses local plan growth with suggested mitigations where required. • The Council has provided examples of strategic and small logistics sites and unit sizes in supporting text to policy LP 36. • Support noted • Retail and community units that are not in local centres are now addressed in a new policy under the heading Services and facilities outside designated Centres..
Draft Policy LP 32 - Protecting and enhancing Established Employment Areas (18 comments)	
• Broad support for protecting, expanding and intensifying EEAs, including Minerva Business Park. Support from CCC Transport Strategy Team. • EEA expansion should only apply where an existing business is expanding. • Council should identify which EEAs are suitable for growth. • Suggest changing “immediately adjoining” to “well related” to allow for logical extensions. • Support for a brownfield first approach, especially in St Neots. • Need clarity on how existing commitments (e.g., Alconbury Weald) will be considered when new commercial sites are proposed for example as part of the Growth Cluster which may not be necessary. • Concerns about cumulative impacts (traffic, noise, lighting, HGVs, landscape). Policy needs guidance for villages which have major employment areas (e.g., Alconbury) • Need clarity on restricting sub uses within Class E. • Ramsey 1 seeks clarity on classification as expansion vs. separate site.	• Support noted • The NPPF requires local plans to take into account local needs and wider opportunities for development and build on its strengths. Policy LP32 allows for the expansion of EEAs in sustainable locations where the benefits of agglomeration can foster stronger business benefiting the wider workforce. No change made. • EEAs currently suitable for growth are identified in Appendix C of the Economic and Employment Needs Assessment. Some of these sites have been taken forward as employment allocations. This has been clarified within the supporting text. • Agreed, text has been amended from “immediately adjoining” to “well related” to allow for logical extensions. • The policy allows for the redevelopment of intensification of EEAs and policy LP 34 directs new business growth first to EEAs before considering countryside location's. No change made. • See comment above. In addition policy LP 35 'Enabling Key Clusters' points to an allocations and EEA first approach (which includes Alconbury Enterprise Zone) when considering new cluster development. No change made.

Main Issues Raised	Council Response / How the Council has taken this into account
• Objection to removing Meadow Lane Business Park; should remain an EEA or be reassigned. • Proposal to allocate Land north of B1043 (Alconbury 6) which has been positively assessed.	• Cumulative impacts (traffic, noise, lighting, HGVs, landscape) are addressed throughout the Local Plan and will be assessed on submission of a planning application. Policies include but are not limited to those addressing design, amenity and transport. No change made. • The policy does not prohibit later changes of use but simply states where support will be given. • Clarification will be made in the supporting text of the policy to identify that once developed employment allocations adjacent to EEAs will be considered part of that EEA, these would include for example allocations Ramsey 1, Kimbolton 2. • Meadow Lane Business Park has undergone redevelopment to non-employment uses. The EENA found that it is likely not a suitable candidate for the promotion of additional or new employment space. As brownfield land alternative uses can be assessed through other policies in the Local Plan. • Alconbury 6 (in the LAA) was considered inappropriate by the Highways Authority and is therefore considered inappropriate for development. No change made.
Draft Policy LP 33 - Expansion and diversification of rural businesses (4 comments)	
• Should cross refer to Draft Policy LP17 as renewable energy projects as part of farm diversification. • Needs clear evidence of existence of a rural/farm business to prevent conversion of farm buildings to residential. • The Transport Strategy Team request sustainable connections to key towns and adjacent villages. • Need extra text to ensure that it does not have harmful effects on residential communities – roads, water, electricity	• The plan should be read as a whole and renewable energy is addressed through LP 17 which would include development on farmland. No change made. • The requirement for evidence is covered in the supporting text. No change made. • The requirement for sustainable connections is addressed through policy LP 18 Transport, Travel and Connectivity. No change made. • Impact on residential communities is addressed in the final paragraph of the policy and through additional policies in the local plan relating to transport, water and infrastructure. No change made.
Draft Policy LP 34 - Shaping new businesses in the countryside (7 comments)	
• Amend criterion a to include suitable and viable alongside available land • The policy restricts B8 uses and should address strategic employment sites and only allows for specific uses	• The policy provides opportunity for specific opportunities for new businesses in the countryside where justified whilst ensuring that more sustainable locations are considered in the first instance whilst enabling access to an active workforce and population. No change made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Need clarity on restricting sub uses within Class E. • Transport impact should be considered	• Supporting text acknowledges that alternative policies were considered for logistics development in the countryside. No change made. • This policy addresses new development in the countryside and not change of use. No change made. • Impact on residential communities is addressed in the final paragraph of the policy and through additional policies in the local plan relating to transport. No change made.
Draft Policy LP 35 - Enabling key clusters and innovation-led growth (18 comments)	
• Clearer alignment with the Local Growth Plan and how existing commitments (such as Alconbury Weald) are factored into assessments of new commercial sites. • Support from Defence Infrastructure Organisation • More permissive support for strategic employment development, especially in rural areas, with requests to define “appropriate locations” more clearly. • Removal or reconsideration of terms such as “exceptional circumstances,” which are seen as inappropriate given their association with Green Belt policy. • Greater flexibility in criteria (particularly c–n), which some consider too rigid and likely to constrain national defence–related development or large-scale schemes such as Brampton Cross that can generate their own workforce demand. • Recommendations include adding reference to available water supply for non-domestic use, providing more detail on Employment and Skills Statement requirements, and ensuring sufficient provision for SMEs. • Some responders also question whether large mixed use allocations must comply with this policy. • Several sites have been proposed for reconsideration or inclusion—such as Former RAF Upwood—and concerns raised about the deliverability of allocations like North Huntingdon 2 and Peterborough Services 1, with alternative LAA sites suggested e.g. Buckden 4, Park Farm, Brampton 7–10 (as identified in the LAA)	• Additional supporting text added to reference Alconbury Weald and the Local Growth Plan. Criteria clarified to refer to the Local Growth Plan or future Spatial Development Strategy • Appropriate locations are identified in the policy and supporting text referring to a sequential approach, brownfield first and location near local population centres. No change made. • Criterion amended to remove reference to exceptional circumstances. • Minor amendments made to some criteria and supporting text. • Reference to water supply added to the supporting text. Detail regarding Employment and Skills Statements is included within the supporting text, no change made. Provision for SMEs is addressed in the supporting text and also through other employment policies in the plan, no change made. • Clarification provided in introduction to note that Strategic mixed use allocations are addressed in Section D Our Development Sites. • RAF Upwood is addressed through LP 32 Protecting and Enhancing Established Employment Areas and allocation policies. Delivery of the strategic employment allocations is confirmed by the landowners and their agents. Outline permission for North Huntingdon 2 was granted on 23 March 2026. Sites Brampton 7-10 were assessed as inappropriate for development in the Council's Land Availability Assessment, as was Buckden 4.
Draft Policy LP 36 - Enabling logistics and distribution (38 comments)	
• Support for dedicated logistics policy to reflect market need and requirements around utilities, sustainability and design. Anglian Water	• Support noted. • Added additional text in the policy and supporting text to refer to ancillary uses.

Main Issues Raised	Council Response / How the Council has taken this into account
specifically reference criteria g and Public Health (CC) accessible workforce. • Mixed views on the policy's flexibility: some say it is too permissive, others that it is not flexible enough and should allow more employment land, B2 uses, and additional sites. • Objections to specific allocations (e.g., Peterborough Services) and calls to add or reconsider sites: Fenstanton Galley Hill (for last mile logistics), Buckden, Brampton, RAF Upwood, Hungary Hall Farm, Park Farm (for allocation). • Concerns that the sequential and EEA-based "last mile" approach is unsupported, inflexible, and undermines deliverability. Request for cargo bikes to be included (CCC). • Desire for clearer policy definitions, including around unacceptable impacts, utilities, net zero and criteria wording (notably e, g, h and i). • Objection to anchor-tenant requirement as too restrictive and challenge sequential and brownfield first approach • Disagree with last mile definition, suggest requirement for annual monitoring, and recognition of Alconbury Weald's capacity. • Criticism that prioritising SRN access biases site selection toward countryside locations. Others think it should be defined as within a short distance to A1(M), A14 & A428" ideally 10 minutes and other question impact on HGVs in rural areas. • Request requirement for alternative evidence to justify additional development if a Spatial Development Strategy is not completed within 24 months. • Should make clear that sites should not be disaggregated	• Responses to allocation Peterborough Services is addressed in the table 'Villages' under 'Haddon 1/ Peterborough Services'. Delivery of the strategic employment allocations is confirmed by the landowners and their agents. Sites Brampton 7-10 were assessed as inappropriate for development in the Council's Land Availability Assessment, as was Buckden 4. Hungary Hall Farm was put forward as a residential-led mixed use development and therefore was not considered as a strategic logistics and distribution site. Fenstanton Galley Hill has now been included within criterion a and supporting text. • Last mile logistics is a permissible policy to allow for more sustainable delivery options within the District's larger population areas and meet the requirements of the NPPF paragraph 86 e by providing a diverse portfolio to ensure resilience as noted in the evidence base. Reference to cargo bikes and other methods of delivery have now been included within the policy to reduce emissions and encourage sustainability. • Clarification of policy criteria has been added to the supporting text to address comments on utilities (g). Clarification on adverse impact regarding criterion e is present within the supporting text. No change has been made to the net zero requirement, viability evidence indicates scope for seeking higher environmental requirements within the distribution sector and employment evidence recommends robust mitigation measures including on-site measures for carbon reduction. • No change made to requirement for an anchor tenant, employment evidence justifies this requirement to limit logistics sprawl, location and accessibility . • Last mile definition supported by the Economic and Employment Needs Assessment, monitoring requirements are set out at the end of the policy and Alconbury Weald is taken under consideration in policy LP35 and 32. No change made. • The policy provides a balance for new strategic development and accessible employment opportunities as noted in the employment evidence. Additional requirement included for a HGV routing plan to reduce transport impact on surrounding areas.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• Supporting text of the policy outlines supporting evidence required to justify development, no change made. • A definition of sites of national and regional scale now included in supporting text for clarity to address disaggregation.
Draft Policy LP 37 - Helping tourism and recreation in the countryside (4 comments)	
• Support for inclusion of cycling and walking, heritage (from Natural England), not adversely impact designated sites (Natural England). • Requested that references to a 'regional park' in paragraph 6.100 are replaced with 'nature and recreational destination' to reflect the Fens Reservoir.	• Support noted • Paragraph 6.100 amended as requested.
Draft Policy LP 38 - Defining our Retail Hierarchy (5 comments)	
• No shops provided in new developments in Ramsey and no new shopfronts • Suggest changing the floorspace threshold of 600sqm for new Local Centres • Larger supermarkets in excess of 600 m2 could be appropriate at a local centre to help make settlements more sustainable. Suggest that these are allowed if they result in no adverse impact elsewhere to any other market town or local service centre	• The purpose of this policy is to set out our retail hierarchy as required in NPPF paragraph 90 to assist with promoting the concentration of retail and other main town centre uses within existing town centres in preference to edge or out of centre locations. No change made. • The policy allows for other main town centre uses exceeding 600m2 in new local centres if it is justified by a comprehensive retail impact assessment. No change made. • The Council evidence supports the retention of the 600sqm threshold to minimise the impact on the vitality and viability of market towns. No change made.
Draft Policy LP 39 - Promoting Town Centre Vitality (5 comments)	
• Request enlargement of St Neots Town Centre Boundary to allow for growth • Reconsider 600 sqm floorspace threshold as some centres include units larger • Should reference retention of historic shop fronts (Historic England) • Support for limiting hot food takeaways, or disallowing them completely (Public Health) • Remove criterion n 'is within a defined Local Centre of a Market Town' and add to preceding paragraph • Paragraph 6.121 text infers that the sequential test would apply outside of a PSA. That is incorrect	• The Council have reviewed the Town Centre boundaries as part of the update to the local plan and amended the St Neots boundary. • The Council evidence supports the retention of the 600sqm threshold to minimise the impact on the vitality and viability of market towns. No change made. • Historic shop fronts are covered in the Local Plans Heritage Strategy and Policies, no change made • Support noted • Amended to remove criterion 'n' and revise preceding paragraph. • This is correct if the development is for retail, no change made.

Main Issues Raised	Council Response / How the Council has taken this into account
Draft Policy LP 40 - Supporting Local Services and Facilities (11 comments)	
• Suggest class E(a) and possibly class E(c) should be allowed in a local service village or village • Support for limiting hot food takeaways, or disallowing them completely, suggest a supplementary planning document to support this (Public Health). • Sui Generis uses such as theatres, cinemas, music venues and pubs should be included and protected uniformly in both Local Centres and other areas. • The loss of facilities should be a standalone policy • The policy should also apply to new Local Centres within strategic allocations • 600sqm too restrictive further expansion could be justified by an impact assessment • Education services recommend strengthening supporting text to emphasise that schools should in most cases be located near the communities they serve, not only where large land parcels exist. – clarification provided in supporting text • NHS bodies argue that policies preventing loss or change of use of healthcare facilities can hinder estate transformation and reinvestment – supporting text amended to reflect	• The policy does not prohibit these uses but applies a sequential approach to their location. This has been moved into a standalone policy for clarity • Support noted. • The approach to Sui Generis uses within the main town centre use category has been clarified in the supporting text, it is also in policy LP 38 Defining our retail hierarchy. • The loss of facilities outside designated areas is now addressed as a separate policy to distinguish between the loss of facilities in areas with no defined town or local centre. • Reference new local centres provided in LP 38 Defining our retail hierarchy additional supporting text added to this policy to provide clarity. • Policy LP 39 allows for sequential test and impact assessment for development over 600sqm elsewhere in a market town to protect and enhance the vitality and viability of market towns • Clarification provided in supporting text to address Education concerns • Clarification provided in supporting text to address NHS concerns

Chapter 7: How we will support homes for all

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (4 comments)	
• Respondents emphasise the need for a diverse range of housing types to support community growth and meet local needs in both urban and rural settings. • Feedback emphasises the need for new housing to enhance local character and identity, avoiding large, uniform developments similar to post-war estates. • Natural England states housing development must respect environmental, heritage, flood risk, and agricultural protection policies, but does not address the exact language of housing policy. • Concerns include lengthy, repetitive, and rigid housing policies. Recommendations are to increase flexibility in housing mix requirements, eliminate overlapping national standards, and make policies adaptable to future regulations.	• Support and concerns are noted. • Changes to each policy summarised and recorded in the following rows. • Review of draft NPPF and implications on policies made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
LP41 - Affordable homes (28 Comments)	
• Support for affordable housing target and can be delivered faster than the previous. However, concerns remain about the viability and deliverability of affordable housing policies, especially for brownfield and older persons sites, with calls for more flexibility and clearer reassessment processes. • Responses call for greater flexibility to adapt to local needs, changing evidence, and site-specific viability challenges in tenure mix prescribed by the policy. • Concern about the ambiguity and viability challenges of requiring affordable homes to meet the “more generous” space standard (NDSS vs M4(2)/M4(3)), with calls for clarification, greater flexibility, and evidence-based application of standard, particularly around the costly M4(3) requirement. • Respondents generally support clustering guidance for affordable housing, but request clearer definitions, broader rule application, more flexible viability reviews, and better S106 mechanisms for handling overage clauses and RP uptake issues. • Response emphasise the importance of addressing affordable housing needs for NHS and health sector staff. • Representations stress that affordable housing in rural villages should meet the specific needs of local parishes and avoid excessive development where public transport and job opportunities are limited. • Respondents call for clearer and more precise policy wording, including the removal of vague terms, better definitions for key concepts, and references to specific evidence documents to ensure policies remain robust as evidence evolves.	• Support for affordable housing policy noted. • Requirement for affordable housing within specialist older persons housing schemes has been removed. • Reference to the nationally described space standards and M4(2)/M4(3) standards has been deleted to remove confusion and overlap with draft policy LP43 Ensuring accessible and adaptable homes. • Additional policy wording on overage clauses has been added. • Clustering guidance has been added to reflect different levels according to the overall scale of development. • An exception for military affordable housing has been included. • Affordable housing in villages to meet local needs is addressed in draft policy LP 47 Promoting rural exceptions housing. • Wording clarified in multiple places and clearer specification of terms added.
LP42 - Promoting a mix of housing (26 Comments)	
• Support for policy that delivers a mix of house sizes, types and tenures tailored to local needs, with flexibility guided by HNA and recognition of differing market characteristics. • Concerns housing mix table is overly rigid, lacks reference in policy wording, fails to reflect local variations and market conditions, and should instead present ranges while clearly stating its influence on decision-making.	• Support and concerns noted. • Table showing suggested mix of housing by tenure removed as this could change overtime and the policy requires the most up to date evidence be used. Additional text added to supporting paragraph 7.187 to reflect this. • Policy text updated to require housing mix to have regard to the evidence to provide a more flexible approach in meeting site specific needs.

Main Issues Raised	Council Response / How the Council has taken this into account
• A more flexible approach is favoured allowing for updated evidence, local context, market demand, and site constraints, preferring policies to “have regard to” rather than strictly “align with” existing evidence. • Responses recommend that housing policies explicitly address the diverse needs of groups such as older people, those with care requirements, and varying local demands, as identified in the LHNA. • Concerns around viability and inflexibility of higher housing densities in accessible locations, particularly for flats, and potential for conflict with heritage, ecology, and local character. • Clearer guidance on prioritising evidence, resolving conflicting information, addressing local and borough-wide requirements, and handling evidence dates is needed.	• Supporting text updated to specifically refer to needs of older people, those wishing to downsize and looked after children and adults. Policy LP45 Supporting specialist housing provides further policy and guidance on addressing these needs. • Supporting paragraph 7.177 updated to include consideration of the physical characteristics of the site’s location when setting an appropriate mix of housing. • Wording added to policy to clarify that some of the documents listed in the policy may only apply based on the location of a development site, for example the Peterborough SHMA which is applicable to developments in the northern part of Huntingdonshire and any local assessment of housing need demand within a relevant town or parish council to the proposed scheme.
LP43 - Accessible Homes (21 Comments)	
• Support for higher accessibility standards in housing, with arguments emphasising improved independence, cost savings in care, enhanced inclusion, and better provision for wheelchair users. • Concerns the policy's accessibility requirements, especially when combined with other standards, are too stringent and could threaten viability, calling for greater flexibility and reduced targets based on site-specific conditions. • Concerns policy may require more wheelchair-accessible (M4(3)) homes than needed, potentially leading to over-provision, unsold properties, and homes remaining vacant or being altered due to lack of demand. • Policy is unclear about the 5% M4(3) accessible housing requirement, particularly its application to affordable versus market housing, distinctions between M4(3)a and M4(3)b, and its relationship with other policies, leading to calls for clearer, more flexible policy wording and clarification on compliance with government guidance. • Contrasting responses on higher accessibility standards required universally in smaller rural communities or focused only in well-serviced, sustainable areas. • Some responses seek a stronger focus on providing bungalows and specialist housing for older people, along with improved monitoring of accessible housing delivery by site and phase.	• Support noted and concerns noted. • The policy has been restructured to address concerns regarding its clarity. It provides policy criteria regarding developments of 50 or more homes, 20-49 homes and less than 20 homes to reflect what may be more viable at these scales of development. • The revised policy clearly sets out requirements for M4(3(2)(a) and M43(2)(b) for market and affordable homes with remaining homes being built to M4(2). • The policy is aligned with the findings of the Huntingdonshire Local Housing Needs Assessment and viability assessments. • Comments regarding location of accessible and adaptable homes are noted. • Specialist housing for older people are addressed in LP45 Specialist Housing. Monitoring of policy is proposed and building regulations will also monitor the delivery of M492) and M4(3) properties. • The policy sets M4(2) as the minimum for development unless there are site specific factors making this impractical or unviable.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Concerns that M4(2) may soon become a national requirement, which could make the policy redundant, while others caution against basing local policy on speculation about future changes to Building Regulations in the absence of official government announcements. • General support for the aim of accessible and adaptable homes but want policies to be clearly aligned with evidence from the Local Housing Needs Assessment, viability studies, and realistic expectations for delivery.	
LP44 - Self and custom build homes (23 Comments)	
• Justification of the 5% self/custom build plot requirement is questioned, noting oversupply, declining demand, and suggesting policy should reflect actual need or encourage provision rather than mandate a fixed percentage. • Preference among self-builders for small, dedicated sites in rural or village locations, rather than plots within large urban developments, with many advocating for specific allocations on village edges instead of integrating self-build plots into major schemes. • Concerns relating to practicality and viability of integrating self-build plots on large sites, and recommend adopting a sliding scale with reduced requirements for bigger developments. • 15-month marketing period for self-build plots is excessive, preferring a shorter timeframe and automatic reversion to market housing to avoid prolonged unsightly empty plots. • Objection to design codes for 5 or more self/custom build plots, viewing it as burdensome and unclear, and suggest using plot passports and raising the threshold to 20 or more plots instead. • Call for greater flexibility, advocating for site-specific custom-build requirements, allowing developer discretion. • Proposal to recognise developer-built shells as custom builds and encourage partnerships with organisations such as Homes England, community groups, and housing associations to deliver specialist or community-led self-build projects.	• Requirement for 5% of homes on proposals over 100 homes removed. • Policy amended to state a support for self and custom build home(s) where the building(s) respect local character and complies with other relevant policies in this plan and any relevant neighbourhood plan. • 15 month marketing strategy requirement removed and instead where a marketing strategy is required, the point at which it should begin in the site's development will be secured through a S106 agreement or condition. Supporting text amended to reflect this. • Plot passports added to the policy so that that or a design code can be used. • Requirement that these apply to schemes over 5 homes retained as developments to provide cohesion especially in the smallest of settlements where impact on character could be greatest. This is important as most self and custom build plots proposals in the district have been on the edge of small settlements or in the countryside. • Supporting text on affordable self/ custom build homes added.
LP45 - Specialist Housing (9 Comments)	
• Support for prioritising specialist housing in accessible locations close to essential services,	• Support noted for location-based criteria.

Main Issues Raised	Council Response / How the Council has taken this into account
with recognition from Public Health of its positive impact on health, wellbeing, and social inclusion. • Support policy's location-based criteria for specialist housing, emphasising the value of proximity to essential amenities and transport, and noting that backing specific sites would help ensure needs are met throughout the plan period. • More flexibility required, allowing specialist housing in both existing settlements and proposed sites to better enable delivery and adapt to evolving needs. • Concerns raised around the requirement of affordable housing in larger specialist housing schemes due to viability issues • Adult Social Care representations call for the policy to address a wider range of specialist housing needs, including those of care leavers, individuals with learning disabilities, mental health requirements, and people unable to live independently, alongside older people. • Clearer guidance needed on the various types of specialist housing, their classification within Use Classes, and emphasise the value of pre-application advice due to the complexity and overlapping nature of such schemes. • Adult Social Care highlights policy needs to better align with wider health and social care priorities, emphasising independent living and collaborative planning with health authorities, councils, and developers for future specialist housing provision.	• Supporting paragraph added stating that 'a proposal for specialist provision for a residential home for looked after children or young adults will be supported where it is well-located in relation to relevant services and facilities.' This reflects the criteria in the policy whereby proposals are required to be located to existing services and public transport. • Concern regarding viability noted with respect to the requirement for affordable housing on 10 or more self-contained homes. This requirement has been increased to 50 to align with the emerging national definition for medium scale developments. • To address CCC Adult Social Care comments, additional supporting text provided to detail types of support available to enable people to live independently and also additional text provided to identify people with a learning disability and mental health care and support needs are also covered by this policy. • Use classes are identified within the policy. No changes made.
LP46 - Supporting HMO's (1 Comment)	
• Response suggests adding HMOs should only be permitted if it can be shown they will not have a significant negative impact on nearby residents.	• Concerns noted, policy unchanged as amenity issues will be addressed through application of other policies in the Local Plan. • Supporting paragraph 7.54 updated with more detail on HMOs.
LP47 - Rural Exception Housing (4 Comments)	
• Support for permitting some market housing in rural exception schemes to enhance scheme viability, provided this aligns with national policy and does not impose overly restrictive caps that could hinder affordable housing delivery. • Requires further alignment with national guidelines, facilitates affordable homes in rural locations, and includes provisions for first homes and community-led sites. • Concerns about consistency between policies LP47 and LP41, with respondents highlighting the	• Support for policy noted. • Criterion e. states that the rest of the site area that is not providing affordable housing can be made available for building open market housing or as plots for self-build or custom build homes. This is expanded upon in supporting paragraph 7.63. No changes required. • Text added to policy to address emerging national policy which allows for Gypsy and Traveller pitches on rural exception sites. Supporting text added.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
need for clearer wording to avoid confusion over whether market housing is permitted in rural exception schemes and to ensure coherent policy application. • Mixed response on 5% housing cap for rural exception schemes , some consider it too high for small communities and others finding it overly restrictive for scheme viability. • Policy wording unclear regarding site location and call for more precise definitions to confirm that development sites need not be physically within settlement boundaries to be considered acceptable.	• To address concerns regarding the 5% cap on rural exception sites, policy has been amended to state that the total number of homes proposed be proportionate to the number of homes within the built-up area of a settlement. Supporting text added. • Policy updated to state on land well-related to a settlement rather than within built-up area.
LP48 - Gypsies, Travellers and Showpeople (3 Comments)	
• Support for policy's focus on delivering adequate pitches and sites for Gypsies, Travellers and Travelling Showpeople, stressing the need for equal access to education, health services, and safe living conditions, as well as the importance of site proximity to schools and GP surgeries, health and safety protection, and mitigation of environmental risks. • Concern that poorly designed sites could negatively affect both residents and surrounding communities. • Concerns regarding the strain sites place on existing drainage and flood management infrastructure, emphasising the importance of assessing capacity and ensuring ongoing maintenance to mitigate flood risks. • Concerns were expressed about insufficient engagement with key stakeholders during the assessment of sites for Gypsies, Travellers and Boat Dwellers.	• Supported noted. • Concerns regarding design and impact noted, criteria within the policy addresses these issues. No changes made. • Additional criterion added stating 'the site will not adversely impact on the safe and effective operation of existing infrastructure' to address concerns regarding infrastructure including flood management. • Considerable engagement was undertaken in preparing the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment and statutory stakeholders and members of the public were consulted at Preferred Options stage where comments could be made.

Chapter 8: How we will conserve and enhance the environment

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (8 comments)	
• Respondents generally support the conservation-led approach of the draft policies, valuing the protection of Huntingdonshire's natural and historic assets, with some support being conditional on safeguarding specific areas such as Tree Areas and habitats for rare species. • Objectors argue that the plan's approach to development undermines environmental	• Support and concerns are noted. • Changes to each policy summarised and recorded in the following rows. • Review of draft NPPF and implications on policies made.

Main Issues Raised	Council Response / How the Council has taken this into account
conservation, citing ongoing construction in key areas as detrimental to wildlife habitats and criticising the lack of measures such as strategic nature recovery zones, blue-green infrastructure, and long-term ecological stewardship. • Concerns are also raised about the proposed 20% Biodiversity Net Gain (BNG) target, with claims that it exceeds national requirements without sufficient justification and may render the policy unsound. • General comments urge alignment with national policy on species protection (e.g., swift bricks), explicit recognition of key habitats like wet woodland, and clarity in policies to avoid overlap or contradiction with forthcoming national planning reforms.	
Policy LP49 - Protecting our nature sites (16 Comments)	
• Comments urge the policy to strengthen legal accuracy by directly referencing current Habitats Regulations and ensuring clear alignment with national policy frameworks such as the NPPF, rather than relying on oversimplified summaries. • Reference to the Ouse Washes Goose & Swan Impact Risk Zone (IRZ) and other priority ecological areas in the plan is recommended, highlighting the need for cross-boundary coordination with neighbouring districts due to shared ecological assets. • Importance of greater recognition and proactive recovery of small but ecologically valuable habitats and biodiversity networks is stressed; such as ponds, hedgerows, and elm trees across Huntingdonshire, highlighting their cumulative significance for local biodiversity. • Comments recommend more explicit and strategic integration of green and blue infrastructure, emphasising habitat connectivity, accessible greenspace, and linking Green Infrastructure delivery to biodiversity net gain. • Recommendations focus on improving technical accuracy and local relevance of the draft policy wording, including typographical corrections, removing unsuitable habitat references, adding Local Nature Reserves, and recognising priority habitats under the NERC Act (2006). • There is widespread organisational support for prioritising the protection of nature conservation sites, with key stakeholders endorsing the proposed policy.	• Policy amended to refer to Habitat Regulations rather than Directive. • Reference made within supporting text to internationally protected sites in neighbouring authority areas that may be impacted by proposals within Huntingdonshire with links to relevant guidance. These are the Swan and Goose IRZ, Upper Nene Valley Gravel Pits and Eversden and Wimpole Woods. • Policy sets out the council's approach to protecting sites that are protected under international, national and local conservation designations. It works alongside other policies such as LP12 Promoting Green and Blue Infrastructure, LP50 Enhancing Biodiversity and Geodiversity and LP51 Protecting our trees, woodlands, hedges and hedgerows. No changes made. • Policy amended to separate out the specific mitigation hierarchy for internationally protected sites which differs from nationally and locally designated sites. • Removed references to habitats that are not found in Huntingdonshire from paragraph 8.10. • Added reference to priority habitats under the NERC Act (2006) to paragraph 8.11. • Local Nature Reserves have been added to the policy and those formally designated on Natural England's Magic Map added to the policies map. • Additional responsible agencies added to the supporting text.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Some believe the policy unnecessarily repeats existing national legislation and recommend streamlining by referencing current laws rather than restating them. • Emphasise the need to recognise key statutory and operational agencies, such as the Environment Agency and Internal Drainage Boards, in partnership lists.	
Policy LP50 - Enhancing biodiversity and geodiversity (55 Comments)	
• Responses, including developers, oppose the proposed 20% Biodiversity Net Gain requirement, citing lack of evidence, misalignment with national policy, insufficient habitat banks, and a preference for the statutory 10%. They warn that a higher target could reduce site viability, development capacity, affordable housing, infrastructure contributions, and plan deliverability. • Supporters like the RSPB, Wildlife Trust, Greater Cambridge Shared Planning, some land promoters, and members of the public back the 20% BNG requirement for effective nature restoration. They call for stronger policies on ecological corridors, long-term management, monitoring, and mapped recovery zones. • Several responses, including community groups and environmental consultees, support a hybrid BNG policy with higher targets (20%) for sensitive areas like the Great Ouse Valley and LNRS priority zones, plus stricter requirements for habitat connectivity, mapped recovery zones, and long-term monitoring. • Comments recommend clearer policy guidance on definitions, assessment, exemptions, off-site biodiversity delivery, legal agreements, and ecological requirements, with strong wording and flexibility to avoid overlap with regulations. • Infrastructure providers warn that achieving on-site BNG for linear projects is challenging, higher targets could raise costs and delays, and request exemptions and formal recognition of their constraints. • Environmental NGOs, parish councils, and community groups call for stronger nature recovery by mapping key zones, requiring habitat connectivity in major developments, securing long-term management with legal agreements,	• Taking into considerations concerns regarding viability and the emerging stance in the NPPF regarding setting standards above national requirements, the policy has been amended to align with the Environment Act and seek 10% BNG. • Support for the policy noted. The supporting text to the policy now states support will be given to a proposal where it seeks to provide more than the mandatory 10%. • Amendments have been made to the policy to align with national requirements and simplify the policy for ease of application. • Concern regarding habitat loss and fragmentation are noted, the policy cross refers to the LRNS and Green and Blue Infrastructure Priority Areas.

Main Issues Raised	Council Response / How the Council has taken this into account
and keeping a biodiversity net gain register for the district. • Concerns include habitat fragmentation and cumulative development in the Alconbury / North Huntingdon Growth Cluster.	
Policy LP51 - Protecting our trees, woodlands, hedges and hedgerows (16 Comments)	
• Support for policy intent, particularly its alignment with national objectives and contribution to biodiversity protection within SAC zones. • Objections relating to the protection of "all" trees, suggesting a distinction should be made between trees of different ecological and arboricultural value, in line with the NPPF's value-based approach. • Concerns raised that the policy does not fully align with the NPPF, especially regarding the distinction between ancient or veteran trees, compensatory planting requirements before development, and a clearer definition of requirements within a "major scale development." • Advocacy for robust monitoring, enforcement, and lasting management of tree and biodiversity outcomes through regular checks. • Recommended that suitable native species for compensatory planting and clear policies to protect and manage veteran trees, including those not directly impacted by development. • Concern that the policy does not sufficiently account for local pressures and cumulative environmental impacts, focusing too narrowly on individual sites and risking gradual erosion of rural character. • Concerns the policy duplicates existing requirements, suggesting possible merger with related policies • Concerns increased tree planting and green infrastructure may limit development land, affecting project viability, site design, and housing supply, highlighting the need to balance environmental goals with provision of jobs and homes. • Other recommendations include specific mention of orchards, extending tree protection to established settlements, and safeguarding landscape corridors and rural areas.	• Support noted and concerns noted. • To address objections that the policy currently captures all trees, woodlands, hedges and hedgerows and that this may be unreasonable, the distinction that these have to arboricultural, ecological and landscape value (including ancient or veteran trees) has been added to the policy. • Proposals for major development require new tree planting, a set figure is not provided to enable site specific factors to be taken account so this can be negotiated at a planning application stage. • Policy includes trees on site and those immediately adjacent to the site so that harm to surrounding trees from development is assessed, avoided and mitigated. • Compensatory measures are not set to enable site specific factors to be taken account so this can be negotiated at a planning application stage. • Orchards added to the policy and supporting text.
LP52 - Protecting our open spaces (9 Comments)	
• Sport England and others seek clearer policy aligned with NPPF, separate outdoor sports	• The policy has been reworded to include open spaces, outdoor sport and recreational facilities.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
criteria, mandatory assessments for playing fields, and assurance of replacement before any loss. • Clearer guidance needed on Local Green Space designation, especially for communities facing development. • Policy is widely supported for conserving open spaces, with reference to health, recreation, community identity, Neighbourhood Plan evidence, and surveys. • Need for clearer criteria, definitions, and mechanisms, including harm assessment, benchmarks, and measures to improve open space quality and accessibility. • Alconbury PC criticised policy for not addressing local conditions, cumulative impacts, harm limits, or village character, making it unsuitable for rural areas.	• Reduced policy to ensure criteria does not overlap regarding loss of such facilities to make it easier to implement. • Reduced overlap with national policy criteria by deleting criterion b. • Concerns raised by Alconbury Parish Council do not sit against this policy, instead their concerns are addressed under the countryside policies in the Local Plan.
Heritage Strategy (4 comments)	
• Responses advocate for a stronger emphasis on heritage within the Local Plan, including its integration into the Plan's Vision and elevating the Heritage Strategy to a strategic policy for greater influence in decision-making. • There is a strong support for the addition of proactive measures to identify, monitor, and restore historic buildings at risk, including enhanced policy tools and updates to the Buildings at Risk Register to ensure effective preservation and reuse of vulnerable heritage assets. • Calls for clearer, more comprehensive heritage policy wording, including explicit references to designated assets, improved readability, practical examples for consistent application, and updated terminology aligned with current records. • Concerns raised over outdated or insufficient Conservation Area Appraisals, urging a prioritised programme to update and expand these assessments, especially in unappraised settlements, areas with pre-2000 appraisals, and locations facing development pressures, to ensure robust and policy-aligned decision-making and to retain local character.	• Amendments made splitting up paragraph 3 of the Heritage Strategy as it covers two different aspects of heritage. • The vision for the Local Plan has been updated and more clearly refers to the historic environment. • Have added heritage at risk to the strategy. • The Heritage Strategy has been moved to the strategic chapter 4 on how we will enable strategic growth as, although it is not a policy, it works to set the Council's overarching approach to the historic environment, it works alongside LP53 and design policies. These provide detailed policy on conserving and enhancing the historic environment and securing high quality design. • The strategy states that the Council will work to ensure that the effective conservation and enhancement of conservation areas and is enabled through a programme of review and updating of conservation area character statements.
L**P53 - Heritage Assets and their Settings (16 Comments)**	
• Several responses, including those from major organisations and developers, generally endorse the policy, noting its clarity, alignment with national planning guidelines, and thoughtful approach to	• Support noted, the vision for the Local Plan has been updated and more clearly refers to the historic environment.

Main Issues Raised	Council Response / How the Council has taken this into account
heritage and archaeology. Some comments suggest heritage should be made more prominent in the vision for the Local Plan • Concern raised the policy duplicates national heritage policy, and needs clearer differentiation between designated and non-designated assets, and reference specific NPPF paragraphs regarding harm, significance, and justification. • Objections to the requirement of archaeological fieldwork before planning determination, preferring initial desk-based assessments and more flexible, proportionate approaches to investigative timing. • Concern the policy fails to address the unique heritage and rural character of individual villages, prompting calls for clearer guidance and protection of local views and landscapes, especially in areas facing large-scale development. • Need for clearer guidance on how development in Conservation Areas should preserve or enhance important features such as townscape, roofscape, skyline, street patterns, historic building lines, and architectural details. • Responses suggest replacing outdated references to parks and gardens and recommend consulting the County Council's Historic Environment Team for heritage evaluations.	• Definition of non-designated heritage assets added to supporting text for clarity. • NPPF paragraph references to considering potential heritage harm added to the supporting text. • Amendments made to archaeology aspect of the policy to align with national policy and to clarify that where a development proposal involves land with archaeological interest, a proportionate desk-based assessment will be required, if archaeology of significant interest found then fieldwork evaluation will be required. • The policy provides a district wide approach to conserving and enhancing heritage assets building on national policy. It is not possible or practical to reflect local circumstances at a parish level in Local Plan policy. This would be best addressed in neighbourhood plans where localised policies can be written and also supported by design guides, codes and character statements could be produced. • The policy refers to further guidance such as Conservation Area Character Statements which is where detailed design guidance can be found to support the implementation of the policy. • Updated terminology from historic parks and gardens to registered parks and gardens • Added Cambridgeshire County Council's Historic Environment Team to list of relevant agencies
LP54 - Water related development (10 Comments)	
• Concerns about water quality and sewage capacity in the River Great Ouse catchment, including frequent storm discharges, insufficient wastewater treatment, limited evidence, and Fenland Reservoir abstraction impacts. Concerns were raised about increased impermeable surfaces, heightened stormwater runoff and pollution, loss of natural floodplain functions, and the lack of a comprehensive valley-scale drainage and flood-risk management strategy. • Stakeholders supported strong policy wording for protecting biodiversity and riparian corridors and recommended clearer application of the statutory BNG watercourse metric within 10 metres of watercourses, alongside explicit buffer zone retention policies. • Key stakeholders, including Anglian Water, support policies ensuring adequate servicing and recognising Grafham Water as critical infrastructure, while requesting clearer wording	• Concerns noted, the policy requires a proposal to address water quality and quantity alongside other policies in the Local Plan regarding flooding and water. • Text added to the supporting text regarding watercourses metric. • Support for inclusion of Grafham Water noted. Criterion l. amended to recognise the role of Grafham Water in providing a resilient water supply to support growth across the region as well as the need to safeguard it from potential deterioration or pollution • Supporting text regarding settlement boundaries and residential moorings simplified. Criterion added stating support where for berths outside of a built up area, and the need to demonstrate that the location has sustainable access to services. • Middle Level Commissioners added to the list of responsible agencies.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
on operational development and alignment with minerals and waste plans. • Feedback on residential moorings noted confusion about settlement boundaries, removal of conversion limits, and requests from marina operators for more flexibility and case-by-case sustainability assessments. Some marinas also want a higher share of residential moorings. • Feedback indicates the draft policy is too restrictive and stakeholders request a more positive approach that incorporates current accommodation assessments, acknowledges residential moorings' role in housing supply, and aligns with the NPPF's support for rural economic growth. • Navigation authorities, including the Middle Level Commissioners, stressed the need for their involvement in residential use of boats and moorings and for policy to clearly identify their legal responsibilities regarding residential moorings.	

Section D: Our Development Sites

Section D: Our Development Sites

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (44 comments)	
• The plan depends too heavily on a few major allocations that carry significant delivery and infrastructure risks. Housing trajectory should be published as soon as possible. • The plan assesses sites individually but fails to evaluate combined effects on transport, flooding, water quality, biodiversity and landscape. • Growth is proposed without demonstrated capacity in highways, public transport, utilities, schools, healthcare or wastewater. • Several allocations lack robust evidence on flood risk, drainage, nutrient neutrality and wastewater treatment capacity. • Site assessments and policies lack detailed heritage evidence and do not secure appropriate mitigation for sensitive locations. • Growth is overly concentrated in North Huntingdon while more sustainable or well connected settlements (e.g. St Neots) are under utilised. • Call for more small and medium sized site allocations to improve deliverability and flexibility.	• The Preferred Options Plan proposes allocations of varying scales across various settlements in the district. The Council is working proactively with the CPCA and infrastructure partners to ensure infrastructure and growth are aligned. The Local Plan is also supported by an Infrastructure Delivery Study which assesses the cumulative impacts of growth. • A housing trajectory will be published at the next stage of Plan preparation. • The Local Plan is supported by various technical studies and assessments including a Habitats Regulation Assessment, Strategic Flood Risk Assessment, climate change evidence, Housing Needs Assessment, Employment Study, Strategic Transport Study and an Infrastructure Delivery Study - these have shaped the preferred strategy and site criteria set out in the Preferred Options Local Plan. • In the Land Availability Assessment and the Sustainability Appraisal, heritage has been

Main Issues Raised	Council Response / How the Council has taken this into account

• Proposed growth threatens valued landscapes, biodiversity, ecological corridors, and tranquil rural character, especially in the Ouse Valley.
• Policies should require proactive enhancement of active travel networks and green infrastructure, not just retention.
• Numerous site promoters provide evidence that their sites are suitable, available and deliverable, arguing for their inclusion in the plan. Site put forward are:
  • Land East of Peterborough Road, Farcet (CfS:149) for 185 homes submitting a Vision document.
  • Land at West of Peterborough Road and North of Gazeley Gardens, Farcet (CfS:30) for 185 dwellings submitting a supporting document.
  • East of Stow Road, Kimbolton (CfS:31) for between 100 and 200 dwellings submitting a supporting document.
  • Land west of Cage Lane, Great Staughton for up to 9 dwellings - new site with a layout plan submitted.
  • Land south of Bluntisham Heath Road/Wood End, Bluntisham (CfS:23-2411) for 35 homes submitting a revised Vision document.
  • Land North of Station Road, Bluntisham (CfS:230) for 140 homes.
  • Land South of New Road, Offord Cluny (CfS:74) for about 80 homes.
  • Land South of Folksworth Road, Folksworth (CfS:23-245) for up to 200 homes submitting a Vision document.
  • Land at Folly Farm, London Road, Yaxley (CfS:228) for 115 dwellings submitting an appeal decision and layout plans.
  • Land adjacent A1 at Norman Cross, Folksworth (CfS:130) for commercial development submitting a Vision document.
  • Sapley Park Garden Village (CfS:197) for a large-scale mixed-use community submitting a vision document.
  • Land west of the B1050, Earith Road, Colne (CfS:316) for 75 homes submitting a vision document.
  • Hungary Hall Farm, Wyton on the Hill (CfS:47) for a large-scale mixed-use community submitting further documents
	considered and where these have been most significant, sites have been discounted based on potential heritage impact. Where there are known heritage impacts on draft site policies, proportionate heritage wording and reference to draft policy LP53 has been made. A Heritage Impact Assessment of all draft allocations will be undertaken to further strengthen the heritage evidence of the Local Plan.
	• Some growth is located north of Huntingdon inline with the CPCA Local Growth Plan. Some sites to the east of St Neots were considered but discounted from allocation based on the uncertainty of the location of East West Rail. Once there is more certainty, these sites could be included in a future Local Plan.
	• Additional small and medium sized sites have been identified to add to the 5YHLS and will be consulted upon through May to June 2026.
	• Concern regarding the Ouse Valley is noted, the Plan makes many references to the LRNS and NRN recognising the importance of the Ouse Valley.
	• The Plan incudes LP27 Supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks, particularly in larger and strategic developments where new networks could be delivered.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land East of Peterborough Road, Farcet (CfS:149) for 185 homes submitting a Vision document - concerns remain regarding coalescence between Farcet and Peterborough.
	  • Land at West of Peterborough Road and North of Gazeley Gardens, Farcet (CfS:30) for 185 dwellings submitting a supporting document concerns remain regarding coalescence between Farcet and Peterborough.
	  • East of Stow Road, Kimbolton (CfS:31) for between 100 and 200 dwellings submitting a supporting document - no substantive new evidence. Vision document no longer includes land for primary school expansion.
	  • Land west of Cage Lane, Great Staughton for up to 9 dwellings - new site with a layout

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
including a Vision Strategy, Employment Statement and A141 response • Land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) for 240 dwellings submitting a Vision document. • Land at Colne Road, Somersham (CfS:159) for 64 homes submitting supporting plans and odour assessment. • Land East of Parkhall Road, Somersham (CfS:102) for 60 homes providing further information. • Land at Marley Road, St Ives (CfS:292) for up to 600 homes providing further information. • Land at Ramsey Road, Ramsey (CfS:250), for residential development providing further information. • Land at Ramsey Road, Warboys (CfS:293) for 210 homes providing further information. • Land at Mill Road, Buckden (CfS:294) for 195 homes providing further information. • Colne Fen Farm and Fishery (CfS:22) for water-based commercial leisure site.	plan submitted -concerns regarding integration challenges. • Land south of Bluntisham Heath Road/Wood End, Bluntisham (CfS:23-2411) for 35 homes submitting a revised Vision document - no substantive new evidence, concerns remain. • Land North of Station Road, Bluntisham (CfS:230) for 140 homes - no substantive new evidence, concerns remain. • Land South of New Road, Offord Cluny (CfS:74) for about 80 homes - no substantive new evidence. Flood risk and permission in principle application granted. • Land South of Folksworth Road, Folksworth (CfS:23-245) for up to 200 homes submitting a Vision document - the vision document also includes more land to the east, this is disproportionate to the size of Folksworth. • Land at Folly Farm, London Road, Yaxley (CfS:228) for 115 dwellings. Went to planning appeal decision - the site now has outline planning permission so is already accounted for in the Council's housing commitments. • Land adjacent A1 at Norman Cross, Folksworth (CfS:130) for commercial development submitting a Vision document - concerns remain regarding transport impact on the A1 and around impacts on A1 and A15 junction at Norman Cross at this time. • Sapley Park Garden Village (CfS:197) for a large-scale mixed-use community submitting a vision document - potential for phase 1 to be reserved site to further support delivery of the A141. Wording will be drafted and then be consulted upon through May to June 2026. • Land west of the B1050, Earith Road, Colne (CfS:316) for 75 homes submitting a vision document - no substantive new evidence, concerns remain and there are more sequentially preferrable sites. • Hungary Hall Farm, Wyton on the Hill (CfS:47) for a large-scale mixed-use community submitting further documents including a Vision Strategy, Employment Statement and A141 response - no substantive new evidence.

Main Issues Raised	Council Response / How the Council has taken this into account
	• Land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) for 240 dwellings submitting a Vision document - concerns remain regarding flood risk and cumulative impact on Needingworth. • Land at Colne Road, Somersham (CfS:159) for 64 homes submitting supporting plans and odour assessment - a full LAA and SA has now been undertaken. There are still concerns on cumulative impact on Somersham, landscaping and odour. • Land East of Parkhall Road, Somersham (CfS:102) for 60 homes providing further information - no substantive new evidence, concerns remain and there are more sequentially preferrable sites. • Land at Marley Road, St Ives (CfS:292) for up to 600 homes providing further information - would need to be part of a wider development as in isolation the site would sit uncomfortably. Need more certainty on road improvement works. Have chosen a more sustainably located site and direct access to services and facilities including town centre. • Land at Ramsey Road, Ramsey (CfS:250), for residential development providing further information - no substantive new evidence, concerns remain including cumulative impacts on Ramsey and Bury. • Land at Ramsey Road, Warboys (CfS:293) for 210 homes providing further information - no substantive new evidence, concerns remain. • Land at Mill Road, Buckden (CfS:294) for 195 homes providing further information - no substantive new evidence, concerns remain. • Colne Fen Farm and Fishery (CfS:22) for water-based commercial leisure site - no substantive new evidence, concerns remain.

North Huntingdon Growth Cluster Opportunity Zone

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (65 comments) • Concern that A1, A14, A141 and local roads are already over capacity with local residents	• Comments and concerns regarding the capacity of strategic roads is noted. HDC are working with CCC and the CPCA on the delivery of strategic road enhancements. The Local Plan is also

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
opposing development until major road upgrades are in place. • Economic need for businesses from north Cambridgeshire to have improved access along A141 and to the east via a new river crossing to the A1307. • Flood risk is a strong focus of concern, especially in Broughton, Kings Ripton, Brampton, and areas draining into Bury Brook due to recent floods and concerns about inadequate mitigation. • Independent modelling sought for traffic, water and flooding including identification of long-term drainage solutions, and funding for protective measures. • Landscape change, coalescence of villages, landscape harm in the Great Ouse valley and increased pollution were all points of concern arising from the potential scale of development. • Greater clarity was sought over the status of Brampton Cross and other 'pale blue' sites given implied support as they lack a sound evidence base, especially on transport and environmental impact. • National Highways expressed concern over the proposed Brampton Cross development, advising that the early modelling is showing significant impact on the strategic road network, and that significant improvements would likely be required to accommodate the development. • A detailed case was put forward by the promoters of the Brampton Cross scheme over its ability to attract international investors and support priority sectors including advanced manufacturing, agri-tech, clean energy and life sciences. • Rapid expansion will overwhelm existing community infrastructure and there is a lack of planned provision for GP and dental services, emergency services, wastewater and utilities capacity and secondary school places. • Pausing local plan preparation was sought until A141 scheme details are confirmed, local government reorganisation is settled, and CPCA strategies are clearer. • National Highways are concerned the appropriate level of mitigation might not be achieved and secured through the local plan process. • Anglian Water highlight wastewater capacity constraints at Huntingdon WRC with no upgrades planned before 2030. • Kings Ripton Parish Council consider the scale of development in the local plan as a whole to be	supported by a Strategic Transport Study and Infrastructure Delivery Study. • Flood risk concerns are noted and the Local Plan is supported by a Strategic Flood Risk Assessment. • To support the Local Plan, consultants have been working alongside the Council and delivery partners to provide modelling on traffic, water capacity and flooding to support the Strategic Transport Study and Integrated Water Management Strategy (Water Cycle Study and SFRA). These are also informing the Infrastructure Delivery Study. • Concerns regarding landscape change and coalescence of villages is noted and policies in the Local Plan seek to minimise this and mitigate as far as possible through sustainable placemaking whilst accommodating the nationally required scale of growth. • Brampton Cross is not a proposed allocated site in this Local Plan. The supporting text has been amended to note that it is not allocated due to the inability to demonstrate its deliverability at this time. • New development will be required to contribute directly and/or financially to provision of additional infrastructure where needed, housing delivery will be phased to allow for infrastructure provision. • The 2025 Local Development Scheme included pre-submission consultation in summer 2026. To allow for greater certainty this has been replaced with the 2026 LDS delaying pre-submission consultation until September 2036. This allows for greater certainty over delivery of the A141 as the outline business case is scheduled for presentation to the CPCA's Board in September 2026. • National Highways response was submitted prior to them reviewing the detailed transport modelling published within the Strategic Transport Study which addresses many of their concerns over mitigation needs. They have since reviewed this material. • The Council continue to work with Anglian Water and the Environment Agency through preparation of the Integrated Water Management Study and a Statement of Common Ground to resolve the challenge of waste water capacity issues around Huntingdon. • Strategic scale aspirations and guidance for growth across the North Huntingdon area are/ are

Main Issues Raised	Council Response / How the Council has taken this into account
equivalent to a major now town or city needing expert planning with clear, firm proposals. They suggest that previously this has been coordinated with funding from sources such as a development corporation. • Urban & Civic requested that Alconbury Weald be allocated again as it will continue to play a crucial role in supporting growth ambitions in North Huntingdon..	expected to be established through the CPCA's Local Growth Plan and Spatial Development Strategy with the Local Plan providing allocations to support an initial phase of growth within the opportunity zone. • Alconbury Weald has been reincluded in the local plan reflecting the most up-to-date position for the development. For consistency purposes, the Ermine Street allocation (HU1 in the Local Plan to 2036) and St Neots East allocation (SEL2 in the Local Plan to 2036) have also been included.
North Huntingdon 1 (5 comments) • The site's suitability, deliverability, and the importance of enabling long-term viability of Huntingdon Racecourse through mixed-use development was noted by supporters. • Flood risk management is strongly highlighted, with support for directing development to areas of lower risk and preparing comprehensive flood risk and drainage strategies. • Cambridgeshire County Council requests amendments to reflect mineral safeguarding requirements and encourage mineral resource assessment and mitigation. • Anglian Water notes potential wastewater constraints and the need for early engagement if a public sewer connection is sought. • Historic England raised concerns due to proximity to two nearby heritage assets. A Heritage Impact Assessment is requested.	• Support for the allocation is noted. • Criterion h amended to state 'make best use of minerals (sand and gravel) located within the site' to address Minerals and Waste Authority comments. • Anglian Water comments are noted and are already reflected in the allocation policy. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
North Huntingdon 2 (13 comments) • Concern over existing congestion on the A141, Hinchingbrooke Park Road, and Brampton Road and additional B8 / HGV traffic which could worsen congestion and road safety risks; design must prioritise free-flow on the A141. • Transport assessments must use school term-time data to ensure realistic picture. • Suggestions were put forward for alternative uses including B2, offices, laboratories and SME development which were thought to have greater local jobs benefits than B8. • Concerns raised over impact on nearby green assets including the Great Ouse Valley and Hinchingbrooke Country Park with requests for strong landscape buffers and biodiversity enhancement.	• Outline planning application 25/01922/OUT has been approved. • Road improvements associated with the A141 are part of a larger proposal being supported through the CPCA; • The planning application scheme itself proposes a new roundabout connecting the site to the Hinchingbrooke Business Park and a series of improvements to existing junctions in the vicinity. • The EENA indicates a need for additional logistics space • The proposed allocation has been amended to include the requirement for an assessment of impact on Brampton Racecourse SSSI, Brampton Meadow SSSI, Great Stukeley Railway Cutting SSSI and Portholme SSSI as the site falls within their Impact Risk Zone

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Concerns over the potential impacts on tranquillity, community identity and well-being • Anglian Water raised wastewater capacity concerns; some developers propose private on-site treatment. • Need for robust flood risk assessment, including groundwater and surface water modelling followed by detailed flood and drainage strategies. • Historic England support the required heritage impact assessment to guide the allocation and mitigation measures. • Concern expressed that "Hungry Hall/Brookfield Farm" is not a non-designated heritage asset and should be removed as a constraint. • The site promoter strongly supports the proposed allocation but requests some amendments including a minor revision to the site area, greater flexibility of uses and close alignment with the already submitted outline planning application. They note the alignment with the CPCA growth Plan, National Industrial Strategy and emphasise their sustainability credentials and commitment to Net Zero Carbon, BREEAM Excellent, EV charging, solar PV, and sustainable transport. They note the site will offer a wide range of skilled job types apprenticeships, training and school engagement and that they will provide local employment and local supply chain spending. • Brampton Road, Buckden (CfS:281) was promoted as an alternative or additional allocation; the promoter contended that the site is more sustainably located with better deliverability and suitability for SME units and of lower agricultural value.	• An amendment has been included to support the provision of a private on-site waste water treatment facility if needed. • Amendments include a requirement for the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk, modelling of ordinary watercourses and assessment of residual risk including climate change. • Reference to Hungry Hall/ Brookfield Farm as a non-designated heritage asset has been removed. • Minor amendments have been made to the proposed uses to better align with the planning application to support the allocations' deliverability. • At 2.8ha the alternative site promoted is not considered a reasonable alternative and has limited accessibility by active travel modes so is not considered a sustainable addition.
North Huntingdon 3 (30 comments) • Concern that 4,900 homes is excessive, with long lead-in times meaning many homes will not be delivered within the plan period. • Concerns expressed that the allocation is not deliverable due to reliance on major, unfunded A141 corridor upgrades and objections that the A141 is already over capacity, with fears the development would function as a freestanding settlement unless early crossings, public transport and active travel routes are secured. • Environmental concerns were raised regarding loss of best and most versatile agricultural land, landscape impacts, and risks to the Great Ouse Valley and Bury Brook catchment with requests for detailed modelling of the potential impacts on	• The proposed allocation has been retained at 4,900 to provide critical mass for provision of services and infrastructure; the housing delivery trajectory acknowledges that this will involve delivery beyond the plan period but this helps to provide certainty over long term supply. • Discussions are progressing with the CPCA on provision of the A141 and St Ives Improvements Scheme to delivery the necessary transport upgrades. • Highways Authority advice has emphasised the need for active travel routes and connections to Hartford as part of the early site provision to ensure direct connections into Huntingdon. • Upgraded agricultural land mapping has been added to the Policies Map which shows the very

Main Issues Raised	Council Response / How the Council has taken this into account

Bury Brook catchment and robust runoff management.
• Substantial strategic green infrastructure was sought to mitigate pressures on nature sites including the Great Ouse Valley.
• Integration with Huntingdon was advocated to support accessibility to the town centre and promotion of place-making for the expanded community.
• Historic England requested a Heritage Impact Assessment to assess effects on nearby conservation areas and listed buildings.
• Utility providers seek foul drainage strategies aligned with wastewater capacity and phased delivery.
• The site promoter requests greater flexibility and highlight viability concerns over infrastructure costs and some policy requirements. Particular concern is expressed over education requirements suggesting that pupil yield assumptions are unrealistic.
• The site promoter requests minor alterations to the site boundaries.
• Alternative sites were promoted as additional or alternative options contending they have less transport and delivery challenges. These included:
  • Brampton Road, Buckden CfS:281 (2.8ha employment)
  • Land east of Bluntisham Road, Needingworth CfS:291 (300 homes)
  • Emmanuel Knoll Village east of Godmanchester CfS: 207 (1,200 homes and community uses)
  • Hungary Hall, Broughton & Wyton on the Hill CfS:47 (new community including 5,000 homes)
	limited supply of land in the district which is grade 3b or below.
	• An integrated water strategy is required, the requirement for natural flood management has been added and a housing trajectory showing anticipated development phasing included.
	• Strategic green infrastructure will be required alongside a full range of open space uses.
	• A Heritage Impact Assessment has been completed.
	• Early engagement with the Environment Agency and Anglian Water has been added as a requirement to align work on wastewater capacity with delivery.
	• Education requirements have been amended to provide flexibility at each stage of reserved matters to assess needs and secure appropriate education provision for each phase of development.
	• The site boundary has been amended to reflect the latest information provided.
	• The other sites promoted as alternatives/ additions have been tested through a range of assessments and evidence base material and identified as less sustainable or appropriate so are not included in preference.

North Huntingdon 4 (23 comments) • Significant concerns raised regarding transport and accessibility of the site focusing on existing local congestion, the A141 upgrade project not yet being funded, details of access arrangements, insufficient vehicle access to the A1307, the need for improved bus routes and clarification sought over details of active travel routes. • Some objection to the exclusion of class B8 storage and distribution including the suggestion that this can provide skilled employment and that	• Discussions are progressing with the CPCA on provision of the A141 and St Ives Improvements Scheme to delivery the necessary transport upgrades. • The allowance for B8 has been amended to "storage and distribution uses (use class B8) only where they are ancillary to other uses or providing 'last mile' distribution operations" • The masterplanning and place-making strategy requirements have been amended to include clarification of the need for separation from

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
the site is better suited to this use than other proposed B8 allocations. • Settlement coalescence concerns were raised regarding the potential merging of Huntingdon and St Ives, Houghton & Wyton and other nearby villages. • Pressure on the Great Ouse Valley priority landscape was put forward as a risk with concerns over landscape impact and potential demand for an additional road crossing this area. • Long lead-in time was raised as a concern and the impact on early housing delivery, build out rates within the plan period and the ability to produce a 5-year supply of housing land. • Clearer phasing of delivery was sought for both infrastructure and housing with concerns over the impact on community facilities and travel patterns. • Water resource and wastewater uncertainties were cited along with concerns over flood risk affecting Bury Brook, Parsons Drove and St Ives; the need for fully funded long term drainage solutions was identified. • Sports England request playing field loss be prevented and that facilities should be provided to meet the needs of the new community. • Historic England acknowledge there are no designated heritage assets on the site; they request a heritage impact assessment to evaluate impacts on the setting of nearby assets. • A more diverse housing supply was suggested as preferable, with an increased number of small and medium sized extensions to existing settlements. In support of this Emmanuel Knoll Village east of Godmanchester CfS: 207 (1,200 homes and community uses) was promoted as an alternative or additional site. • The site promoter supports the allocation subject to seeking a series of detailed amendments to provide greater flexibility over housing types, provision of education and other community facilities, allow class B8 uses and reduction of BNG to 10%. A Vision document and masterplan were provided to illustrate the development potential for the site along with a highways and transport response to demonstrate deliverability. • The site promoter reaffirmed their commitment to bringing the site forward in support of the defence cluster and opportunity zone identified in the CPCA's Local Growth Plan. • The site promoter for Emmanuel Knoll Village submitted a detailed critique of the local highway	Houghton and Wyton village. The supporting text has also been amended to stress the need for a gap between the site and the proposed development at Lodge Farm. • No additional road crossing the Great Ouse Valley is proposed within the transport mitigation having been ruled out in 2018. • A housing trajectory will be included in the local plan and phased construction expected to ensure build out rates align with infrastructure. • The requirement for early engagement and agreement with water resource and wastewater infrastructure providers has been added to the proposed allocation. The certainty of allocation will assist the infrastructure providers in securing funding through their own business planning processes. • Sports provision is expected to be secured in line with the needs arising from the development; this may include relocation or alternative provision than that on the former RAF base given the different demographic mix of future users. • A heritage impact assessment is required. • Additional text has been included to reflect the diverse housing mix which is required • Discussions with the Defence Infrastructure Organisation have confirmed that the land allowed for employment uses is sufficient to meet expected future needs for defence related uses which are suitable for provision outside of the securely fenced RAF Wyton base. • Emmanuel Knoll Village has not been included as an alternative or additional site due to ongoing concerns over deliverability of the access elements of the scheme; it is noted that a planning application has been prepared.

Main Issues Raised	Council Response / How the Council has taken this into account
and transport conditions in support of their site as a preferable alternative or additional site. They also highlighted the increasing national emphasis on military intelligence hosted on the adjacent RAF Wyton as a potential risk for the site should this need to expand.	

Market Towns

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (7 comments) • Concerns that cumulative impacts from multiple large sites and development around St Ives could strain infrastructure and lacks evidence for sustainable growth. Expansion may change Market Towns' identities or merge parishes into larger conurbations. • Concerns emergency services may struggle to meet higher demand from new developments. Additionally, St Ives may not receive Community Infrastructure Levy (CIL) funding for nearby projects, despite being affected by them. • Support for heritage-led planning, including mandatory design codes reflecting traditional architecture and stricter protection for older buildings with a preference for preserving old buildings to store embodied carbon and reduce environmental impact. • Support for energy-efficient design, including natural ventilation and reduced energy use with a focus on increasing biodiversity and flood resilience with better green infrastructure. • Concerns exist about unclear policy terminology, especially with Market Town definitions.	• Concerns regarding cumulative impacts are noted. HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. • Comment regarding obligations are noted, policies LP3 How will infrastructure be provided and LP4 Securing infrastructure provision addresses concerns. • Comments regarding high quality design and energy efficient design are noted - chapter 5 of the Preferred Options Local Plans sets out the Council's approach to securing these. • The Settlement Hierarchy section of the Preferred Options Local Plan (pages 59 to 62) define each of the layers of the hierarchy.
Huntingdon general (0 comments) • No comments	• No comments to address
Huntingdon 1 (11 comments) • The NHS support redevelopment of the site and note the hospital's priority status for comprehensive redevelopment under the NHS New Hospital Programme to provide updated facilities and improved access. In addition to healthcare and supporting uses they suggest including research, development, laboratory, office, and ancillary services supporting the North Huntingdon Growth Cluster. They note that the masterplanning exercise is largely completed and subject to review by the NHS New Hospital	• NHS support noted and appreciated, multiple minor amendments have been made to the proposed allocation to reflect detailed points raised including provision of other related healthcare uses, specification of multiple access points including an access directly onto Views Common Road to reduce use of Hinchingbrooke Park Road • Road improvements associated with the A141 are part of a larger proposal being supported through the CPCA which are expected to improve conditions for connecting traffic using the A1307.

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Main Issues Raised	Council Response / How the Council has taken this into account
Programme; wording changes are suggested to reflect submission of an outline planning application. • Concern expressed that the Trust's planned access road is too close to an already congested crossroads, creating risks for hospital traffic, and will significantly increase traffic and overlooks future congestion impacts from the North Huntingdon Growth Cluster. Additional pressures come from A14 diversion traffic, Active Travel proposals, and school-related congestion on Huntingdon Road. • A second access road into Hinchingbrooke linking the top of Hinchingbrooke Road to the A1307 is sought to ensure safe, reliable and future-proofed traffic flow. This could serve residents, hospital users, schools and emergency services, and support future developments. An illustration of a suggested route was provided avoiding the need to take access through the former Police HQ land onto Views Common Road. • Concerns expressed over existing alterations proposed, e.g. for active travel enhancements and their implications on road safety, parking and accessibility. • Essential for Cambridgeshire County Highways, North West Anglia NHS Foundation Trust and Huntingdonshire District Council to work together to devise a long term solution to the traffic implications of development in Hinchingbrooke and the North Huntingdon Growth Cluster. Funding could be shared between the NHS Trust and developers through Section 106 contributions. • The new plan future does not future proof either safe and reliable access for hospital traffic, or free flowing traffic along the A1307 at the bottom of Hinchingbrooke as a result of the developing North Huntingdon Growth Cluster • Car parking for patients and visitors need to be close to the hospital with staff a little further away. We must look after our vulnerable residents and those caring for them. • Strong support for multiple access points, including an essential link to Views Common Road, to address severe congestion on Hinchingbrooke Park Road. • Bus routes must reliably serve all hospital entrances with free-flowing, delay-free access beyond Brampton Road.	While the improvement scheme is acknowledged through the local plan HDC are not the Highway Authority responsible for delivering this so it cannot be directly proposed in the local plan. • Negotiations are ongoing on the potential access road/ roads to the hospital and will be resolved through the planning application process. • Car parking provision within the site is a detailed matter to be resolved through the planning application • Ensuring delay-free bus access is beyond the scope of the local plan. • The requirement for strategic green infrastructure has been enhanced and the need for informal open space for the use of staff, visitors and patients added to the proposed uses. • The former Police playing fields and dog training area have been separated from the Police HQ by construction of Views Common Road and have not functioned as playing fields for about 15 years. • The site has been included within the Heritage Impact Assessment completed to support the local plan and a more detailed site specific heritage impact assessment added to the requirements of the allocation. • The requirement for safeguarding of Anglian Water assets has added to the allocation. • A requirement to provide affordable key worker housing within the site has been added to the allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
• Impacts on Police and Fire HQ access are raised and the implications of these for the local community. • Redeveloped hospital land, especially near Hinchingbrooke Park Road, should become strategic green infrastructure. • Sport England sought clarification on whether open space east of the hospital is a playing field, as this affects NPPF compliance. • A heritage impact assessment is required due to the site's proximity to Hinchingbrooke House, listed structures, and Conservation Area features. • Anglian Water infrastructure on site must be protected with safeguarded maintenance access. • The Council should consider affordable/key worker housing for NHS staff and collaborate closely with NHS partners throughout the planning process. • Key worker housing should remain for key workers in perpetuity, ideally through rental-only tenure.	
Huntingdon 2 (5 comments) • Support expressed for development of a brownfield site, efficient land use, and integration with surrounding properties. • Cambridgeshire County Council supports the allocation, highlighting positive assessments, sustainability, accessibility, and lack of major constraints. • An additional site access and investment in local public services was promoted. • Concerns expressed regarding the combined scale of developments in the area, pressure on local schools/doctors/dentists, limited bus services, traffic congestion on Mayfield Road, and potential road damage during construction. • Anglian Water seek protection of access to existing infrastructure	• Support noted for the reuse of previously developed land. • The concerns regarding the development are noted and criteria within the policy alongside policies across the Local Plan seek high quality standards of design, sustainable development and is informed by infrastructure and transport studies. • Additional criterion added to the policy requiring 'the safeguarding of suitable access for the maintenance of existing water supply and sewerage infrastructure' and supporting text added.
St Neots general (3 comments) • Concerns the LAA is flawed, ignores evidence and expert advice, and its conclusions are unsupported. • The development proposals that have not been allocated avoid flood zones, and any objections from the Lead Local Flood Authority are technical rather than fundamental. • Three sites, Land North of Priory Park (Cfs:239), Rectory Farm (CfS:21) and Hardwicke Grange (CfS:208), are promoted as strategic, sustainable residential expansions for St Neots, emphasising	• LAA methodology has been shaped by consultation through 2023 and the views of residents, landowners and stakeholders have informed amendments to the LAA outcomes and shaped the preferred options sites. • 25/01694/OUT has been submitted and is awaiting determination for Priory Park. • Uncertainty over East West Rail means that the deliverability of Hardwicke Grange and Rectory Farm are uncertain at the moment. • For consistency purposes, the St Neots East allocation (SEL2 in the Local Plan to 2036) has

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Main Issues Raised	Council Response / How the Council has taken this into account
the town's suitability for housing growth due to its settlement status, improved rail connectivity, and the need for deliverable, well-prepared allocations in the Local Plan.	been included as an 'existing' allocation with updates to reflect the latest position.
St Neots 1 (14 comments) • Concern raised infrastructure and public services are insufficient for accommodating approximately 1,100 new homes. • Concerns regarding transport and connectivity to amenities, anticipated high car use, and uncertainty around East–West Rail. Concerns about impact of East–West Rail safeguarding on site deliverability, urging policy amendments. • Concerns on noise, air quality and vibration impacts from infrastructure upgrades on residential amenity and environment. • Historic England raise concerns around potential harm to the Grade II listed Tithe Farmhouse and nearby Monks Hardwicke House, calls for a full Heritage Impact Assessment. • Some cite constraints and infrastructure as limiting factors, while others see potential for higher numbers. Realistic planning and phased coordination with nearby developments are required. • Promotors of alternative sites advocate for a more varied housing supply by increasing small and medium site allocations rather than focusing predominantly on large strategic sites like St Neots 1. • Requests have been made to amend policy wording to require the provision or funding of fire, rescue, and police facilities. • Anglian Water highlights that St Neots WRC requires network reinforcement, with funding to come from regional infrastructure charges rather than individual developers, before any development can connect.	• Concerns noted regarding infrastructure, transport and connectivity are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements. The site is also of a scale where many services and infrastructure can be delivered onsite over the course of its development. • Criterion f. requires liaison with East West Rail Co amended to refer to understand the nature and extent of temporary and permanent land requirements, the accommodation of land uses and site phasing. Supporting paragraph 10.19 and plan refer to policies map on safeguarding zone. • Criterion g. of the draft policy requires an assessment of noise and air quality impacts for the site. No changes made. • The sites selected in St Neots as they are the most preferable considering the in-combination LAA and SA assessments. The sites also align with the preferred development strategy and are the most deliverable considering they are the least impacted by a future East-West Rail route. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Funding for emergency services is addressed through developer contributions, no change made. • Criterion e. amended to require early engagement with Anglian Water on waste water flows
St Neots 2 (6 comments) • Concerns raised on site connectivity and access, highlighting limited and unsafe pedestrian/cycle routes, constrained vehicle movement, and increased car dependency due to inadequate sustainable transport links. • Concerns of noise, air quality, and residential amenity due to the site's close proximity to major roads and the railway. • Site's relationship to St Neots is contested, objections citing isolation and poor connectivity,	• Concerns regarding transport and sustainable travel integration are noted, the draft policy already addresses these issues. • The draft policy requires an air quality assessment and appropriate mitigation regarding noise and air due to its proximity to strategic transport infrastructure. Policy LPP30 - Preventing and reducing air pollution would also apply to any future planning application. • Comments regarding site's relationship with St Neots and deliverability are noted. As part of the Infrastructure Delivery Study, the site promoter

Main Issues Raised	Council Response / How the Council has taken this into account
while supporters consider it a logical, well-integrated extension of the town's planned eastern growth. • Supporters highlight deliverability of housing with objectors raising concerns over land availability. • Anglian Water highlights that St Neots WRC requires network reinforcement, with funding to come from regional infrastructure charges rather than individual developers, before any development can connect.	has been asked to provide a trajectory of build out to support the evidence for the Local Plan. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows.
St Ives general (11 comments) • Significant concern key services such as schools, GP surgeries, utilities, and digital connectivity are already overstretched, with no clear or funded plan to support future growth. • Significant concerns that additional development will negatively affect the landscape, rural character, particularly around Giffords Park and Houghton Road. • Objection to proposed developments at Giffords Park and Houghton Road, citing overcrowding, poor community integration, loss of greenfield, damage to biodiversity, and further strain on nature areas, flood risk and drainage systems. • Westwood Farm (CfS:246) is considered a preferable development by the site promoter due to lower flood risk, minimal landscape impact, less public opposition, and good access to services and transport for 600 homes; disputing HDC concerns about local character, proximity to sewage works, and infrastructure.	• Concerns regarding cumulative impacts are noted. HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. • Draft policy criteria for Giffords Park and Houghton Road seek to overcome the issues identified. • Westwood Farm (CfS:246) - the site would need to be part of a wider development as in isolation the site would sit uncomfortably and also need more certainty on road improvement works. More sustainably located sites have been selected that have direct access to services and facilities including town centre.
St Ives 1 (27 comments) • Concerns about increased congestion calling for a new river crossing, improved traffic modelling, and active travel infrastructure prior to more development. • Town Council and technical consultees warn that local health, education, water, and emergency services lack the capacity and funding for further development, and large projects north of the Great Ouse could overload infrastructure. • Key concerns around harm to landscape, and agricultural land; the need to protect green infrastructure and wildlife corridors, implementing green buffers and sensitive landscaping to stop suburbanisation. • Concerns that the SA particularly does not provide a cumulative assessment on flood risk, drainage, and transport; alongside unsubstantiated mitigation assumptions.	• Concerns regarding cumulative impacts and infrastructure are noted. HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study, Infrastructure Delivery Study and a Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this and reviewing Assets Management Plans to accommodate future growth. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. The draft policy requires satisfactory resolution of any impact caused by traffic generated from the allocation on the local and strategic road networks. Requirement for a roundabout with the A1123/ Sawtry Way junction has been amended to allow a more flexible solution.

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Main Issues Raised	Council Response / How the Council has taken this into account
• Significant concerns regarding flooding and sewage capacity, with calls for fully funded, strategic drainage upgrades before development. • Development near the site may impact several nearby Grade II listed buildings, requiring a Heritage Impact Assessment prior to any allocation. • Site is isolated from St Ives, poorly connected, distant from essential services and jobs, misaligned with commuting routes, and accessible only by a single road. • Anglian Water confirm there are no assets within the site and support criteria f. with regard to accommodating wastewater flows. As indicated by the Stage 2 WCS, St Ives WRC has dry weather flow capacity to accommodate growth in St Ives, although future upgrades may be necessary in subsequent AMPs to increase capacity and recommends developer's early engagement with AW. • A key submission from land promoters notes the site's access to the Guided Busway, potential for 400 homes (40% affordable), quality landscaping, increased biodiversity, strong pedestrian and cycle links, and no major technical issues.	• The draft policy requires a comprehensive parameter plan is required to ensure a holistic approach to the design of development integrating it with St Ives and mitigating landscape impact. Also the draft policy requires development to provide 12 ha of green infrastructure, this is about 50% of the whole land area. • Draft allocation requires development to provide a flood risk assessment. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The site is located on the western edge of St Ives with good connectivity to the town. • Anglian Water support noted, criterion f. amended to require early engagement with AW on waste water flows • Information from site promoter noted.
Ramsey and Bury general (22 comments) • Road infrastructure is already beyond capacity, and further development would worsen congestion, speeding, safety risks and fen related road failures. • Flooding and drainage systems are inadequate, with surface water issues already evident and likely to intensify with new development. Community facilities, leisure spaces and green assets are insufficient and under pressure, with fears of losing valued open spaces. • Healthcare, schools and utilities lack capacity, and growth is outpacing investment in essential infrastructure. • Cumulative growth has already exceeded what local services can support, and assessments fail to account for combined impacts. • Public transport is insufficient, leaving residents car dependent and undermining sustainability aims.	• Concerns regarding cumulative impacts are noted. HDC are working with partners and the CPCA on the delivery of strategic road enhancements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. • The Local Plan is supported by a Strategic Flood Risk Assessment and a Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this reviewing Assets Management Plans to accommodate future growth. • Support for Bury 2 noted. • Comment regarding obligations are noted, policies LP3 How will infrastructure be provided and LP4 Securing infrastructure provision address concerns working alongside the Infrastructure Delivery Study to deliver key pieces of infrastructure.

Main Issues Raised	Council Response / How the Council has taken this into account

• Bury's distinct village identity is threatened, with opposition to coalescence with Ramsey and misclassification as a 'market town'.
• Concerns raised relating to heritage impact, loss of green space, flooding risk, and traffic implications.
• Noise, pollution and road safety issues are significantly harming quality of life, especially for residents along key routes.
• Site promoters seek allocation of their sites: land North of High Street and East of Bury Road, Bury (CfS:162), land off Brookfield Way, Bury (CfS:279) and land south of Biggin Lane (CfS:118) with promoter submitting further evidence.
	• Comments regarding specific sites are addressed in the following rows.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land North of High Street and East of Bury Road, Bury (CfS:162) - no substantive new evidence and concerns remain regarding development of the site and the neighbourhood plan designation is still in place.
	  • Land off Brookfield Way, Bury (CfS:279) - no substantive new evidence and concerns remain regarding flood risk with sequentially preferable sites being selected for allocation.
	  • Land south of Biggin Lane (CfS:118) - No substantive new evidence and concerns remain regarding landscape impact, heritage and flood risk, sequentially preferable sites have been selected for allocation.

Bury 1 (5 comments) • Bury Parish Council support the allocation with conditions regarding flood risk, contamination, and infrastructure capacity. • There should be wider public right of way and footpath improvements within Bury and Ramsey. • Historic England state a heritage impact assessment is needed because development is within Ramsey conservation area and could affect nearby listed buildings, its findings should determine whether the site is suitable for allocation and what mitigation is required. • Anglian Water supports the requirements to seek agreement with the EA and Anglian Water regarding accommodating wastewater flows. There is a sewer pumping station adjacent to the southern boundary requiring a encroachment buffer of at least 15m to ensure it does not impact on the amenity of future residents on the site due to odour.	• Support from the Parish Council is noted - the criteria within the draft policy addresses flood risk, contamination and infrastructure concerns. No changes made. • Public right of way improvements noted, the draft policy can only provide improvements to rights of way directly impacted by the proposal. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion added to draft policy to address Anglian Water comments seeking an access to enable maintenance of existing water supply infrastructure. Supporting paragraph 10.56 updated.
Bury 2 (11 comments) • Support for using the site for flood mitigation measures, with requests to make Natural Flood Management interventions a firm policy requirement. • Expectation that the site should prioritise biodiversity net gain, with enhanced landscape features and long term stewardship—preferably	• Support for the draft allocation is noted and welcomed. • Site promoter commitment to providing BNG is welcomed, the draft policy has been amended to allocate the site for just BNG uses. • Public right of way improvements noted, the draft policy can only provide improvements to rights of way directly impacted by the proposal.

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Main Issues Raised	Council Response / How the Council has taken this into account
involving the Parish Council. Site promoters sought policy changes confirming the site as a biodiversity net gain habitat bank—not open space—along with revised assessment scoring and commitment to deliver BNG if wording changes are made • Support for improved, inclusive public access with upgraded PROW links, potentially including cycling provision. • Desire for multiple green infrastructure allocations in the wider area, not just Bury 2. • Anglian Water supports the allocation for flood and biodiversity benefits, noting no direct asset conflicts. • Historic England identify the site is adjacent to the Ramsey Conservation Area and listed buildings so seeks a heritage assessment to inform policy requirements.	• Support from Anglian Water noted. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
Bury 3 (16 comments) • Respondents want the runway and RAF Upwood heritage retained and incorporated into a park or green space rather than lost to further housing. • Objections cite already overstretched infrastructure—roads, health services, schools, drainage, and utilities—and argue no further development should proceed without major upgrades. • Concerns about existing unsafe roads, speeding near schools, accident history, construction traffic impacts, cumulative traffic growth, and significant noise pollution affecting residents' wellbeing. • Support for a through bus route (not an extended slow route) and safe walking/cycling connections, including links to northern Ramsey. • Bury Parish Council supports redevelopment only with strict safeguards to protect the strategic gap between Bury and Ramsey, requiring strong landscape buffers, lower densities on edges, and prevention of future coalescence. • Opposition to the scale of phases 3 & 4, describing cumulative harm from previous phases, insufficient local services, and degradation of rural village character. • Comments report existing surface water flooding, ditch capacity issues, runoff from fields, and fears that additional hard surfacing will worsen flood risk without adequate mitigation. • Site promoter supports allocation but argue capacity should increase from 170 to 200 dwellings, oppose requirements for greenfield	• Comments regarding reuse of runway noted, supporting paragraph 10.66 updated to identify the potential heritage value of its reuse. • Concerns regarding cumulative impacts and infrastructure are noted. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study to address infrastructure required as a result of growth. A Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this and reviewing Assets Management Plans to accommodate future growth. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. Concerns regarding wider transport issues are noted, the draft policy requires provision of safe vehicular and pedestrian access supported by a transport assessment and travel plan. No changes made. • Support for bus route noted. • The draft policy requires 11.5 ha of the site, some 65% of the total site area to include green infrastructure. This will provide important landscaping and retain a sense of separation between it and nearby Ramsey. • Criterion c. of the draft policy requires an assessment of flood risk and a detailed drainage strategy to support development. • Site promoter support and vision document welcome, comments regarding increasing capacity are noted. In the text regarding the need for

Main Issues Raised	Council Response / How the Council has taken this into account
runoff rates, oppose vehicular connectivity to Ramsey 1, and seek clarification on wastewater and drainage policy expectations. • Anglian Water supports wastewater engagement requirements but notes constraints at Ramsey WRC may require phased development until network reinforcement is delivered.	agreement with the introduction of Section D, it states there is a 10% tolerance either side of the 'about' figure set out is considered to be reasonable. This means that up to 187 dwellings could be appropriate on the site. No change is therefore made. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. Comments are noted and will inform the housing trajectory which will be published at the next stage of Plan preparation.
Ramsey 1 (21 comments) • Residents are concerned that inadequate drainage and new developments may increase flood risk in several areas. • There are concerns about rising traffic, road safety, and poor transport infrastructure, with calls for traffic calming, better junctions, improved bus services, and more active travel options. • Local services like GPs, dentists, and schools are under strain, as past developments have often lacked sufficient infrastructure. Residents note the pace of new housing and want fewer developments. • Many are worried that overdevelopment in Upwood, Bury, and Ramsey is causing urbanisation and pollution, eroding the area's rural character. • Opposition to southern industry placement near Fairmead Park; proposal to relocate it north by the hangars and reserve the south for green space or recreation. • Some worry that better connectivity between development phases may lead to rat-running, and that connecting residential and industrial areas by road is seen as inappropriate. • There are concerns about losing mature hedgerows and trees, displacing wildlife like foxes, bats, owls, and deer, and requests for Tree Preservation Orders to safeguard the area. • Site Promoters generally back the growth strategy and allocations at Bury 3 and Ramsey 1 but have concerns about housing numbers, infrastructure, employment uses, and environmental standards, and request policy and site distribution changes to enhance deliverability and viability.	• Criterion d. of the draft policy requires an assessment of flood risk and a detailed drainage strategy to support development. • HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. A Water Cycle Study assessing waste water capacity has been undertaken working closely with Anglian Water, this includes reviewing Assets Management Plans to accommodate future growth. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. Concerns regarding wider transport issues are noted, the draft policy requires provision of safe vehicular and pedestrian access supported by a transport assessment and travel plan. No changes made. • The draft policy requires 9.2ha of the site, some 65% of the total site area to include green infrastructure. This will provide important landscaping and opportunities to support wildlife and habitats. • Site promoter support and vision document welcome, the vision document shows that the employment uses will indicatively be located on the southern edge of the site separated from residential properties to the east by landscaping and a tree belt. The draft policy requires that an assessment of noise, light, air, and dust pollution impacts from the proposed employment be made with mitigation in place. • Anglian Water support noted, criterion e. amended to require early engagement with AW on waste water flows. Comments are noted and will inform the housing trajectory which will be published at the next stage of Plan preparation.

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Main Issues Raised	Council Response / How the Council has taken this into account
Ramsey 2 (12 comments) • Concerns include limited transport infrastructure: narrow roads, traffic near schools, poor public transport, long distances to amenities, and issues with site accessibility, sustainability, and connectivity. • Waterlogging and flooding are ongoing concerns that may worsen with further development. New projects should be phased due to Ramsey WRC network limits until a solution is found. Anglian Water supports policies requiring agreement with the EA and Anglian Water on wastewater flows. • Concerns about heritage and conservation have led to calls for comprehensive assessments to safeguard the Ramsey Conservation Area, the Abbey's historic setting, and associated assets. • Impact on local landscape, preserving features like hedgerows and a heritage oak, and ensuring development integrates with the Museum Meander Walk. • Concerns about losing Abbey College's playing fields, as their necessity and any replacements remain unclear, casting doubt on the site's deliverability. • Site promoters support as a logical, sustainable expansion of Ramsey, noting the landowner's efforts to address technical, heritage, and environmental issues through planning, collaboration, and prioritising sensitive design and biodiversity.	• Concerns regarding wider transport issues are noted, the draft policy requires provision of safe vehicular and pedestrian access supported by a transport assessment. No changes made. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criteria requires the retention of existing trees, hedges and boundary features to mitigate land[ace impact and requires a landscape plan or strategy. • Concerns regarding loss of playing fields are noted, the site promoter has commented with a commitment from the landowner to undertake early technical work, masterplanning and engagement with relevant stakeholders. • Site promoter comments noted.
Ramsey 3 (32 comments) • Development of the field would disrupt community events and vital car parking, threatening their viability and local income. • Site's position in the Ramsey Conservation Area, near listed buildings, raises heritage concerns. A Heritage Impact Assessment is recommended before any site allocation. • Flooding and wastewater issues require detailed modelling and upgrades before development. Consultation with relevant authorities is necessary, and areas at risk may need to be excluded from plans. • Road safety and access on Wood Lane are problematic, due to speeding and lack of footpaths or cycle links. • Regular noisy events may conflict with future residential use, risking complaints and event restrictions.	• Upon review of the concerns and objections raised to Ramsey 3, the site has been removed as a draft allocation despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses.

Main Issues Raised	Council Response / How the Council has taken this into account
• Development threatens Ramsey's valued green fringe, important for wellbeing and biodiversity. • Preference is for alternative sites in Ramsey or better-served settlements, supported by local surveys opposing development. The field should be de-allocated unless impacts are proven manageable. • The landowner supports development if master planning delivers better community facilities and open space, subject to technical studies and engagement in 2026. • Past appeals dismissed development over heritage and overdevelopment concerns. Current allocation should be rejected unless strong new evidence addresses these issues.	

Service Centres

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (8 comments) • The Plan over-relies on large strategic sites, risking delayed delivery due to complexity, viability, market conditions. Delivery review mechanisms should be used and more smaller/medium sites should be allocated. • Buckden and Warboys have no allocations, site promoters consider east of Bishops Way, Buckden for up to 160 homes (CfS 210) and Fenton Road, Warboys for 170–195 homes (CfS:85) should be allocated, additional documents were submitted. • Anglian Water supports the draft site allocation policy requirements to seek agreement with the EA and Anglian Water regarding accommodating wastewater flows. • Concerns about sustainability of Somersham, impact on village character and services without proper investment. Public and active transport is unsuitable for daily needs, GP capacity issues, congested High Street and safety of the B1050 and B1086. • Support for use of traditional architecture in schemes and banning demolition of pre 1950s buildings.	• The Preferred Options Plan proposes allocations of varying scales across various settlements in the district.The Council is working proactively with the CPCA and infrastructure partners in delivery the necessary infrastructure to unlock transformational levels of growth. The Local Plan is also supported by an Infrastructure Delivery Study. • Additional small and medium sized sites have been identified to add to the 5YHLS and will be consulted upon through May to June 2026. • Of the sites promoted in Buckden and Warboys none were put forward as draft allocations as they were either discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration. • Anglian Water support noted. • Concerns regarding cumulative impact on Somersham are noted and Somersham 2 has been removed as a draft allocation. • The Plan seeks high quality design that reflects local character and distinctiveness.
Brampton general (6 comments) • Promoters argue unallocated sites are deliverable, sustainable and under assessed providing further technical evidence. Inconsistencies in the SA and LAA assessments has been highlighted.	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated: • Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the

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Main Issues Raised	Council Response / How the Council has taken this into account
• Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the A1 and Thrapston Road for housing. • Land to the North of Thrapston Road (CfS 320) for 10–15 homes as it is an infill site. • Park Farm (CfS 222,224,225226) for employment/mixed-use site covering four parcels of land as one linked development supported by wide technical evidence including odour assessments, noise, employment demand etc. • Land North of Thrapston Road and South of the A141, (CfS: 342) promoter states the smaller parcel is suitable for housing/commercial development as it is well served with manageable constraints. • Residents argue Brampton faces over intensification without the appropriate addition of infrastructure to serve the cumulative impacts of growth. In particular transport capacity (A1,A14,A141 and Brampton Hut); flood risk, drainage and waste water gaps; landscape, heritage, pollution and environmental impacts. • Concerns raised at the lack of Infrastructure Delivery Plan to demonstrate mitigation for the growth on infrastructure.	A1 and Thrapston Road for housing - the Council is very concerned about the harm to resident amenity due to its proximity to the strategic road network. There are also concerns about how a development here could be successfully integrated as the neighbouring development has been designed so that there is limited vehicular access to this site. The intention for this parcel of land was to be retained as a landscape buffer. • Land to the North of Thrapston Road (CfS 320) for 10–15 homes as it is an infill site - no substantive new evidence, concerns remain. • Park Farm (CfS 222,224,225226) for employment/mixed-use site covering four parcels of land as one linked development supported by wide technical evidence including odour assessments, noise, employment demand etc - The collective four parcels have been assessed in full in the LAA and SA but Council are still concerned over unacceptable landscape and traffic impacts. • Land North of Thrapston Road and South of the A141, (CfS: 342) promoter states the smaller parcel is suitable for housing/commercial development as it is well served with manageable constraints - no substantive new evidence, concerns remain regarding highway safety and integration challenges. • Concerns are noted. The Local Plan is supported by various technical studies and assessments including a Habitats Regulation Assessment, Strategic Flood Risk Assessment, climate change evidence, Housing Needs Assessment, Employment Study, Strategic Transport Study and an Infrastructure Delivery Study.
Brampton 1 (4 comments) • Objections cite concerns about noise, poor future living conditions due to the site's location near the A141 junction and Thrapston Road, and insufficient wastewater treatment at Brampton WRC. • Anglian Water advises any development be phased alongside infrastructure upgrades. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed. MLC should	• Concerns are noted, the draft policy includes criterion e. which seeks the provision of suitable noise, light and air quality mitigation measures in relation to the A141. The draft policy LP30 - Preventing and reducing air pollution will also apply to future applications made on site. • Anglian Water comments regarding phased development in line with infrastructure are noted and will be considered as part of the housing

Main Issues Raised	Council Response / How the Council has taken this into account
be referenced alongside the EA and LLFA. Good to see reference to MLC engagement re stresses in our system. • Heritage issues are also raised, as most of the western site is a scheduled monument, prompting calls for a Heritage Impact Assessment and consultation with Historic England.	trajectory preparation for the submission Local Plan. • Reference to the MLC and Sawtry IDB now included within the supporting text. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
Brampton 2 (6 comments) • Concerns include inadequate transport infrastructure, poor road conditions and access, pedestrian safety risks, and increased congestion. Flood risks involve more surface runoff from developing the site and reduced floodplain capacity, with calls for design changes to address these issues. • Wastewater upgrades are needed for connections and access to a sewer to the SW road boundary will need to be safeguarded • Some concerns regarding potential antisocial behaviour while some support the project for better access and leisure. • Historic England require policy integration relating to heritage impacts.	• Concerns are noted, the draft policy includes requirement for masterplanning and also a requirement for a flood risk assessment and detailed drainage strategy. • Criterion added to require the safeguarding of suitable access for the maintenance of existing water supply infrastructure. Supporting paragraph 11.16 amended. • Policy LP 20 of the Local Plan provides guidance on the creation of well designed places including requirements for promoting safe and enjoyable public amenity spaces • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
Fenstanton general (4 comments) • A promotor suggests the inclusion of mixed-use development on Conington Road, Fenstanton, citing its viability for early housing delivery. • Concerns include inadequate infrastructure resulting in; increased traffic and congestion; flood risk; existing utility issues; and environmental impact. • Some residents think up to 100 new homes could be managed, prioritising affordable options for first-time buyers and families but large-scale projects may overwhelm the village.	• Conington Road, Fenstanton - the site promoter did not submit any substantive new evidence to justify adding the site in as a draft allocation. Concerns remain regarding how the site could effectively integrate with the existing place and community due to its physical detachment, safety concerns due to potential increased usage of underpass to access Fenstanton, adverse impacts on the landscape and on heritage assets. • Infrastructure concerns, traffic congestions and flood risk and environmental issues are noted and addressed through policy and criteria.. • Welcome support for development, the draft Local Plan does not allocate housing sites in Fenstanton but policies in the Plan support any sustainable windfall development which could come forward over the lifetime of the Plan.
Fenstanton 1 (18 comments) • Promoters and some residents favour the allocation and policy. Promoters commit to technical studies and roundabout solutions. • Anglian Water require development to account for the pressurised sewer on site and ensure access for maintenance, with any relocation requiring formal approval from Anglian Water. Due to existing network and treatment capacity	• Support form the site promoter is noted and welcomed. Commitment to undertake technical studies set out in the draft policy is welcomed. • Criterion c. amended to identify the rising main along the southern boundary and across the south west corner of the site as identified by Anglian Water. Paragraph 11.26 of the supporting text updated too.

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Main Issues Raised	Council Response / How the Council has taken this into account
constraints, future growth in the Huntingdon area will need to be phased and supported by strategic infrastructure planning. • Historic England raises concerns regarding the Manor House and listed buildings, and calls for a Heritage Impact Assessment. • Several challenges were raised, including flood risks from Zones 2 and 3, the need for clearer biodiversity net gain, congestion at the Galley Hill junction requiring redesign, and necessary improvements to Marsh Lane and travel routes. • Minerals and Waste suggest changes to point l. of criteria.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Concerns regarding the site are noted and the policy addresses each of these issues within the criteria. • Amended criterion l. to state 'make best use of minerals (sand and gravel) located within the site' as requested by the Minerals and Waste Authority.
Godmanchester general (7 comments) • A petition signed by 86 residents seeks an infrastructure-first approach for all allocations. • Repeated concerns expressed over the capacity of Godmanchester's infrastructure to accommodate more growth. • Criticism expressed of evaluating possible sites in isolation rather than as a single transport system around the A1198/A1307/A14 corridor • Disproportionate level of growth proposed for Godmanchester compared to other Service Centres, particularly Brampton • Strong lobbying for Emmanuel Knoll Village in which the site promoter contends that the three Preferred Option allocations face major transport and highways constraints, with heavy reliance on the uA141 scheme, poor active travel conditions, and significant congestion impacts. In contrast, Emmanuel Knoll Village is positioned as the most deliverable, sustainable, and lowest-risk strategic site, capable of early delivery and not dependent on major external infrastructure with evidence presented claiming that access challenges can be overcome. Substantial additional information provided. • Site promoter urging inclusion of land off Bluegate (CfS 23-24180) asserting that access is achievable and the character likely to change significantly due to preferred sites	• The concerns regarding infrastructure to accommodate growth and the cumulative impact of development are noted. The Local Plan is supported by various technical studies and assessments including a a Strategic Transport Study and an Infrastructure Delivery Study - these have shaped the preferred strategy and sites set out in the Preferred Options Local Plan and sets out the infrastructure mitigations required to enable development through the plan period. • More growth is allocated in Godmanchester than Brampton, this is primarily due to the other sites promoted in Brampton that did not progress to draft allocations being discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration. • Emmanuel Knoll Village is an extension to Godmanchester, however, would result in a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence. • Land off Bluegate (CfS 23-24180) - upon review, this land has been included within the collective site area of Godmanchester 2. It has the potential to deliver housing development and also provide connectivity to areas of greenspace.
Godmanchester 1 (8 comments) • General support for redeveloping this brownfield site in a sustainable location and protecting Portholme SAC.	• Support noted and welcomed. • Additional information included within the allocation criteria and supporting text to address active travel solutions as reflected in approved application 25/01587/FUL.

Main Issues Raised	Council Response / How the Council has taken this into account
• Potential for an active travel route through the site should be safeguarded. • Heritage concerns raised regarding proximity to conservation areas, listed buildings and scheduled monuments; Historic England seeking an HIA before allocation. • Anglian Water requests safeguarding access to existing water mains and does not support temporary foul-water mitigation. • Wastewater capacity issues at Huntingdon WRC; development likely dependent on AMP9 solutions. • Limited ability to deliver community benefits due to viability constraints.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. • Anglian Water comments regarding phased development inline with infrastructure are noted and will be considered as part of the housing trajectory preparation for the submission Local Plan. • The site is under construction.
Godmanchester 2 (28 comments) • Requests for additional retail (grocery/supermarket), bigger play areas, and clarity on estate management and service adoption. • Objections cite adverse landscape and visual impact effects and erosion of rural setting/settlement edge; fear of coalescence with The Lattenburys; Town Council concerned about local identity and impact on the character of Godmanchester. • Desire for strategic green infrastructure, play space, biodiversity net gain. • Wildlife Trust concerned about Portholme recreational pressure; Sport England seeking protection of adjacent playing fields. Some challenge the fixed 5.1 ha BNG figure. • Support for a new A1198 roundabout, but strong asks for active travel links, multiple crossings, speed reduction, and stubs for future expansion; concern over congestion and safety without a full transport strategy. • Anglian Water flags Huntingdon WRC shortfalls (no AMP8 capacity; phasing to AMP9+), opposes short-term foul mitigation, and requests safeguarding access to water infrastructure. Developers contest making AWS sign-off a pre-condition given statutory duties. • Surface-water flooding linked to Stoneyhill Brook, London Road/Crowhill, and A1198; calls for sequential testing, detailed modelling, and remediation before further growth. Several seek deletion of the allocation or rerouting/mitigation; drainage from new road questioned. • Promotion of land at Bluegate and Emmanuel Knoll Village as alternative or additional sites.	• Retail, play areas etc. Will be addressed through the planning application. • Concerns are noted, this site will form as an expansion to Godmanchester, whereas The Lattenburys is designed to be a standalone community. Landscaping and green infrastructure is proposed to retain a rural edge. • Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. • The draft allocation requires that land around Stoneyhill Brook and bordering Silver Street must be used for natural green space or biodiversity net gain totalling a minimum of 6.8ha. • Within the policy a safe crossing point has been added to the requirement for a new roundabout. • Anglian Water comments regarding phased development inline with infrastructure are noted and will be considered as part of the housing trajectory preparation for the submission Local Plan. Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. • The draft allocation requires a flood risk assessment and that built development be sequentially located in flood zone 1. The draft allocation also includes land for natural green space which can provide flood management and a betterment to the current flooding issues experienced locally. • Land off Bluegate (CfS 23-24180) - upon review, this land has been included within the collective site area of Godmanchester 2. It has the potential to deliver housing development and also provide connectivity to areas of greenspace. This

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Main Issues Raised	Council Response / How the Council has taken this into account
	• increases the draft allocation to include about 550 homes. • Emmanuel Knoll Village is an extension to Godmanchester, however, would result in such a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence.
Godmanchester 3 (5 comments) • Alternative site Brampton Road, Buckden (CfS:281) promoted as more suitable: extant permission, faster delivery, better location, and meets SME B2/B8 needs. • Highways Authority supports allocation but stresses careful design to avoid worsening safety at the A14 dumbbell roundabout. • Anglian Water highlights wastewater capacity constraints at Huntingdon WRC; development may need phasing and cannot rely on short-term foul drainage measures; requests safeguarding of water-main access. • Town Council sees commercial use as appropriate but seeks clarification on potential A14 access/ slip-road upgrades and associated traffic impacts on A1198 and Lattenburys.	• Brampton Road, Buckden (CfS:281) - significant constraints remain including impact on Great Ouse Valley and minerals and waste. This site is therefore not considered as a suitable alternative to Godmanchester 3. • Highways Authority support noted, further information has been provided in supporting paragraph 11.60 to identify that design will need to ensure that it does not adversely impact on safety performance of the existing roundabout. • Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. Further information added to supporting paragraph 11.58. Anglian Water comments regarding phased development inline with infrastructure are noted. • Support from Town Council noted. Access and traffic impacts are addressed through criteria in the policy and supporting text, which will be addressed as part of the planning application.
Kimbolton general (3 comments) • Insufficient allocations for Kimbolton given its role as the largest settlement in the west of the district. • Housing growth already exceeding the draft plan's intentions, with approvals far beyond the 25-unit allocation. • Opposition to large-scale expansion that would reduce access to or quality of local amenities and services, particularly from Catworth. • Pressure on local services, particularly the already stretched Kimbolton Health Centre, affecting surrounding villages.	• Of the remaining sites promoted in Kimbolton, none were put forward as draft allocations as they were either discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration.
Kimbolton 1 (3 comments) • Anglian Water confirms no assets on site, supports a surface-water strategy, and indicates wastewater capacity is sufficient but that the developer should work with them on a sustainable sewer connection.	• Anglian Water support and comments welcome. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The site has a Level 2 SFRA and a sequential test undertaken, since the publication of the draft

Main Issues Raised	Council Response / How the Council has taken this into account
• Heritage impacts are a major concern, requiring a formal Heritage Impact Assessment before the site can be justified. • Parts of the site fall within Flood Zones 2–3, and required Sequential/Exceptions Tests should occur at plan-making, not application stage so the site is undeliverable and should be removed from the Local Plan.	policy, 25/00433/FUL for 23 homes was approved in February 2026 therefore demonstrating that flood risk on site can be overcome.
Kimbolton 2 (2 comments) • Anglian Water advise an onsite drainage/wastewater solution will be required subject to Environment Agency consents. • Landowner supports overall but seeks clearer guidance on sustainable transport obligations and states the site is deliverable early with a development partner.	• Addition to criterion e. to require a site drainage/ wastewater solutions in agreement with the Environment Agency to address Anglian Water comments. • Support noted from landowner. Sustainable travel will be determined in accordance with LP27 - Supporting active and sustainable travel.
Little Paxton general (1 comment) • Concern over useability of the online consultation portal and request for clearer signposting and an easy-to-use site list by parish or settlement.	• Concerns noted, an engagement strategy was prepared which utilised various forms of engagement from the online consultation portal, site notices, posters at leisure centres and documents at libraries. Also, documents were sent to Parish and Town Councils, the Local Plan consultation was publicised at various events such as the Climate Conference and Business events. There were also a series of public exhibitions and a how to video and guide to explain how to submit comments.
Little Paxton 1 (14 comments) • Key objections focused on the site's closeness to a quarry, recycling plant, and haul road, with concerns about dust, noise, vibration, loss of outlook and suitability for homes. • Other major issues included unsafe access, physical separation and possible isolation from the village, impacts on wildlife, risks to mineral operations, flooding, drainage, and strain on infrastructure like schools and healthcare. • Concern raised over highway safety and wider access to the highway network. • Concern that development would change the character of the area and reduce community access to a valued local amenity. • Anglian Water identify no assets within the site. The need for a surface water drainage strategy for the site should be required as part of the proportional flood risk assessment. A growth scheme for St Neots WRC is planned for delivery in AMP8 to accommodate future growth in the	• Concerns noted, the criteria within the draft allocation policy seek to overcome issues regarding transport, ecology, flood risk, pollution, and infrastructure. The criteria within the policy will also be used alongside the other policies in the Local Plan. • Anglian Water support noted, criterion e. requires a surface water flood risk assessment. Criterion f. updated to identify early engagement with the EA and AW on wastewater capacity. • Criterion k. amended to address Minerals and Waste comments, stating that development or its future occupancy must not adversely affect the operation, restoration or aftercare of Little Paxton Quarry (Minerals Development Area) located immediately adjacent to the north of the site. Supporting paragraph 11.86 updated to reflect their comments. • Support from site promoter welcome.

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Main Issues Raised	Council Response / How the Council has taken this into account
WRC catchment - early engagement with AW is recommended. • Minerals & Waste Authority require that criterion k. be updated to ensure that development or its future occupancy must not adversely affect the operation, restoration or aftercare of Little Paxton Quarry (Minerals Development Area) located immediately adjacent to the north of the site - appropriate noise and air quality assessment and mitigation will be required regarding mineral extraction. • The site promoter supports the site as viable, available and deliverable and agrees with the criteria set out within the allocation.	
Little Paxton 2 (12 comments) • Concerns that current A1 junction is unsafe; congestion at Mill Lane bridge; expected traffic increase. Requests include redesigning the junction, lowering speed limits, and adding a roundabout. • Concerns about noise, air pollution, and vibration due to proximity to A1; potential landscape impact and loss of farmland; minerals assessment needed. • Concerns around flooding at Mill Lane bridge, variable groundwater, reliance on culverts; complex drainage systems require better infrastructure protection and water/sewer planning. • Site risks creating isolation; ask for safe pedestrian/cycle paths and stronger integration with the village. Village growth strains schools, healthcare, parking, and river bridge; scale of proposed development seen as excessive. • Fears over increased recreation and ecological harm to Paxton Pits Nature Reserve (SSSI); requests for assessments, enhancement plans, and SPA status consideration. • Anglian Water identify there is a water main and rising main (pressurised sewer) on the eastern (B1041) boundary to the site and seek appropriate maintenance access to it. The need for a surface water drainage strategy is supported. A growth scheme for St Neots WRC is planned for delivery in AMP8 to accommodate future growth in the WRC catchment - early engagement with AW is recommended. • Minerals & Waste Authority require that criterion j. and supporting text be updated to require a minerals assessment that development should	• Concerns noted, the criteria within the draft allocation policy seek to overcome issues regarding transport, ecology, flood risk, pollution, active and sustainable travel. The criteria within the policy will also be used alongside the other policies in the Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the eastern boundary of the site. Supporting paragraph 11.94 updated as well. • Criterion j. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development and undertake a Minerals Resource Assessment. Supporting paragraph 11.98 updated to reflect their comments. • Support from site promoter welcome. Capacity increased to 410 and delivered as a phased development.

Main Issues Raised	Council Response / How the Council has taken this into account
maximise incidental extraction of any minerals as part of development. • Promoter supports allocation, suggests raising housing cap, wording changes, and ongoing dialogue.	
Sawtry general (0 comments) • No comments	• No comments to address
Sawtry 1 (11 comments) • Concern about cumulative flood risk from Sawtry 1, Sawtry 2 and existing developments, withcalls for settlement wide flood and drainage and traffic modelling rather than site by site assessment. • Anglian Water support need for a surface water drainage strategy and confirms no AW assets on site. • Minerals and Waste Authority suggest deletion of criterion j. as it is adequately addressed • Safety and connectivity issues raised over Glatton Road/Sawtry Road, calls for dedicated pedestrian and cycle links and road improvements. • Need for provision/ funding for fire & rescue and police facilities. • Environmental concerns focus on lack of strategic natural greenspace, with recommendations for a single 10–20 ha nature area to prevent recreational pressure on nearby protected sites. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank. • Site promoter supports allocation but request clarifications and more flexible policy wording around access, flood risk, open space and infrastructure. • Deliverability concerns, especially around access through the approved development (22/01080/REM) and whether technical evidence supports the scale of allocation.	• Concerns noted regarding cumulative impact and also deliverability of housing in this location. The site forms an extension to an already approved development which is now under construction. • Anglian Water support noted and welcomed. • Criterion j. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Criterion i addresses active travel connectivity to Sawtry. No change made. • Funding for emergency services is addressed through developer contributions, no change made. • The draft allocation includes 2ha of open space within the development, this equates to a little over 15% of the site area and considering the potential population within the development would be in excess of the minimum greenspace standard of 3ha/1,000 population. Therefore, the provision is considered to be appropriate and no changes have been made. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements. • Support from site promoter noted criteria reviewed and are consistent across other comparable sites so no changes made.
Sawtry 2 (6 comments) • Anglian Water support need for a surface water drainage strategy and confirms no AW assets on site. • Minerals and Waste Authority suggest deletion of criterion j. as it is adequately addressed • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and	• Anglian Water support noted and welcomed. • Criterion j. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water'

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Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Environmental concerns focus on lack of strategic natural greenspace, with recommendations for a single 10–20 ha nature area to prevent recreational pressure on nearby protected sites. • Site promoter supports allocation, though requests refinements to policy wording to improve clarity and ensure proportionality. • Objection that allocating Sawtry 1 and Sawtry 2 alongside an existing 350 home development is unsound should not proceed without a full settlement wide cumulative impact assessment.	• The draft allocation includes 1ha of open space within the development, this equates to 15% of the site area and considering the potential population within the development would be in excess of the minimum greenspace standard of 3ha/1,000 population. Therefore, the provision is considered to be appropriate and no changes have been made. • Support from site promoter noted, criteria reviewed and are consistent across other comparable sites so no changes made. • Concerns noted regarding cumulative impact.
Sawtry 3 (8 comments) • Anglian Water support need for a surface water drainage strategy and identifies there is a water main along its eastern boundary. Safeguarding of suitable maintenance access is sought. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and on-site archaeological remains, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Minerals and Waste Authority suggest deletion of criterion k. as it is adequately addressed. • Environmental concerns focus on lack of strategic natural greenspace, with recommendations for a single 10–20 ha nature area to prevent recreational pressure on nearby protected sites. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Cambridgeshire Fire and Rescue highlight need for provision/ funding for fire & rescue and police facilities. • Objection that allocation relies on unproven flood-risk mitigation, depends on a failing foul drainage system with no guaranteed upgrades, and lacks evidence that cumulative or downstream risks can be safely managed. • Site promoter supports allocation and requests expanding the site boundary to enable a landscape-led scheme, noting ongoing technical	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the eastern boundary of the site. Supporting paragraph 11.123 amended. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion k. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • The draft allocation includes 3ha of open space within the development, this equates to 16% of the site area and considering the potential population within the development would be in excess of the minimum greenspace standard of 3ha/1,000 population. Therefore, the provision is considered to be appropriate and no changes have been made. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Funding for emergency services is addressed through developer contributions, no change made. • Concerns noted, the criterion within the draft allocation policy seek to overcome the concerns highlighted alongside the other policies in the Local Plan. This includes flood risk and drainage. • Support from site promoter noted. The site boundary has not been expanded as the capacity assessment in the LAA found that 330 homes can be accommodated on 50% of the site area, allowing for sufficient landscaping, open space

Main Issues Raised	Council Response / How the Council has taken this into account
work, pre-application engagement and an intention to submit a planning application in early 2026.	and biodiversity to be provided within the site boundary keeping the site more tightly contained to the existing settlement.
Sawtry 4 (5 comments) • Anglian Water support need for a surface water drainage strategy for the site and confirms no AW assets on site. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and archaeological remains, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Minerals and Waste Authority suggest deletion of criterion i. as it is adequately addressed, • Site promoter supports the allocation but seeks to revisions to allow greater flexibility for a range of commercial uses, ensuring the development can adapt to market needs while retaining open space, key landscape features and sustainable design principles.	• Anglian Water support noted and welcomed. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Criterion i. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted - an extended use class has been included in criterion 2 to allow for greater flexibility.
Sawtry 5 (5 comments) • Anglian Water support need for a surface water drainage strategy and identifies there is a water mains running along the boundaries of the site. Safeguarding of suitable maintenance access is sought. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and archaeological remains, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Minerals and Waste Authority suggest deletion of criterion g. as it is adequately addressed. • Site promoter supports the allocation providing evidence that flood risk, drainage, access and	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the boundaries of the site. Supporting paragraph updated. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Criterion g. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted and further technical evidence documents welcome.

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design requirements can be met, and requesting that related policies, particularly biodiversity net gain, are applied reasonably and consistently with national guidance.	
Sawtry 6 (4 comments) • Anglian Water support need for a surface water drainage strategy and identifies there is a water mains running along the boundaries of the site. Safeguarding of suitable maintenance access is sought. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Minerals and Waste Authority suggest deletion of criterion h. as it is adequately addressed. • Site promoter supports the allocation but requests that the full site boundary be included and that the policy allow B2 and B8 uses to come forward independently to provide greater flexibility in line with market demand and national policy.	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the boundaries of the site. Supporting paragraph 11.149 updated. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Criterion h. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted. The uses have been have been amended to allow B2 and/or B8 uses on site to allow for greater flexibility. Land area has not been extended to include land to the north as this would increase land impacted by flood risk.

Somersham general (7 comments)
• Somersham Parish Council objects to the number of proposed site allocations totalling 321 homes, citing this is more than a third of Somersham's current housing stock. Seeks to reduce number of allocations.
• Parish Council also concerned that neighbouring development in Colne will impact Somersham more than Colne directly.
• Middle Level Commissioners identify some sites will need MLC and/ WSP IDB discharge consent
• Site Promoter for The Pasture, Somersham requests the Plan identifies the site as a committed housing site for around 13 homes (HLP2036 allocation SM3, CfS:107) and be extended over the further land covered by the permission in principle 23/01676/PIP.
• Several site promoters have put sites forward for allocation putting forward further evidence:
  • Land at Parkhall Road, Somersham (CfS:23-24247) for 70 homes as the Waste Management Area constraint is obsolete.
  • Land North of Newlands Way, Somersham for 55 homes, a site not previously submitted.
	• Somersham PC's comments are noted. Concerns regarding the cumulative impact of all developments on the village and local services and infrastructure are noted. Following a review of sites, Somersham 2 will be removed from the draft Local Plan based on its scale and also integration challenges and landscape impact. This reduces the number proposed in Somersham by 140 homes.
	• MLC comment noted.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • The Pasture, Somersham (HLP2036 allocation SM3, CfS:107) - there is a statement in the Local Plan that identifies that existing planning permissions are included in the commitments and are still expected to be built out, also the site benefits from a planning permission on the additional unallocated land so already counts towards the Council's housing commitments.
	  • Land at Parkhall Road, Somersham (CfS:23-24247) - no substantive new

Main Issues Raised	Council Response / How the Council has taken this into account
• Parkhall Nursery & Garden Centre, Somersham (CfS23-24169) for 20 – 30 homes as it is previously developed and considers ecological concerns are untested. • Land east of Parkhall Road, Somersham (CfS:102) for 60 homes as technical evidence shows it is a suitable and capable of delivering policy compliant development.	evidence , concerns remain and there are more sequentially preferrable sites. • Land North of Newlands Way, Somersham for 55 homes, a site not previously submitted. The site would rely upon adjoining land to the south to be developed first, there are also concerns regarding the cumulative impact of allocating further development in Somersham. • Parkhall Nursery & Garden Centre, Somersham (CfS23-24169) - no substantive new evidence, concerns remain including the location of the site to enable sustainable development. • Land East of Parkhall Road, Somersham (CfS:102) for 60 homes providing further information - no substantive new evidence, concerns remain and there are more sequentially preferrable sites.
Somersham 1 (15 comments) • Comments raised issues on highway safety, congestion, flooding, drainage, infrastructure capacity and density of development integrating with the village. • Site promoter supports the allocation and consider the allocation sustainable and manageable with mitigation. • Minerals and Waste Authority recommend adding to supporting text site's location within sand and gravel mineral safeguarding area and seeks the best use of minerals incidentally extracted as part of development. • Anglian Water support need for a surface water drainage strategy and that there is a rising main along the eastern boundary to the site. Safeguarding of suitable maintenance access is sought.	• Concerns noted, the criterion within the draft allocation policy seek to overcome these issues alongside the other policies in the Local Plan. • Support from site promoter noted. • Criterion added to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the eastern boundary of the site. Supporting paragraph 11.158 updated.
Somersham 2 (14 comments) • Access on St Ives Road raises safety concerns alongside congested B-roads (B1050, B1086) and the High Street too narrow to upgrade. • Infrastructure is already overstretched, including transport, services, community facilities and wastewater. • Anglian Water identify the site will need to be phased and that there are no assets within the site and Fens Reservoir corridor does not interface with this site. Supports need for a surface water drainage strategy.	• Following a review of comments received from residents and stakeholders, who cite concerns regarding infrastructure capacity, cumulative impact of all draft allocations on the village, transport impacts, landscape harm and scale of the proposal, the site has been removed as a draft allocation.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Flooding issues present, including railway cutting flooding and proximity to sewage land drains. • The site forms valued open green space, providing important rural views on approaching Somersham. • Historic England state a heritage impact assessment is needed because development could affect nearby heritage assets, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Environmental and biodiversity sensitivities, including a wildlife-associated pond near the site. • Site promoter supports the allocation providing further information in support of the site.	
Somersham 3 (12 comments) • A comment recommends removing the allocation as the site is detached from the village would extend development further westwards. • Infrastructure is already overstretched, including transport, services, community facilities and wastewater. • B-roads (B1050, B1086) are in poor condition and have safety concerns, and the High Street too narrow to upgrade • Anglian Water identify the site will need to be phased and that there are no assets within the site and Fens Reservoir corridor does not interface with this site. Supports need for a surface water drainage strategy. • Minerals and Waste Authority suggest deletion of criterion h. as it is adequately addressed. • Site promoter supports the allocation but recommend policy wording on flood risk, foul drainage, active travel and mineral safeguarding are updated.	• Concerns noted, the criterion within the draft allocation policy seek to overcome these issues alongside the other policies in the Local Plan. The site provides regeneration opportunities and the ruse of previously developed land. The site already has an access established from Chatteris Road but the policy still requires a transport assessment to assess transport impact. • Anglian Water support noted, comments regarding phased development inline with infrastructure are noted and will be considered as part of the housing trajectory preparation for the submission Local Plan. • Criterion h. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted. No amendments made to the criteria for flood risk, these have been informed by the Level 2 SFRA, the site developer will be required to undertake a flood risk assessment using the most up to date information at the time. Reference to waste water flows in criterion d is amended to note agreement with the Council.
Somersham 4 (11 comments) • Further investigations on flood risk required. • Infrastructure is already overstretched, including transport, services, community facilities and wastewater. • Anglian Water identify the site will need to be phased and that there are no assets within the	• Concerns noted, the criterion within the draft allocation policy seek to overcome these issues alongside the other policies in the Local Plan. • Anglian Water support noted, comments regarding phased development inline with infrastructure are noted and will be considered as part of the

Main Issues Raised	Council Response / How the Council has taken this into account
site and Fens Reservoir corridor does not interface with this site. Supports need for a surface water drainage strategy. • Site is currently under consideration by Neighbourhood Plan panel as providing valuable open green space and views towards to the countryside as an 'introduction' to this rural village.	housing trajectory preparation for the submission Local Plan. • The site is a current allocation in the Local Plan to 2036, which is a strategic policy. Identifying the site as open space in any future Neighbourhood Plan would therefore be in conflict with the basic conditions that Neighbourhood Plans are required to comply with.
Yaxley general (7 comments) • Yaxley PC and residents support limited development at Eagle Business Park, Phase 3, citing issues of flooding, strained infrastructure, green space loss, and impacts on services and wildlife. They oppose further growth and request transparent, phased planning with thorough assessments and public consultation. • A promoter for land south of Main Street supports more housing, stating amenities and sustainability justify it, with Anglian Water backing drainage adequacy. • Middle Level Commissioners letter commenting on water and flood management for land south of Main Street and further engagement is needed with MLC and well as technical studies. • Another promoter at Norman Cross proposes large-scale logistics and warehousing, promising up to 4,550 jobs and addressing employment space needs. Their plan includes environmental mitigation and is supported by technical reports.	• Support for employment growth noted and welcomed. Concerns are also noted, the criteria within the draft allocation seeks to overcome these concerns alongside the technical evidence base supporting the Local Plan. • Main Street, Yaxley - this site was not included as a draft allocation due to significant concerns raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time. • Norman Cross, Yaxley – this was discounted through the in-combination LAA and SA assessment due to very significant concerns regarding impact on Yaxley and Great Fen, as well as transport impact on the A1 and concerns around impacts on A1 and A15 junction at Norman Cross.
Yaxley 1 (2 comments) • The southwestern site has a rising main, so access for sewerage maintenance must be preserved. Anglian Water request sewerage infrastructure access safeguarding wording to be added and advise a surface water drainage strategy is advised. The Yaxley Pathfinder Project found serious issues with surface water misconnections and infiltration, and the Peterborough (Flag Fen) WRC catchment has network capacity problems under review. Developers should consult Anglian Water for sustainable wastewater connections. • Middle Level Commissioners support criterion b. and e. MLC discharge consent and fee will be required prior to construction and this is independent from planning permission. There is opportunity for development to improve public access and use of Pig Water including for paddle sports.	• To address Anglian Water comments, an additional criterion has been added to preserve an access to allow for the maintenance for the rising main in the southwest of the site. Supporting paragraph 11.190 updated. • The policy already requires a flood risk and detailed drainage strategy and also engagement wit the EA and AW to secure sustainable wastewater connections can be achieved so no changes made. • Support from MLC is noted and welcomed. • Planning application 23/00973/OUT has been approved for the site.

5 Preferred Options

Local Service Villages

Main Issues Raised	Council Response / How the Council has taken this into account

General comments (16 comments)
• Comments of support that Sibson Garden Village had not been included as a draft allocation
• Elton should have a higher sustainability score
• Holywell-cum-Needingworth PC consider Needingworth should not be in this category as services have not changed since the last local plan.
• Commentary on why there are limited allocations in Service Centres in western Huntingdonshire although allocations in Local Service Villages
• Transport and accessibility to these villages raised.
• Hemingford Grey PC objects to the cumulative effect of proposed allocations in the area north of the River Great Ouse in and around St Ives from Wyton-on-the Hill through the parishes of Houghton & Wyton, Needingworth, and Bluntisham adversely impacting traffic infrastructure.
• Support for use of traditional architecture in schemes and banning demolition of pre 1950s buildings.
• Site promoters seek allocation of their sites:
  • Hemingford Grey Lake, Marsh Lane, Hemingford Grey (CfS:216) for leisure moorings and submitted documents to address suitability, ecology, flood risk and highways
  • Land between Duck Street and Wansford Road, Elton (CfS:59) for residential development citing that the existing committed permissions in Elton include holiday lodges which are not permanent so a housing allocation is required.
  • Mill Lane Field, Hemingford Grey (CfS:29) for open space
  • Field South of St Ives Road, Hemingford Grey (CfS:170 and CfS:105) for open space and local infrastructure by Parish Council and residential by landowner
  • Land west of Farcet (CfS:108) as it is considered to provide a logical, flood safe village extension that could enhance local services and recreation.
  • Land east of Stow Road, Spaldwick (CfS:305) for 80 – 100 homes providing further technical evidence
	• Comments in support of not allocating Sibson Garden Village are noted.
	• Comments regarding Elton's and Needingworth positions in the settlement hierarchy are noted. There positioning was informed by the outcomes of the Sustainability of Settlements document.
	• Transport and accessibility by sustainable modes of transport across the district is varied, and this was a factor in determining the classification of settlements as local service villages.
	• Concerns noted regarding cumulative impact are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements. Needingworth 2 capacity has been reduced, Bluntisham 1 has been removed.
	• The Plan seeks high quality design that reflects local character and distinctiveness and supporting new green infrastructure by designating areas of strategic green and blue infrastructure in line with the LRNS and Nature Recovery Network, including the Great Ouse Valley.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Hemingford Grey Lake, Marsh Lane, Hemingford Grey (CfS:216) for leisure moorings and submitted documents to address suitability, ecology, flood risk and highways - no substantive new evidence, there are still fundamental concerns with the delivery of the site.
	  • Land between Duck Street and Wansford Road, Elton (CfS:59) for residential development citing that the existing committed permissions in Elton include holiday lodges which are not permanent so a housing allocation is required - no substantive new evidence.
	  • Mill Lane Field, Hemingford Grey (CfS:29) for open space - no substantive new evidence to overcome deliverability of open space uses.
	  • Field South of St Ives Road, Hemingford Grey (CfS:170 and CfS:105) for open space and local infrastructure by Parish Council and residential by landowner - no substantive new evidence to overcome deliverability of open space uses.

Main Issues Raised	Council Response / How the Council has taken this into account
	• Land west of Farcet (CfS:108) as it is considered to provide a logical, flood safe village extension that could enhance local services and recreation - concerns remain regarding coalescence between Farcet and Peterborough. • Land east of Stow Road, Spaldwick (CfS:305) for 80 – 100 homes providing further technical evidence. This site is being considered as an allocation. The new draft allocation will be drafted and consulted upon through May to June 2026.
Abbots Ripton general (2 comments) • The Parish Council supports moderate, sympathetic housing development taking account of the conservation status of the village and impact on local infrastructure.	• Support noted and welcomed.
Abbots Ripton 1 (21 comments) • Existing road network and junctions are unsafe, requiring mandatory off site mitigation, pedestrian links and speed management. • Significant local flooding, “valley effect” and downstream vulnerability demand more rigorous modelling and strengthened flood risk policy requirements. Concerns over failing of the sewage pumping station. • Misclassification of Bury Brook as an “ordinary watercourse” undermines assessment accuracy and regulatory compliance. Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important. • Local Plan wording must be tightened to require enforceable mitigation on transport, drainage, runoff rates and cumulative impacts. • Historic England identify need for a Heritage Impact Assessment due to proximity to heritage assets and to shape appropriate mitigation. • Concerns that Abbots Ripton lacks key services and public transport, raising questions about development sustainability. • Anglian Water identify need for a 15m buffer around the pumping station and safeguarding of sewer infrastructure which runs through the eastern area of the site. • Landowner emphasises capacity to deliver a well designed, community led scheme with supporting technical work.	• Concerns noted, the criteria within the draft allocation policy seek to overcome issues regarding transport and flood risk. The criteria within the policy will also be used alongside the other policies in the Local Plan. Additionally, the site has a Level 2 SFRA and has been subject of the sequential test. • reference to Bury Brook now included in policy and supporting text and reference to discharge and MLC included in supporting text. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion added to draft policy to address Anglian Water comments seeking an access to enable maintenance of existing water supply infrastructure. Supporting paragraph 12.9 updated. • Support from site promoter noted and welcomed.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Alconbury general (4 comments) • Allocations opposed due to scale of growth, inadequate infrastructure, overstretched facilities, increase traffic, and loss of rural character with risk of becoming part of Alconbury Weald. • New development on greenfield land would worsen long standing brook and surface water flooding issues with development favoured on brownfield sites. • Development should only proceed if robust flood, traffic and sewage infrastructure upgrades are delivered and enforced. • Development threatens local wildlife habitats and risks significant landscape harm, especially on exposed or sloping sites. • Site promoter for an alternative site land at School Lane (CfS:346) for 95 homes argues the site is sustainable and deliverable submitting a vision document.	• Concerns noted regarding cumulative impact are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements. Alconbury Weald is located to the east of Alconbury separated by the A1(M), the intervening land is not proposed for development therefore retaining the sense of separation between Alconbury and the emerging new community at Alconbury Weald. • Comments regarding landscape impact, flood, traffic and sewage infrastructure are noted with criteria to address these issues included in the allocation policy. • Land of School Lane for (CfS:346) for 95 homes argues the site is sustainable and deliverable submitting a vision document - no substantive new evidence to overcome concerns regarding landscape impact. Concern regarding cumulative impact of further development within Alconbury village.
Alconbury 1 (13 comments) • The sloping site increases runoff towards Great North Road and the village, worsening an already high and climate sensitive flood risk. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings. • Development could create a suburban feel at the village gateway, undermining rural character and ecology. • Minerals and Waste Authority suggest deletion of criterion g. as it is adequately addressed. • Anglian Water support need for a surface water drainage strategy and identifies there is a water main along Great North Road. Safeguarding of suitable maintenance access is sought. • Great North Road's speeding, poor visibility, and existing congestion mean safe access requires major redesign and cumulative transport assessment. • Site promoter wrote in support of the policy.	• The criteria within the policy require a flood risk assessment and detailed drainage strategy to support development. No changes made. • Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The policy criteria within the draft policy requires careful use of design that respects the site's location at the entrance to the village. No changes made. • Criterion g. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.16 updated. • Highway safety concerns are noted, the criteria within the draft policy requires the provision of safe and appropriate vehicular access from Great North Road. Requirement for a proportionate transport assessment added to supporting paragraph 12.18. Requirement for provision of safe and appropriate pedestrian access added to policy requirement. • Site promoter comments noted and welcomed.

Main Issues Raised	Council Response / How the Council has taken this into account
Alconbury 2 (11 comments) • Anglian Water support need for a surface water drainage strategy. • Minerals and Waste Authority suggest deletion of criterion g. as it is adequately addressed. • Uncertain and incomplete surface water evidence with strong calls for strict run off control and guaranteed no increase in flood risk within the wider Alconbury Brook catchment. • Globe Lane is narrow and constrained to support development without guaranteed improvements and safe pedestrian connections. • Historic England state a heritage impact assessment is needed because development could affect nearby heritage assets. • Concerns about infrastructure limits, rural character loss, landscaping, flooding, traffic, and sewage issues. • Site promoter wrote in support of the policy submitting a vision document.	• Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • Criterion g. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • The criteria within the policy requires a flood risk assessment and detailed drainage strategy to support development including surface water flood risk. No changes made. • Highway safety concerns are noted, the criteria within the draft policy requires the provision of safe and appropriate vehicular access from Globe Lane. Requirement for provision of safe and appropriate pedestrian access added to policy requirement. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Concerns noted regarding infrastructure are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements which has informed the policy criteria. Comments regarding landscape, flooding, rural character, traffic and sewage infrastructure are noted with criteria to address these issues included in the allocation policy. • Site promoter comments noted and welcomed.
Bluntisham general (18 comments) • Objection to significant housing growth in Bluntisham, as a 30–36% population increase may overwhelm Bluntisham and Colne, conflict with local development policies, and alter the villages' rural character. There are concerns the proposal could lead to suburbanisation, disrupt historic growth patterns, and blur boundaries between Bluntisham, Earith, and Colne. • Concerns that existing infrastructure (schools, healthcare, and community facilities) cannot accommodate the proposed housing growth, with no improvement plans in place. • Concerns relating to inadequate transport links, existing congestion, dangerous junctions, flood-prone routes, limited public transport, and the likelihood of increased traffic from proposed development. • Concerns over wastewater provision, as Somersham Water Recycling Centre is already	• Concerns regarding the cumulative impact of all developments on the village and local services and infrastructure are noted. Following a review of sites, Bluntisham 1 will be removed from the draft Local Plan based on its significant heritage impact. This reduces the number proposed in Bluntisham by 20 homes and to two proposed allocations. • Concerns noted regarding infrastructure, transport, waste water and flooding are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements, a strategic transport study to assess traffic impact, a Strategic Flood Risk Assessment to identify flood risk and a Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this and reviewing Assets Management Plans to accommodate future growth. • Draft allocations Bluntisham 2 has criteria that require development to provide 3ha of open space

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Main Issues Raised	Council Response / How the Council has taken this into account
at or above its permitted capacity, with no investment planned before 2030 and only unrealistic interim solutions suggested, posing a risk of environmental breaches affecting Berry Fen SSSI. • Concerns about shallow groundwater, frequent flooding, increased flood risk due to loss of permeable land, and the absence of a comprehensive flood risk assessment. • Concerns relating to negative environmental and biodiversity impacts. • Concerns have been raised about the fairness and transparency of the site selection process, with claims that Bluntisham's high allocation is not justified compared to similar villages. • Concerns raised that the Local Plan process is premature, with calls to pause consultation until after the expected 2028 local government reorganisation and clarity on future governance arrangements.	to mitigate recreational pressure impacts to nearby nature sites. • Draft allocations Bluntisham 2 and 3 require developments to provide flood risk assessments. • Concerns regarding Local Plan timetable and Local Government Reorganisation are noted. The Council updated its Local Development Scheme to defer consultation until September 2026.
Bluntisham 1 (24 comments) • Concerns that developing the historic ridge and furrow field would irreversibly damage Bluntisham House's setting, harm the Conservation Area, harm views towards the river and fens, breach heritage policies, and screening would be ineffective with land levels. • Southern part of the site is prone to flooding, development may disrupt natural drainage, worsen local flood risk. • Concerns have been raised about the site's proximity to important nature reserves (RSPB Ouse Fen, Ouse Washes SPA/Ramsar, Berry Fen SSSI), including the potential for recreational pressure. The site undermines environmental objectives of the NPPF by failing to conserve the natural and historic environment. • The A1123 (Rectory Road) faces significant congestion, flooding-related closures, unsafe pedestrian crossings, and access challenges, particularly affecting school children and requiring major engineering solutions. • Local infrastructure, including highway network, sewage, healthcare, and schools are already at or near capacity, with upgrades not expected. AW raise that Somersham WRC does not have sufficient capacity to accommodate growth, development would need to be phased to align with delivery of a WRC growth scheme.	• Following a review of comments received from residents and stakeholders, who cite concern regarding heritage and impact on the Grade II* Bluntisham House as well as potential impact to ridge and furrow land, alongside concerns about the cumulative impact of development on services and infrastructure within Bluntisham, the site has been removed as a draft allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
• Limiting development to the site's northern half may lead to high-density housing, less green space, a stronger visual effect on heritage assets, and inadequate frontage space. • A few responses support allocating the site due to its appropriate scale, location, alignment with settlement priorities, and ability to address environmental and heritage issues while preserving southern open space.	
Bluntisham 2 (4 comments) • No Anglian Water assets are present on-site, and upgrades to wastewater treatment will be required in AMP9 which may require phased development. • The site, formerly part of Frogs Hall, requires comprehensive archaeological evaluation and consideration of nearby heritage records in line with NPPF guidance. • Access is limited due to unsafe entry from the A1123 and no pavements on Holliday's Road, requiring key improvements for safe pedestrian and vehicle access. • Concerns about surface water flooding due to the site's low elevation, requiring a drainage plan. Wastewater infrastructure is also lacking. • Proximity to protected habitats raises concerns about ecological mitigation and recreational impacts on nearby nature sites, Habitat Regulations Assessment recommended.	• Anglian Water comments are noted and will inform the housing trajectory and site phasing which will be published at the next stage of Plan preparation. • Comments regarding archaeology are noted, an additional criterion has been added to require archaeology investigation, recording and where appropriate conservation. Text added to supporting paragraph 12.37. • Criteria within the policy requires provision of safe and appropriate vehicle and pedestrian access. No changes made. • Draft allocation requires development to provide a flood risk assessment. No changes made. • Criteria requires provision of amenity and open space as part of the development to mitigate impact on nearby nature sites. A Habitats Regulation Assessment for the whole plan is being prepared to assess the Local Plan's impact on internationally protected sites.
Bluntisham 3 (6 comments) • Concerns focus on rising congestion in St Ives, particularly near the A1096 and Morrisons roundabout, prompting calls for updated transport plans and new river crossings. • There are concerns about recreational impact on Berry Fen SSSI and surrounding areas, leading to a proposal for Suitable Alternative Natural Greenspace (SANG) as mitigation. • Flood risk is a concern, and a detailed drainage plan is suggested. • Anglian Water reports no on-site assets, and Somersham Water Recycling Centre is at capacity, so phased development is likely. • Historic England identify potential impact to nearby Grade II listed buildings at Wood End to the south-west of the site and requests for a Heritage Impact Assessment to inform policy. • The development would cause minimal loss of prime agricultural land, with most of it kept as gardens, open spaces, and SANG, remaining	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. • The allocation has criteria that require development to provide 3ha of open space to mitigate recreational pressure impacts to nearby nature sites. A Habitats Regulation Assessment for the whole plan is being prepared to assess the Local Plan's impact on internationally protected sites. Reference to SANG removed. • Draft allocation requires development to provide a flood risk assessment and drainage strategy. No changes made. • Anglian Water comments are noted and will inform the housing trajectory and phasing of the site which will be published at the next stage of Plan preparation. • Heritage concerns are noted, the listed buildings are some 250m to the south west corner of the site with large residential curtilages and trees obscuring the site from view. Additionally, the

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Main Issues Raised	Council Response / How the Council has taken this into account
below Natural England's threshold for significant loss. • Minerals and Waste Authority suggests removing the minerals policy criterion since it is covered in the supporting text. • Supporters say the plan is sustainable, fits land assessments, and adds 90 homes (40% affordable), SANG, biodiversity gains, open space, school staff parking, and easy access to village amenities and buses.	proposed 3ha of open space will be located on the western and northern edges of the site, providing further mitigation form heritage impact. A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Amended criteria g. to seek opportunities to maximise incidental extraction of any minerals as part of development. • Site promoter comments are noted and welcomed.
Great Gransden general (0 comments) • No comments	• No comments to address.
Great Gransden 1 (5 comments) • Broad support for a small-scale commercial allocation. • Concern expressed regarding access via Sand Road due to its narrow width, safety risks, unsuitable junction. • Need for a landscaped buffer near the nursery. • Anglian Water noted the presence of a gravity sewer requiring safeguarded maintenance access. • Landowner supports the allocation and notes expected economic benefits. • Suggestion to reserve part of the site for a potential future primary school, with remaining land limited to compatible uses.	• Support noted. • The policy requires that there must be a satisfactory access from Sand Road. The supporting text details this further by requiring a proportionate transport assessment. No changes made. • The policy requires the retention of existing boundary features and the provision of a landscaping strategy. No changes made. • Criteria added to require the safeguarding of suitable access for the maintenance of existing water supply infrastructure. Supporting paragraph 12.59 updated. • Comments regarding the potential use of the site for a future primary school are noted, the site has not been promoted for this use and the need for a new primary school in this location is not evidenced.

Great Staughton general (1 comments)
• Two additional sites promoted with the promoter contending that the plan period should be extended to 2050 to better align with higher level aspirations so additional housing sites will be required and that more small sites are required to provide early delivery and balance the reliance on strategic scale sites: Land West of Cage Lane, Great Staughton (CfS: 377), Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) and a new site: land west of Cage Lane, Great Staughton for up to 9 dwellings.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land West of Cage Lane, Great Staughton (CfS: 377) - no substantive new evidence. Integration challenges remain.
	  • Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) - the site is already allocated in the Neighbourhood Plan for Great Staughton and therefore is already part of the development plan.
	  • Land west of Cage Lane, Great Staughton for up to 9 dwellings - new site with a layout plan submitted -concerns regarding integration challenges.

Main Issues Raised	Council Response / How the Council has taken this into account
Great Staughton 1 (6 comments) • Residents ask that the Local Plan clearly reference how the site integrates with Neighbourhood Plan allocations. Support for the site's allocation if Neighbourhood Plan preferred sites take priority. • Historic England identify development close to heritage sites, such as Grade II listed buildings or Scheduled Monuments, needs a Heritage Impact Assessment before allocation to confirm suitability and necessary actions. • Anglian Water identify there is a gravity sewer running along the road boundary to the site. Support for surface water drainage strategy. Coordination with Anglian Water is necessary to verify connections. • Site promoter supports the policy but seeks some flexibility on capacity of site. Provided plans and drainage assessment.	• The allocations in the neighbourhood plan still stand as part of the development plan. The site allocation in the Local Plan is in addition to these. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.66 updated. • Support form site promoter noted and welcomed. Draft policy amended to say 'about 15 homes'. In the introduction of Section D, it states there is a 10% tolerance either side of the 'about' figure set out is considered to be reasonable. This means that up to 17 dwellings could be appropriate on the site.
Hemingford Abbots general (1 comment) • Suggestion put forward that substantial comprehensive development, joining this area to Godmanchester would be a better solution allowing for comprehensive infrastructure provision along the A1307 corridor.	• Comment noted, retaining separation between Godmanchester and the Lattenbury's is sought so that Godmanchester's distinct identify is retained and so that the Lattenbury's can deliver its vision of providing two distinct new villages.
Hemingford Abbots 1 (25 comments) • Concerns were raised about the potential traffic impacts on Godmanchester, the Hemingfords, St Ives, A1198, A1307 and A14, the format of potential junctions and the desire to future proof full opening up of the A1198/ A14 junction. • National Highways advised that the impact on the strategic road network needs to be assessed. CCC Highways expressed uncertainty on the feasibility of a new safe access onto the A1307 given the proximity to the Rideway junction and the New Road junction. • A permanent settlement gap is sought between Godmanchester and The Lattenburys with various long term protection methods suggested including compulsory purchase and designation as green belt. Godmanchester Town Council confirmed support would only be forthcoming if there was a clear mechanism to ensure the proposal would remain a separate village from Godmanchester. • Concerns expressed over the need for robust phasing, masterplanning and early delivery of schools, shops, care homes, green space and doubts about short-term deliverability.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. The draft policy requires a transport assessment and travel plan with agreement of Highways Authority. No changes made. • Discussions are ongoing between the site promoter and County Highways regarding alterations to junctions to ensure safe access and ensure delivery of the site. • Godmanchester Town Council comments noted, the policy supporting text identifies that The Lattenburys must demonstrate how the new community will blend housing, employment and other uses and ensure that it remains a distinct community separate from Godmanchester and the Hemingfords. A masterplan is required. • The proposal includes a new 26ha country park and other green infrastructure which will alleviate pressure on Portholme. The Local Plan is supported by a Habitats Regulation Assessment as well. Criteria j. addresses the HRA requirements and has been amended to require early engagement with the EA on this matter.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account

• Concerns expressed over inadequate green space provision and recreational pressure on Portholme.
• Historic England requested a heritage impact assessment be undertaken.
• Hemingford Grey Parish Council has no fundamental objections to the site being developed subject to appropriate flood risk management, upgrading of Cow Lane WWRC, traffic management and timely provision of supporting infrastructure.
• Anglian Water highlight wastewater and WRC capacity constraints.
• Drainage and flooding issues needing holistic solutions across the Great Ouse catchment.
• The site promoter of Emmanuel Knoll Village strongly advocated that it is a more preferrable site to the Lattenburys with additional evidence put forward on deliverability and transport issues.
• Other alternative sites were also suggested namely east of Bluntisham Road Needingworth (CfS290), north of Overcote Road Needingworth (CfS291) and Abbotsley Golf Club (CfS234).
	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
	• Hemingford Grey PC's comments are noted, the draft policy criteria addresses each area of concern.
	• The draft policy requires a flood risk assessment and detailed drainage strategy. No change made.
	• Anglian Water comments noted, criterion i. amended to require early engagement with AW on waste water flows.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Emmanuel Knoll Village (CfS:207) - is an extension to Godmanchester, however, would result in such a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence.
	  • Abbotsley Golf Club (CfS234) - no substantive new evidence to overcome concerns.
	  • East of Bluntisham Road Needingworth (CfS290) and north of Overcote Road Needingworth (CfS291) - concerns regarding flood risk and cumulative impact on Needingworth.

Houghton and Wyton general (0 comments) • No comments	• No comments to address.
Houghton and Wyton 1 (5 comments) • Concerns regarding landscape and visual harm, loss of productive agricultural land overstated renewable energy and biodiversity benefits. Flood risk is also a concern. • Cumulative impacts are not considered, including effects alongside the Houghton Road housing allocation, RAF Wyton, Giffords Park and other St Ives/Wyton-on-the-Hill developments, leading to untested risks of urbanisation and landscape fragmentation • Historic England request that a HIA be undertaken to consider potential impacts on heritage assets.	• Concerns regarding landscape, biodiversity, climate change and loss of agricultural land and flood risk are noted. The Renewables Energy Assessment has identified that the site has technical potential for ground mounted solar energy generation. Criteria within the policy allocation addresses these issues. No change made, • Concerns regarding cumulative impact are noted. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion f. amended to require the safeguarding of suitable access for the maintenance of existing

Main Issues Raised	Council Response / How the Council has taken this into account
• Anglian Water seek maintenance access to infrastructure assets. • CCC Minerals & Waste suggest deletion of criteria f. as adequately covered elsewhere.	water supply infrastructure. Supporting paragraph 12.91 amended. • Criterion h. amended to seek opportunities to maximise incidental extraction of any minerals as part of development.
Needingworth general (7 comments) • Proposed housing numbers will change the area's character, with suggestions that development should be directed south of the River Great Ouse near the A14 / A1198. • Existing road networks (A1123, Morrison's roundabout, Harrison Way) experiences congestion and worsen pollution. • Flooding events (especially around Marley Gap Brook / Parsons Drove) highlight that drainage systems and culverts require major upgrades. • Respondents cite insufficient school places, GP capacity, water supply resilience, utilities, digital connectivity, and waste management. • Large scale growth is viewed as harmful to wildlife habitats, green corridors, and local landscape character, with risks of losing recreational and ecological value. • Site promoter for land west of Needingworth (CfS:211) seeks allocation for residential uses and landscaping.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study which identifies suitability of sites and transport impacts and mitigation measures required as a result of growth. • Flooding concerns are noted, both draft allocations require flood risk assessments and a SFRA for the whole Plan has been prepared. • Concerns regarding harm to landscape character and biodiversity are noted. About 50% of the land area for Needingworth 1 (65.5ha) is allocated for green infrastructure mitigating harm and providing opportunities for strategic green infrastructure connectivity and enhancements. • Land west of Needingworth (CfS:211) - concerns remain regarding flood risk as well as the cumulative impact of development in and lack of integration with Needingworth.
Needingworth 1 (26 comments) • A1123, Harrison Way, A1096 and double roundabouts (Morrisons/Aldi) are at or beyond capacity, with further evidence required including cumulative impacts. • Site experience surface water flooding, with areas in Flood Zones 2 and 3, and objections highlight need for further flood risk evidence. • The site is wholly greenfield, containing agricultural land. • Representations cite lack of capacity in schools, GP services, water supply, wastewater treatment and utilities, with calls for robust and funded infrastructure plans before any allocation proceeds. • Development out of scale with Needingworth and functions effectively as a major expansion of St Ives. • Pressure on Great Ouse Valley green infrastructure, landscape sensitivity, and wider ecological impacts of large-scale growth north of the river.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study which identifies suitability of sites and transport impacts and mitigation measures required as a result of growth. The draft policy requires a transport assessment and travel plan. No changes made. • Draft allocation requires development to provide a flood risk assessment. Also built development is not proposed on areas at higher risk of fluvial flooding. No changes made. • The site is also of a scale whereby many services and pieces of infrastructure can be provided for on-site or contributions be made locally to meet the demands of the development. Anglian Water are working closely with HDC to ensure WRC capacity to support growth. • The draft policy requires development to provide 65.5ha of green infrastructure, this is about 50% of the whole land area and will provide strategic scale enhancements.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Minerals and Waste Authority suggest deletion of criterion r. as it is adequately addressed. • Site promoter supports the allocation, submitting a vision document.	• Amended criteria r. to seek opportunities to maximise incidental extraction of any minerals as part of development. • Site promoter comments and vision document noted and welcome.
Needingworth 2 (16 comments) • Flooding concerns, the need for strong mitigation, and uncertainty over drainage effectiveness, particularly given constraints linked to the Fens Reservoir pipeline. • Traffic impacts on the A1123, Morrisons roundabout, and surrounding network especially at peak times. • Need for noise attenuation from the A1123 bypass; worries about poor air quality and the site's sensitivity to traffic-related disturbance. • Concerns regarding loss of farmland, impact on the Great Ouse and coalescence with St Ives. • Respondents cite insufficient education, sewage, utilities, emergency services, and local facilities to support major expansion; Anglian Water raises concerns about phasing and pipeline route safeguarding for Fens Reservoir. • Minerals and Waste Authority suggest deletion of criterion k. as it is adequately addressed. • Site promoter suggests increasing capacity to up to 450 homes if constraints are redesigned or mitigated. • Some seek deletion of allocation and instead seek smaller/medium sites.	• The scale of Needingworth 2 has been reduced from 290 homes to 100 in response to concerns relating to traffic impacts, flood risk, coalescence with neighbouring settlements, landscape concerns and the size of the site. Draft allocation requires development to provide a flood risk assessment. No changes made. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study which identifies suitability of sites and transport impacts and mitigation measures required as a result of growth. The draft policy requires a transport assessment and travel plan. No changes made. • Criteria within the policy requires a strong landscaping scheme and the site has been reduced to minimise landscape impact. • Draft policy requires an assessment of noise and air quality impacts. No change made. • Anglian Water comments are noted and will inform the housing trajectory and phasing of the site which will be published at the next stage of Plan preparation. A statement of common ground is being prepared to ensure WRC capacity to support growth and address Fens Reservoir Infrastructure. • Amended criteria k. to seek opportunities to maximise incidental extraction of any minerals as part of development. • Site promoter comments noted. • Additional small and medium sized sites have been identified to add to the 5YHLS and will consulted upon through May to June 2026.
Offord D'Arcy and Offord Cluny general (1 comments) • Site promoter for land to the North Offord Cluny not allocated, seeks future consideration with the Local Plan citing it is well-related to the built-up area, directly adjoining the settlement edge, and free from flooding-risk. Red Line Plan included.	• The new site land to the North Offord Cluny - upon review the site extends eastwards into the open countryside, in depth development on this site of the B1043 would be uncharacteristic from the linear form of development to the south.
Offord D'Arcy 1 (4 comments) • Flood risk and drainage concerns were raised, site promoters note that proposed measures and	• The criteria within the policy require a flood risk assessment and detailed drainage strategy to support development. Additional wording added

Main Issues Raised	Council Response / How the Council has taken this into account
planning conditions could adequately manage risks. Anglian Water support the need for a surface water drainage strategy. They identify a need for future wastewater infrastructure planning and collaboration with Anglian Water. • Concerns raised about narrow and hazardous pedestrian routes, poor public transport, limited vehicle access and visibility, and potential congestion, while promoters maintain that the transport assessment demonstrates safe access and improved connectivity. • Site promoters note provision green buffers, strengthened vegetation, and sensitive landscape design to mitigate impacts and are submitting a planning application. • Minerals and Waste recommend amending criterion f. since it is sufficiently addressed in the supporting text.	to clarify this is to include surface water flooding as well has been made. Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • Criteria in the allocation policy requires safe and suitable access and a transport assessment to identify mitigation. • 25/01738/OUT for 70 homes is under consideration. Site capacity lowered to align with application. • Criterion f. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development.
Offord Cluny 1 (5 comments) • Anglian Water support the need for a surface water drainage strategy for the site is supported. They identify a need for future wastewater infrastructure planning and collaboration with Anglian Water. • There are concerns about flood risk and drainage due to blocked pipes, support for a robust surface water strategy. • Historic England recommend development near Offord Cluny Conservation Area and Grade II listed buildings requires a Heritage Impact Assessment to assess suitability and guide appropriate safeguards. • Minerals and Waste recommends deleting policy text regarding the need for agreement with the County Council on mineral safeguarding, as this is already covered in the supporting text. • Site promoter suggests a slightly higher capacity (45–55 homes), recommends minor policy wording changes, and highlights that wastewater capacity should be addressed at the strategic planning stage.	• Anglian Water support noted, criterion e. amended to require early engagement with AW on waste water flows. • The criteria within the policy require a flood risk assessment and detailed drainage strategy to support development. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion i. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Site promoter support welcome, comments regarding increasing capacity are noted. In the introduction of Section D, it states there is a 10% tolerance either side of the 'about' figure set out is considered to be reasonable. This means that up to 50 dwellings could be appropriate on the site. No change is therefore made.
Stilton general (1 comments) • The site promoter of a new site land North/West of North Street, Stilton for circa 150 homes raises concerns over current housing supply and contingency and suggests smaller sites of 100-200 homes should be included to enhance flexibility.	• Land North/West of North Street, Stilton for circa 150 homes - upon review of this site there are concerns regarding the cumulative impact of development on Stilton and the integration of the site with the village as well as the feasibility of the access to support the quantum of development.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Stilton 1 (6 comments) • Historic England raise heritage constraints as part of the site lies in Stilton Conservation Area and the Grade II listed buildings along North Street requesting a Heritage Impact Assessment to determine impacts and guide mitigation and policy wording. • Anglian Water support surface water drainage strategies. There are water mains and gravity sewers along North Street within the highway entrance to the site. • Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important. • County Council Minerals And Waste suggest policy simplification; mineral safeguarding is acknowledged in supporting text and may not need repeating in criteria i. • Residents raise concerns regarding access and traffic impacts, particularly related to North Street and require clear management. • Support for improvement of the site.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.146 updated. • Reference to MLC/IDB now included in the supporting text. • Criterion i. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Since the publication of the draft allocation, 24/00238/FUL for 9 dwellings was approved in November 2025 identifying vehicular access from the existing access from North Street and no vehicle through route to the adjoining site Stilton 2. • Support noted and welcomed for the potential regeneration qualities of the site.
Stilton 2 (6 comments) • Highway safety concerns on North Street include its narrowness, on-street parking, poor visibility, and unsafe pedestrian conditions. Consultees request proof of safe access and improved pedestrian measures. • The site promoter suggests capacity could increase to 70 homes, reflecting planning application 22/02275/FUL and demonstrating capacity on submitted layouts. • Historic England raise concerns due to proximity to the Conservation Area and Grade II listed buildings; request for a Heritage Impact Assessment to inform allocation and policy wording. • Anglian Water identify there are foul and surface water sewers within the site to the south and along the eastern boundary and seek safeguarding of a maintenance access, support for a surface water drainage strategy. • Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important.	• Highway safety concerns are noted, the criteria within the draft policy requires the provision of safe and appropriate vehicular access. • 22/02275/FUL for the erection of 70 dwellings pending consideration. Capacity left inline with the draft allocation. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.154 updated. • Reference to MLC/IDB now included in the supporting text.

Villages

Main Issues Raised	Council Response / How the Council has taken this into account

General comments (18 comments)
• Support for not allocating Sibson Garden Village.
• Support for minimal development to preserve rural character and prevent overloading limited services. Comments stress the importance of maintaining the distinct rural identity of small parishes.
• Opposition to Bury being grouped as part of a "Market Town," arguing it is a village taking disproportionate growth without matching infrastructure.
• Site promoters argue that land west of Potton Road, Hilton (CfS:42), land east of St Ives Road, Hilton (CfS:41) and land at Church Street/ Short Drove, Holme (CfS:157) should be allocated, disputing flood risk assessments and emphasising deliverability.
• Site promoters for Sibson Garden Village (CfS:348) and Chesterton Garden Village (CfS23-2414) seek allocations for their sites providing further documentation.
• Comment that relying on extant permissions alone is unjustified and that one additional allocation should be made, for example in Alconbury Weston.
• Site promoter for Tin Lid, Brampton (CfS:281) promoting their site for B2/B8 SME development.
• Support for use of traditional architecture in schemes and banning demolition of pre1950s buildings.
	• Comments in support of not allocating Sibson Garden Village are noted.
	• Support for sympathetic village development noted.
	• Allocations have been made across various settlements with the most growth directed to the most sustainable settlements as per the Settlement Hierarchy. Some village growth is sustainable and helps to sustain local services and facilities as well as provide housing and employment opportunities for residents.
	• Objections to Bury being grouped with Ramsey as part of the Market Town category in the Settlement Hierarchy are noted. The village is functionally and physically connected to Ramsey and therefore shares many of its services and infrastructure. Proposed site allocations identify which are in Bury and Ramsey recognising that they two connected settlements.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land west of Potton Road, Hilton (CfS:42) and land east of St Ives Road, Hilton (CfS:41) - No substantive new evidence. Concerns regarding scale and integration remain.
	  • Land at Church Street/ Short Drove, Holme (CfS:157) - no substantive new evidence, sequentially preferable site in the village proposed.
	  • Tin Lid, Brampton (CfS:281) - wholly within a Minerals Development Area, no further information has been provided to enable additional assessment.
	  • Sibson Garden Village (CfS:348) - transport concerns remain including impact on Oundle Road.
	  • Chesterton Garden Village (CfS23-2414) - transport concerns remain including impact on Oundle Road.
	• The Plan seeks high quality design that reflects local character and distinctiveness

Abbotsley general (0 comments) • No comments	• No comments to address

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Abbotsley 1 (6 comments) • Abbotsley PC consider location is inappropriate as there is no junction close from the new A428 and it is not easily accessible on to the new A428. They also note there is a supply of land for this purpose in St Neots, with both vacant buildings and land. • St Neots TC supportive and would also like retail included. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings. • Anglian Water identify and onsite waste water solution would need to be taken forward, subject to the necessary discharge consents, to be agreed by the Environment Agency. • National Highways state if an application is made prior to the A428 being detrunked, it would be subject to the Circular 01/2022 for new accesses and connections to the SRN. Any agreement to a new access off the A428 would also need to be in consultation with Cambridgeshire County Council.	• Abbotsley PC comments are noted, the draft policy requires provision of access from the A428. • St Neots TC comment noted, uses remain for E(g)(i-ii) and B8 as no evidence provided to support retail in this location. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water comment noted. Reference to an onsite solution included within the criteria and supporting text. • National Highways comment noted. Reference to consultation with Cambridgeshire County Council included in the supporting text.
Alwalton general (1 comment) • Development of this site has significant potential to alter the nature of the village and bring an increase in traffic movements to a village which already experiences traffic problems - especially at peak times, with queues coming off the A1.	• Following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal, the site has been removed as a draft allocation.
Alwalton 1 (14 comments) • Support for the allocation includes a request to refine policy wording so the Design Code sets requirements and parameters. • Peterborough City Council notes the site is functionally linked to Peterborough and cumulative traffic and ecological impacts—especially regarding the A605, Nene Valley NIA, and Showground development—must be jointly assessed. • National Highways states traffic impact on the A1 and suitability of the southbound slip road are untested; modelling is required and severance issues may call for new infrastructure such as overbridges. • The site promoter supports allocation but seeks flexibility on flood alleviation land (to be determined at planning stage) and highlights extensive technical work completed to show the site is deliverable. Submitted technical documents and plans.	• Following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal, the site has been removed as a draft allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
• Historic England state a heritage impact assessment is needed because development could affect nearby Alwalton Hall, listed buildings, existing Conservation Area, and setting of Durobrivae, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Objections focus on access near the A1 slip road, risks linked to heavy traffic flows, previous refusals on safety grounds, and construction traffic impacts. • Concerns highlight steep gradients, low lying flood prone areas, groundwater flooding history, and the risk that development would worsen runoff. • Respondents believe development would be visually prominent, harm the Nene river meadows, and put pressure on valued countryside and ecological sites. • Concerns about lack of school and GP capacity, limited local amenities, and dependence on car travel due to poor accessibility. • Some residents and Alwaton Parish Council favour modest, incremental development rather than a single large scheme. • Minerals and Waste Authority suggests removing criterion j. as it adequately addressed in supporting text. • Oundle Town Council considers the development could worsen safety and congestion on the already over capacity A605 and requests independent, up to date traffic assessment before any approval. • Anglian Water identifies assets within the site; satisfied with criterion b. Encourage developers to submit a pre-planning enquiry to determine sustainable point of connection to AW wastewater network. The need for a surface water drainage strategy for the site is supported.	
Bythorn general (1 comment) • Reduction in the number of properties being built so that Warren Lane can cope with the additional construction traffic or an alternative site should be pursued.	• Comment noted and addressed in the box below.
Bythorn 1 (21 comments) • Bythorn has no services, no public transport, and no safe active travel routes. Development relies entirely on car use and conflicts with local policy.	• Taking into consideration the concerns and comments from the Parish Council and residents, this site has been reviewed and so has Home Farm (CfS:111). It is proposed to remove land west of Warren Lane for allocation and replace

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Scale disproportionate to the village, detached from the village, surrounded on three sides by countryside. • Site is outside of the built up area on elevated ground, development would intrude into open countryside, destroy ridge and furrow, and harm views—especially of St Lawrence Church from public rights of way and would require rerouting of exciting PROWs. • Historic England state a heritage impact assessment is needed because development could affect nearby heritage assets, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Anglian Water identify the need for a detailed assessment of surface water flood risk is supported. Encourage developers to engage with AW to determine sustainable point of connection to our wastewater network. • Minerals and Waste Authority suggest adding its location within a Mineral Safeguarding Area for Brick Clay and prior extraction of brick clay is unlikely to be feasible as part of development. • Warren Lane and Smiths Lane are narrow single track rural lanes, no footpaths, no street lighting and cannot be widened due to adjacent buildings. Increased traffic would cause safety risks, blockages, and conflict with agricultural and service vehicles. • Surface water floods properties downhill. A ditch beside the site has no outfall, regularly overflows. • Comments, including the Parish Council, state Home Farm (CfS:111) and other previously suggested sites are far more suitable, with safer access and better village integration.	this with Home Farm instead for 15 homes. The new draft allocation will be drafted and consulted upon through May to June 2026.
Colne general (0 comments) • No comments	• No comments to address
Colne 1 (6 comments) • Objections highlight the lack of footpath/cycleway on Earith Road and request upgraded access tracks, enhanced pavements, and a new shared pedestrian/cycle link to Earith. • Respondents stress past refusals and an appeal dismissal which found the site to be open countryside forming a visual buffer and conflict conflicting with Colne's linear pattern harming rural character and that the capacity is too high.	• Comments regarding footpath access is noted, the site area goes up to Earith Road so there could be opportunities for enhancement. • Planning history is noted. • The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • Anglian Water support noted, criterion c. amended to require early engagement with AW on waste water flows. Comments are noted and will inform

Main Issues Raised	Council Response / How the Council has taken this into account
• Requests to restrict building heights and remove permitted development rights for roof alterations to protect neighbouring privacy and avoid overshadowing. • Anglian Water identifies no assets within the site; no requirement for a detailed assessment of surface water flood risk, this should be addressed through SuDS and any discharge to a watercourse or drain. Development would need to be phased to align with delivery of a WRC growth scheme. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Minerals and Waste Authority suggests removing criterion f. as it adequately addressed in supporting text.	the housing trajectory which will be published at the next stage of Plan preparation. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion f. amended to make the criterion consistent with others regarding minerals.
Ellington general (2 comments) • Site promoter for land west of Grafham Road (CfS:35) seeks allocation for up to 32 homes. • Ellington Parish Council identifies it conflicts with the neighbourhood plan, scale of growth is disproportionate, outside of the village envelope, would harm local character and a full wastewater capacity study and consideration to green and blue infrastructure should be done and homes should be for smaller, affordable housing or homes for older residents.	• Land west of Grafham Road (CfS:35) - upon review, this site is considered potentially suitable for allocation as it is relatively unconstrained and there is capacity within the WRC and local primary school. The new draft allocation will be drafted and consulted upon through May to June 2026. • Ellington PC comments regarding the neighbourhood plan are noted. A Water Cycle Study assessing waste water capacity has been undertaken working closely with Anglian Water, this includes reviewing Assets Management Plans to accommodate future growth.
Ellington 1 (4 comments) • Ellington Parish Council identifies it conflicts with the neighbourhood plan, scale of growth is disproportionate, outside of the village envelope, would harm local character and a full wastewater capacity study and consideration to green and blue infrastructure should be done and homes should be for smaller, affordable housing or homes for older residents. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and conservation area, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Anglian Water identify a water main on High Street. Seeks safeguarding of suitable maintenance access. The need for a detailed assessment of surface water flood risk for the site	• Ellington PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • A Water Cycle Study assessing waste water capacity has been undertaken working closely with Anglian Water, this includes reviewing Assets Management Plans to accommodate future growth. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, criterion c. amended to require early engagement with AW on waste water flows. Additional criterion added to require preservation of access to allow for

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
is supported. Encourage developers to engage with AW to determine sustainable point of connection to our wastewater network. • Minerals and Waste Authority suggests removing criterion g. as it adequately addressed in supporting text.	maintenance of their assets. Supporting paragraph 13.42 updated. • Criterion g. amended to make the criterion consistent with others regarding minerals.
Grafham general (0 comments) • No comments	• No comments to address
Grafham 1 (9 comments) • Grafham Parish Council notes the allocation conflicts with the Neighbourhood Plan and local conditions, raising issues around scale, drainage, access and a recently permitted PIP application on the site. • Responses highlight flood risk, surface water issues, and argue the land should be left for ponds/wildlife rather than development. • Comments identify Church Road as narrow, unlit, with blind bends and no footpaths—unsafe for increased traffic or pedestrian movements. Calls for speed reductions and better access arrangements. • Footpaths shown on CCC maps are said to have been unusable for decades due to past development. • Residents report frequent water outages, arguing additional homes cannot be supported without infrastructure upgrades. Anglian Water identify no assets on site. Need for a detailed assessment of surface water flood risk is supported. Encourage developers to engage with AW to determine sustainable point of connection to our wastewater network. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Archaeological potential (HER sites, medieval settlement traces, drainage systems, ponds possibly linked to historic features).	• Grafham PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • Criterion c. requires a flood risk assessment and detailed drainage strategy. No changes made. • The draft policy requires development to provide safe vehicular and pedestrian access supported by a proportionate transport assessment. No changes made. • Public rights of way comments are noted, criterion f. and supporting paragraph 13.53 have been removed. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Archaeological potential of the site is noted and a criterion within the draft policy has been added to require a programme of work designed to investigate, and where appropriate protect, archaeological assets working the County Council on this. Supporting paragraph added to detail this further.
Great Paxton general (0 comments) • No comments	• No comments to address
Great Paxton 1 (16 comments) • Respondents state that part of the site has functioned as a car park for over 20 years, essential for the recreation ground and football	• Concerns of residents are noted and loss of informal parking. A criterion has been added to require a transport assessment to assess transport impacts of the development. The site

Main Issues Raised	Council Response / How the Council has taken this into account
clubs; its loss would force parking onto the High Street, creating major safety risks for drivers and pedestrians. Residents highlight that new dwellings would increase reliance on private cars. • Development would be out of character, representing dense backland housing behind a linear frontage, harming the rural feel, causing overlooking, and degrading existing visual amenity. • Site previously included a historic orchard that was cleared in 2025, harming wildlife and that the land could be restored rather than developed. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Sport England supports keeping the access path to the playing fields and recommends policy wording ensuring no loss or prejudice to the playing field. • Minerals and Waste Authority suggest adding its location within a Mineral Safeguarding Area for sand and gravel recommending a construction management plan making best use of minerals extracted. • Site promoter supports allocation submitting a supporting document with their comments outlining proposals for 25/02068/FUL.	area has been reduced to omit the land used for parking for the football ground. • The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • The draft policy requires an ecological assessment and BNG requirements will also apply. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Sports England support for retaining paths to playing pitches noted. • Criterion h. amended to make the criterion consistent with others regarding minerals. • Site promoter comments and supporting documents noted and welcomed.
Great Paxton 2 (3 comments) • Anglian Water identify water mains to the north and west boundaries. Seek safeguarding of maintenance access. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Site promoter supports allocation and proposed capacity submitting a supporting document with their comments highlighting is availability and deliverability.	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 13.64 updated. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Site promoter support noted and additional documents welcome.
Haddon general (41 comments) • The A605 is dangerous and over capacity, and additional HGV traffic would create severe, unmitigable safety and congestion impacts and is car dependent.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. The draft policy requires a transport assessment and travel plan with agreement of Highways Authority. No changes made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• The development would cause major and irreversible harm to rural character, agricultural land, biodiversity, greenfield land, and the Northern Wolds landscape. • The allocation contradicts multiple Draft Local Plan policies and lacks a transparent sequential or evidence based justification. • Development threatens an area rich in archaeological features and heritage settings, risking irreversible harm. • Combined effects with Thrapston and Peterborough warehouses would overload the A605 further and undermine spatial strategy. • Fear that approving Haddon 1 would enable large scale future sprawl ("warehouse creep") west of the A1. • Support focuses on job creation, alignment with logistics need, and synergy with Peterborough Services, though these represent a minority. • Suggestions include relocating logistics to SRN linked or rail served sites, reinstating CfS:140 (Brampton 16), or creating a clearer "Hamlets & Countryside" chapter for transparency.	• Concerns regarding loss of landscape and sprawl of development west of the A1 are noted. No other sites are allocated to the west of the A1 for commercial development of this scale and the allocations in the Local Plan are priority sites to be delivered before any others which would have to demonstrate with the policies in the Local Plan. • Development is required to be phased to ensure land is not developed if market situations change. The site is one of three sites to provide logistics and distribution in line with the recommendations of the Economic and Employment Needs Assessment. Further large scale development would be determined through other specific policies in the plan on logistics and distribution. • Archaeological potential of the site is noted and reflected in the draft policy. • Support for the economic benefits and job creation of the scheme are noted. • Brampton Cross (CfS:140) was considered inappropriate for development through the in-combination outcomes of the LAA and SA which noted that it could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with CCC whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. • Chapter renamed to 'Villages, Hamlets and the Countryside
<u>Haddon 1/ Peterborough Services (126 comments)</u> • Elton Parish Council and residents provided several supporting documents including a technical note on nationally significant archaeology, traffic survey report and injury RTA map. • Concerns that the A605 is over capacity with a serious accident history, and added HGV flows are viewed as unsafe and unmitigable, that the site will be car dependant with no viable public transport or active travel access, contradicting sustainability objectives. • Some respondents seek removal of the draft allocation. • Nassington and Glapthorn Parish Councils responded due to potential cross boundary impacts of the development.	• Elton PC's and resident's concerns are noted and the additional supporting documentation are welcomed. The draft policy requires transport assessments and travel plan, archaeological investigations, assessment of air, light and noise pollution impacts, and a Landscape and Visual Impact Assessment, alongside maximising opportunities for net zero. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study, mitigation measures are identified to enable delivery of the site which includes public transport. retention of public rights of ways and a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan is included within the policy criteria.

Main Issues Raised	Council Response / How the Council has taken this into account
• Large scale warehousing would cause major, irreversible harm to open countryside and the Northern Wolds landscape. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and identifies a Roman Farmstead and Roman bath close to the site. The findings should determine whether the site is suitable for allocation and what mitigation is required. • Respondents argue the allocation conflicts with a wide range of Local Plan policies, from settlement hierarchy to climate, design, transport and heritage. • Increased noise, light pollution, rat running and reduced residential amenity would harm nearby villages including Haddon and Elton. • Development results in the loss of productive farmland, biodiversity, carbon sequestering land, and raises concerns about flooding, wastewater and SAC impacts. • The need for the site is questioned, with brownfield options and SRN linked sites like CfS:140 (Brampton 16) considered more suitable. • Supportive comments cite potential economic benefits and synergy with the existing service area, provided impacts are mitigated. • Minerals and Waste Authority suggests removing criterion m. as it adequately addressed in supporting text.	• Cross Boundary discussions have been held with adjoining local authorities who have also commented on the Local Plan and site allocations. Statements of Common Ground have been produced to reflect areas of agreement. • The site is required to phase development to ensure that if market demand changes, land can remain as open countryside. No changes made • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The location of strategic logistics was guided by evidence set out in the Economic and Employment Needs Assessment and the assessment of Spatial Development options through evidence documents relating to infrastructure, transport and the Sustainability Appraisal. • A proposal will require a noise and air quality assessment and appropriate mitigation from the A1(M) and proposed uses on the site. No changes made. • The Local Plan is supported by a Habitats Regulation Assessment which considers the impact of this site and all others on internally protected site. Criteria e. requires an ecological assessment to assess biodiversity and also potential impact on Orton Pit SAC. The allocation policy includes criteria to address and flooding and waste water concerns. No changes made. • Brampton Cross (CfS:140) was considered inappropriate for development through the in-combination outcomes of the LAA and SA which noted that it could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with CCC whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. • Support for the economic benefits of the scheme are noted. • Criterion m. amended to make the criterion consistent with others regarding minerals.
Hail Weston general (0 comments) • No comments	• No comments to address
Hail Weston 1 (2 comments)	• The allocation policy includes criterion to require safe and appropriate access to the site from

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Main Issues Raised	Council Response / How the Council has taken this into account
• Comment in support of allocation but concern raised about speed limit, safety and lighting along and at the junction with the B645. • Anglian Water identify water mains to the southern boundary of the site. Encourage developers to engage with AW to determine point of connection to network.	High Street which connects directly from B645. No changes made. • Criterion added to require agreement with Anglian Water Services to determine a sustainable point of connection. Supporting paragraph added to detail the requirement. Criterion added to require the safeguarding of suitable access for the maintenance of existing water supply infrastructure. Supporting paragraph added to detail the requirement.
Holme general (2 comments) • Concerns are raised about developing a site near a busy junction, emphasising the importance of careful site entrance planning and suggesting the potential to include a village play area if the development proceeds. • Objection is raised to the Draft Local Plan for not allocating the Church Street, Short Drove, Holme (CfS:157) site for housing, despite the Council's own assessment confirming the site's suitability and deliverability; a request is made for its allocation or for a clear, evidence-based explanation for its omission.	• Concerns regarding the highway safety are noted. The draft policy requires a transport assessment to be undertaken to demonstrate impact of traffic flow, movement and parking. • Support for village play area is noted. • Church Street, Short Drove, Holme (CfS:157) - no substantive new evidence, moresequentially preferable site in the village proposed.
Holme 1 (6 comments) • Concerns development will result in increased traffic and congestion and pedestrian and cyclist safety is at risk due to inadequate footways; access and road layout issues are highlighted, especially a dangerous bend and cumulative access pressures. • Development's density is considered excessive for the village, arguing 25–35 homes are suitable and consistent with existing settlement character. • Retail and health facilities are welcomed, there are doubts about their impact on reducing car use, and a specific need for a children's play area is identified. • Anglian Water supports requirement for a surface water drainage strategy. Drainage and wastewater infrastructure is currently adequate but may need expansion for future growth; early coordination with Anglian Water is recommended. • Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important. • Site falls within a Mineral Safeguarding Area for brick clay, with the planning authority recommending best use of any incidentally extracted minerals.	• Concerns regarding the highway safety are noted. The draft policy requires a transport assessment to be undertaken to demonstrate impact of traffic flow, movement and parking and identify appropriate mitigation.. • Concerns regarding the scale of the proposal are noted. The draft policy identifies about 50 homes on site, this aligns with the outcomes of the in-combination LAA and SA assessment and also the developer's aspirations for the site. • Support for retail and community facilities is noted. Support for village play area is also noted. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • Reference to discharge rates and the MLC/IDB now included within the supporting text. • Criterion added to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development.

Main Issues Raised	Council Response / How the Council has taken this into account
Ramsey Forty Foot general (1 comments) • Objection to the omission of land east of Ugg Mere Court Road (CfS:146) for residential development. Ramsey villages lack sufficient housing allocations. Although this area is within the flood plain, there is now an opportunity to address local housing demand.	• Land east of Ugg Mere Court Road (CfS:146) - no substantive new evidence, fundamental constraints of the site being wholly classified as being grade 1 agricultural land and within flood zone 3a remain.
Ramsey Forty Foot 1 (2 comments) • Heritage Impact Assessment is needed to evaluate the potential effects of site development on nearby heritage assets and guide decisions regarding site allocation, policy, and necessary mitigation. • Middle Level Commissioners state the EA has no role here so can be excluded as the site is MLC land. MLC consent is required in both our navigation and flood role, notwithstanding as land owner they would be the ones promoting any development.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Reference to the Environment Agency removed.
The Stukeleys general (1 comments) • Site promoter requests reconsideration for the Heron Shore (CfS:23-24210) site in the Local Plan, highlighting its proximity to Grange Farm, historical features, size, existing pond and access road, and suitability for luxury homes.	• Heron Shore (CfS:23-24210) - no substantive new evidence to overcome concerns. The site relates more to the countryside than Great Stukeley and it cannot be effectively masterplanned to integrate with the existing settlement. It is recognised that the wider area is evolving with the development of Alconbury Weald and Grange Farm, there may be opportunities for the site's development in the future.
Great Stukeley 1 (1 comments) • Anglian Water note that a surface water drainage strategy using SuDS is supported, and early engagement with Anglian Water is advised.	• Anglian Water support noted, criterion e. amended to require early engagement with AW on waste water flows.
Upton general (0 comments) • No comments	• No comments to address
Upton 1 (9 comments) • Site promoter in support of the allocations providing plans. Seeks minor changes to policy and supporting text relating to a proportionate flood risk assessment, where possible retaining boundary landscaping and access from Pig Market End appropriate to the scale and nature of the village. • Development should meet requirements for Custom and Self-Build registers, and ensuring	• Support from site promoter noted and additional plans welcome. Minor wording changes made to supporting text, policy wording not changed to provide consistency with other draft allocations. • Supporting paragraph added to identify that a proposal should consider the requirements set out in the authorities' self build register in terms of types and sizes of plots. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. Supporting paragraph 13.112 amended.

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Main Issues Raised	Council Response / How the Council has taken this into account
design quality through established frameworks and codes. • Anglian Water support the requirement for a surface water drainage strategy; early coordination with Anglian Water is recommended.	
Waresley general (1 comments) • Site promoters propose a small-scale residential development of up to 15 homes at Home Farm, Waresley for inclusion in the Huntingdonshire Local Plan, citing easy access, minimal constraints, and the potential to meet local housing needs.	• Home Farm, Waresley, a newly promoted site for 15 homes - the site is located to the north of the draft allocation Waresley 1, as such the new site would extend development further north away from key services making it less preferable than the preferred options site. Also the cumulative impact of an additional development of this scale in Waresley would be significant.
Waresley 1 (17 comments) • Objections to 10 homes, preferring 2–6 dwellings to preserve rural character and prevent overdevelopment. The landowner suggests up to 9 homes for viability. • Heritage Impact Assessment is needed to evaluate the potential effects of site development on nearby heritage assets and guide decisions regarding site allocation, policy, and necessary mitigation. • Anglian Water identified assets within the site and support criterion d. Support the requirement for a detailed assessment of surface water and groundwater flood risk. Encourage the developer to engage with Anglian Water to determine whether a sustainable point of connection to our wastewater network can be identified. • Highlight unsafe, narrow road conditions and increased risks from more traffic, especially for pedestrians and vulnerable road users. • Concerns regarding drainage, sewer & flooding with residents reporting sewer issues and flooding, fearing further strain from 10 new homes without infrastructure upgrades. • Loss of open farmland, harm to countryside views, and threats to local wildlife and village identity are key concerns. • Additional noise and light are seen as detrimental to the quiet, rural setting. • Doubts raised about alignment with existing permissions, inclusion of woodland, and the timing of the proposal amid potential local government changes.	• In response to objections to proposed scale of the development noted, to help overcome landscaping, access, heritage and infrastructure concerns the capacity has been reduced to 6 dwellings. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, criterion amended to require early engagement with AW on waste water flows. • Supporting paragraph added to identify that a proposal should consider the requirements set out in the authorities' self build register in terms of types and sizes of plots. • The policy includes criteria to address concerns relating to safe vehicular and pedestrian access, waste water, flooding, landscape impact and retention of woodland. No change made.

Local Plan Appendices

Local Plan Appendices

Main Issues Raised	Council Response / How the Council has taken this into account
Appendix 1 (11 comments)	
• Concern regarding scale of growth in Somersham and provision of infrastructure improvements. • Unclear why not all villages are included. • Comment seeks increase in Alconbury Weston commitments. • 22 holiday lodges at Elton Furze Golf Club appear to be listed within the existing commitments for Elton - these should be removed as not permanent dwellings. Instead site promoter seeks allocation of land between Duck Street and Wansford Road, Elton (CfS:59). • It would be more transparent if the "Total completed and committed" figures were listed in a table rather than just a figure. • The 0 figure is supported in Catworth as evidenced in the Parish survey. • Sites for which applications were received prior to the draft plan should be indicated with a different colour so as to be able to adequately consider the impact of newly proposed sites.	• Infrastructure needs to support additional development have been identified through the Infrastructure Delivery Study • Only places with a designated neighbourhood area are required to be ascribed a housing requirement • Appendix updated to reflect latest housing completions and commitments data. • Details of existing completions and commitments are not added separately as the purpose of the Appendix is to guide Neighbourhood Planning Groups with future plan requirements. • A site for 25 homes has been added to Catworth following further community engagement • Applications prior to the Local Plan preparation are included in the grey shaded first column, newly proposed ones are in the blue shaded second column. No changes made.
Appendix 2 (3 comments)	
• General support for monitoring scheme. • Cambridgeshire County Council recommended that the indicator for policy LP49 is reviewed as it only considers impact to statutory designated sites. Suggest monitoring the impact to Local Sites is also considered, such as: 1) number of Local Sites that have been removed / partially destroyed as part of development, 2) number of Local Sites that have been expanded as part of development, or 3) number of Local Sites in positive conservation management or number of sites that have been removed. • The appendix should set out what the Council if it does not meet any of its targets or indicators.	• Support noted and appreciated. • Monitoring of local sites have not been added due to the resource implications of monitoring these. The monitoring will include local sites that are monitored by Cambridgeshire and Peterborough Environmental Records Service. • Additional text has been included to explain actions if indicators are not met.
Appendix 3 (1 comments)	
• Support for list of acronyms.	• Support noted.
Appendix 4 (1 comments)	
• Comment stating support for policies.	• Support noted.
Glossary (2 comments)	

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Main Issues Raised	Council Response / How the Council has taken this into account
• General support for glossary. • Underneath definition for Infrastructure - add after health 'fire & rescue, police and ambulance'.	• Collective reference to emergency service provision added.

Outcomes

5.12 The changes outlined in the tables above were made. Minor amendments were made to the document to address any spelling or grammatical errors. The layout and order of some policies were updated, therefore policy numbers within the Pre-Submission Local Plan may not match the policy numbers referred to in the Preferred Options Draft Local Plan

Preferred Options Sustainability Appraisal

Consultation Responses Summaries

5.13 The following table outlines a summary of the type of comments received to the Sustainability Appraisal consulted on between 5 November and 17 December 2025:

Responses to the Sustainability Appraisal

	Sustainability Appraisal
Number of Comments Made	85
Number of Individuals or Organisations that Responded	50
Number of Supports	2
Number of Objections	29
Number of Observations	54

5.14 People were able to comment on all aspects of the document by section, paragraph and tables. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Sustainability Appraisal Consultation Responses

Summary from the Sustainability Appraisal

5.15 The following provides a summary of the main issues raised during the consultation on the Sustainability Appraisal and how the Council has taken these into account.

Sustainability Appraisal

Main Issues Raised	Council Response / How the Council has taken this into account
Chapter 1 Sustainability Appraisal (13 comments)	
• Several argue the SA does not properly test different growth levels, spatial strategies, or the implications of higher/lower housing numbers, making the process legally non-compliant. • Concerns raised about inadequate consideration of water supply, sewerage capacity, flood risk, traffic impacts, pollution, and catchment-wide effects (including major external projects like Tempsford). • Respondents highlight contradictory scoring between similar sites, poor treatment of constraints, and missing evidence—undermining confidence in the methodology. • Education Authority highlights SA10 needs to also consider whether the allocation of the site	• A substantial review of the SA has been undertaken with significant additional material included to assist with interpretation of the testing of growth levels, different spatial strategies and consideration of reasonable alternatives. • The Local Plan is supported by a suite of evidence including those specifically for employment need and those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. The outcome of these studies have been fed into allocation policies and general local plan policies and have been fed into the SA where appropriate. • Sustainability Appraisal is an iterative process. Additional explanation has been included on how

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Main Issues Raised	Council Response / How the Council has taken this into account
considers catchment areas and the ability to travel to education infrastructure via sustainable transport and a safe walking route or with suitable mitigation which will enable this. • Objection to development on best and most versatile farmland, rural character, biodiversity, and the integrity of landscapes such as the Great Ouse Valley. • Concerns that the process as rushed, insufficiently consultative, and lacking clear justification for decisions. • Support positive SA findings where sites are deemed suitable for development, provided impacts are mitigated - including site promoters for land at Little Common Farm, Sawtry (CfS:380) and land north of Houghton Road (CfS:198) with further documents submitted.	it has evolved through preparation of the local plan, a tracker added to reflect responses and changes at each stage by theme and sustainability benefits more clearly identified. • Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Education has been considered through the sustainability appraisal and further detailed through the Infrastructure Delivery Study. • SA scoring was undertaken using the most up to date available information and a consistent framework and methodology which was available for comment through the scoping stage. • Support from site promoters noted.
Chapter 2 - Sustainability Appraisal Methodology (3 comments)	
• The SA contains inconsistencies, unclear reasoning, and factual errors in scoring. • Employment land allocations contradict the Local Plan's own sustainability hierarchy, allocating the largest amounts to less sustainable villages instead of towns and service centres. • A uniform, accurate, and future-infrastructure-aware assessment framework is required; proper methodology would change outcomes for several sites, including land adjacent to the A1 and Norman Cross (CfS:130). • Missing reasonable alternatives (e.g., Farcet - CfS:30): Some highly sustainable settlements like Farcet were not assessed or justified as exclusions. • The SA lacks robust assessment of sewage capacity and flooding risk, despite large-scale growth in sensitive catchments that currently lack treatment infrastructure.	• The SA scoring follows a standard scoring matrix set out on page 27 of the Preferred Options SA. • The Local Plan is supported by a suite of evidence including those specifically for employment need and those relating to infrastructure, transport, economy, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Land adjacent A1 at Norman Cross, Folksworth (CfS:130) for commercial development submitting a Vision document - concerns remain regarding transport impact on the A1 and around impacts on A1 and A15 junction at Norman Cross. • Land at West of Peterborough Road and North of Gazeley Gardens, Farcet (CfS:30) for 185 dwellings submitting a supporting document, concerns remain regarding coalescence between Farcet and Peterborough. • SA objective SA3 explores and assesses the existing waste water infrastructure and capacity. Each site has been assessed using data from the

Main Issues Raised	Council Response / How the Council has taken this into account
	Water Cycle Study and SFRA to consistently score each site.
Chapter 3 - Introduction to the SA on the Preferred Options Local Plan (0 comments)	
• No comments	• No comments to address
Chapter 4 - Stage B1: Testing the plan objectives against the SA framework (0 comments)	
• No comments	• No comments to address
Chapter 5 - Stage B2: Developing plan options (2 comments)	
Two site promoters commented: • Sibson Garden Community (CfS:348) is a potential freestanding strategic development, but was not appraised under Strategy Option 4 with comparable sites and was only considered in Strategy Option 1, unlike other similar sites assessed under multiple options. The SA does not explain why certain sites—including Sibson—were excluded or rejected, despite case law requiring clear justification of selected and rejected reasonable alternatives. Further documentation submitted alongside comment. • Sapley Park Garden Village (CfS:197) was not appraised under Growth Option 2, even though similar sites like Lodge Farm and Wyton Airfield were. The SA refined earlier six options into four strategies but did not include a reasonable alternative that assessed the North Huntingdon Growth Cluster, despite its strategic significance in the Local Growth Plan. The site lies centrally within the Growth Cluster and, given its strong locational advantages, the representation argues it should be included in full as a Local Plan allocation.	• Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Sibson Garden Village (CfS:348) - transport concerns remain including impact on Oundle Road. • Sapley Park Garden Village has been reissued for public consultation as a potential reserve site to further support delivery of the A141. Wording will be drafted and then be consulted upon through May to June 2026.
Chapter 6 - Stage B3 to B5: Predicting and evaluating the effects of the Plan and considering its effects (65 comments)	
Introduction (1 comment) • The SA must transparently and robustly assess all reasonable alternatives—clearly justifying why some policy options are chosen or rejected. Further evidence on the following sites provided: land at Marley Road, St Ives (CfS:292), land at Ramsey Road, Ramsey (CfS:250), land at Ramsey Road, Warboys (CfS:293), land at Mill Road, Buckden (CfS:294).	• Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Land at Marley Road, St Ives (CfS:292) for up to 600 homes providing further information - would need to be part of a wider development as in isolation the site would sit uncomfortably. Need more certainty on road improvement works.

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Main Issues Raised	Council Response / How the Council has taken this into account
	A more sustainably located site with and direct access to services and facilities including town centre was selected. • Land at Mill Road, Buckden (CfS:294) for 195 homes providing further information no substantive new evidence, concerns remain. • Land at Ramsey Road, Warboys (CfS:293) for 210 homes providing further information- no substantive new evidence, concerns remain. • Land at Ramsey Road, Ramsey (CfS:250), for residential development providing further information - no substantive new evidence, concerns remain including cumulative impacts on Ramsey and Bury.
Policies - How Huntingdonshire will grow and change (10 comments) • Policy LP1 - promoter for land north of Priory Hill, St Neots (CfS:239) promotes their site and considers the SA fails to test or justify reasonable alternatives to the housing and employment requirement and overlooks affordability, growth and infrastructure factors. • Policy LP2 - promoter for land north of Prior Hill, St Neots (CfS:239) promotes their site and considers Council's preferred spatial strategy is unjustified because the SA fails to properly assess reasonable alternatives for distributing growth among the Market Towns, relies on incomplete evidence, and defaults without adequate reasoning to a single broad location north of Huntingdon. • Policy LP6 - Bury Parish Council considers the SA incomplete because it fails to account for the village's cumulative growth, underestimates environmental, transport and infrastructure pressures, and therefore requires amendments to accurately reflect Bury's sustainability challenges. • Policy LP9 - Ellington Parish Council identifies the SA recognises some benefits of directing development to villages but should more strongly protect agricultural land and require clearer commitments to improving active travel and public transport, which are currently under-emphasised in the policy. • Policy LP13 - St Neots Town Council commented that low flood risk does not preclude wider town impacts from loss of permeable green space and increased run-off.	• 25/01694/OUT has been submitted and is awaiting determination for Priory Park. Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. These consider cumulative impacts and their outcomes fed into allocation policies and into the SA where appropriate. • Amendments to policies have been made to maximise reference for sustainable transport. • St Neots Town Council comments are noted. • Amendments to specific policies where relevant can be found in 'Preferred Options Draft Local Plan'. • Monitoring of planning policies is undertaken through the Council's Annual Monitoring Report.

Main Issues Raised	Council Response / How the Council has taken this into account
• Policy LP14 - St Neots TC seek confirmed waste and sewer upgrades, capacity assessments, and timelines. • Policy LP15 - St Neots TC commented that low flood risk does not preclude wider town impacts, seek introduction of monitoring and enforcement mechanisms for BNG, trees, on-site renewables, and surface water management. • Policy LP16 - comment sought 80 l/p/d. • Policy LP17 - support for the Plan setting measurable on-site renewable/low-carbon heat targets beyond minimum Building Regulations; require post-occupation energy performance reporting. • Policy LP18 - comment says to develop and publish an online dashboard tracking obligations, milestones, and KPIs for each development.	
Policies - How will we create well designed places (9 comments) • General section - comment seeks adoption of an access standard (e.g. 10-minute walk to nature) and net gain for accessible green space • Policy LP19 - compact form must be paired with standards guaranteeing access to quality green space. • Policy LP20 - secure BNG for 30 years with management plans. • Policy LP21 - require pre-commencement delivery plans for energy, drainage, and green infrastructure, with stage gates tied to inspections and green space standards. • Policy LP23 - set measurable on-site renewable/low-carbon heat targets beyond minimum Building Regulations; require post-occupation energy performance reporting. • Policy LP26 - support for wildlife corridors integrating crossing points, hedgerow networks, and riparian buffers in masterplans and monitor effectiveness. • Policy LP27 - develop and publish an online dashboard tracking obligations, milestones, and KPIs for each development and Green Space Standards (e.g., 10-minute walk to nature) and net gain for accessible green space. • Policy LP30 - Bus enhancements and town-centre vitality measures plus EWR opportunities, should be fully considered to reinforce active travel,	• The Local Plan has tested and is proposing the Fields in Trust plus allotments standard which overall provides some 5.56ha/ 1,000 people of greenspace. This exceeds Natural England's recommended greenspace standards. • Most comments were related not specifically to the details of the SA but focused on wider policy responses to integrating biodiversity, greenspace, active and sustainable travel and infrastructure. Changes to these policies have been made, please see responses to the Preferred Options for further details. • A substantial review of the SA has been undertaken with significant additional material included to assist with interpretation of the testing of growth levels, different spatial strategies and consideration of reasonable alternatives.

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Main Issues Raised	Council Response / How the Council has taken this into account
ensuring avoidance of weak bus access and station distances. • Policy LP31 - seek confirmed waste and sewer upgrades, capacity assessments, and timelines.	
Policies - How we will support a strong economy (3 comments) • Policy LP32 - set clear employment-growth targets for St Neots and align them with housing and infrastructure delivery and reassess strategic employment land in light of EWR and Tempsford/Little Barford. • Policy LP33 - St Neots TC state the Local Plan should adopt a brownfield-first sequential approach for St Neots, supported by a public brownfield register and policy guidance for industrial estates balancing employment retention with relocation to better connected sites, while identifying suitable locations to bring homes closer to the town centre minimising loss of agricultural land. • Policy 38 - review and expand St Neots town centre boundary to reflect current commercial patterns and the need to grow. Embed heritage and local distinctiveness explicitly into Vision and strengthen heritage policy with criteria-based assessments.	• St Neots Town Council are noted. The policies apply to the whole district and set a strategic plan for housing and employment growth supported by infrastructure to meet needs across the district and taking into account EWR. To set more localised policies addressing employment need for St Neots, an update to the Neighbourhood Plan may be more appropriate way to achieve this. • The Council have reviewed the Town Centre boundaries as part of the update to the local plan. • The vision for the Local Plan has been updated and more clearly refers to the historic environment.
Policies - How we will support homes for all (3 comments) • Policy LP42 - should be a greater mix of requirements for bungalows and specialist homes tailored to St Neots' demographics, with monitoring of delivery by site and phase. • Policy LP45 - should be a greater mix of requirements for bungalows and specialist homes tailored to St Neots' demographics, with monitoring of delivery by site and phase. • Policy LP47 - should be a greater mix of requirements for bungalows and specialist homes tailored to St Neots' demographics, with monitoring of delivery by site and phase.	• Comments are noted. The policies apply to the whole district and are support by a district wide Housing Needs Assessment. To set more localised policies addressing the specific housing mix requirements or aspirations in St Neots, an update to the Neighbourhood Plan may be more appropriate way to achieve this.
Policies - How we will conserve and enhance the environment (3 comments) • General section - wildlife movement is constrained by transport and rail corridors, planning should incorporate nature corridors and crossings to reduce bottlenecks and fragmentation. • Policy LP52 - St Neots TC state the Local Plan should adopt a brownfield-first sequential approach for St Neots, supported by a public	• Comment regarding wildlife movement is noted. • St Neots Town Council comments are noted. The Council had few brownfield sites submitted through the call for sites, sites that were considered appropriate through the in combination LAA and SA and which were supported by technical evidence gathering have been drafted as allocation. To set more localised approach to brownfield sites or to bring forward specific

Main Issues Raised	Council Response / How the Council has taken this into account
brownfield register and policy guidance for industrial estates balancing employment retention with relocation to better connected sites, while identifying suitable locations to bring homes closer to the town centre minimising loss of agricultural land. • Policy LP54 - require pre-commencement delivery plans for energy, drainage, and green infrastructure, with stage gates tied to inspections.	brownfield sites in St Neots, an update to the Neighbourhood Plan may be more appropriate way to achieve this.
Development Sites general (2 comments) • Objection that the SA does not compare alternative sites and the earlier LAA (2024) did exclude sites, but this does not replace SA requirements, requesting to update the SA to include full assessment of reasonable alternatives using latest evidence. • Site promoter put forward land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) submitting vision document. • Historic England has limited capacity to review the SA but raises that significant heritage impacts may be under-scored (e.g. Bluntisham 1, Alwalton 1, Waresley 1) and some designated heritage assets missing from assessments (e.g. scheduled monument near Alwalton 1). • SA process should be iterative, with updates made when negative impacts identified. Heritage Impact Assessments should be used to inform updates to the SA.	• Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) for 240 dwellings submitting a Vision document - concerns remain regarding flood risk and cumulative impact on Needingworth. • Due to the considerable heritage impact, proposed allocations for Alwalton 1 and Bluntisham 1 have been removed from the next stage of the Local Plan preparation. • Heritage Impact Assessments for all preferred option sites have been undertaken and are available to view in the evidence library for the local plan. These have further shaped the allocation policy and appraisal for these sites.
Development sites - North Huntingdon Growth Cluster Opportunity Zone (4 comments) • SA acknowledges that large parts of the northern Huntingdon landscape would be permanently altered, with loss of green space and rural character. • Growth cluster developments, especially around Brampton Cross, raise concerns about HGV movements, rat-running, increased congestion on the A141/A1307, and lack of mitigation. • Parts of the cluster are at fluvial flood risk and require substantial drainage and wastewater infrastructure, which is not evidenced as deliverable. • Sites near major roads would face higher noise, air, light and visual pollution, with additional risks to SSSIs, SACs, and key wildlife habitats.	• Comments and concerns noted. • SA scoring was undertaken using the most up to date available information. • Heritage Impact Assessments on proposed site allocations have been undertaken and are available on the evidence library, recommendations have been fed back into allocation policy and SA where appropriate. • The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. These have been fed into allocations and into the SA where appropriate.

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Main Issues Raised	Council Response / How the Council has taken this into account
• Several sites, including Brampton Cross and Huntingdon 1, contain or border sensitive landscapes and heritage assets that the SA does not fully assess. • Respondents highlight misclassified agricultural land, misleading screening assumptions, and incorrect statements about previously developed land. • Concerns that the SA fails to assess wider transport sustainability, cumulative impacts, and whether proposed allocations can realistically deliver sustainable development. Further transport assessment are requested.	
Development sites - Market Towns (6 comments) • Respondents highlight concerns about insufficient wastewater capacity, traffic pressures, lack of safe walking routes, and overstated assumptions about transport accessibility — particularly around St Neots and Ramsey. • Objections frequently reference flood-prone land, impacts on wildlife habitats, greenfield loss, landscape change, and risks to the Ouse Valley and green infrastructure. • Comments raise that Ramsey 1 and 3 threaten settlement identity, remove valued community open space, and risk merging villages such as Bury and Ramsey. • Issues in SA include incorrect public transport scoring, land status and under- or over-weighting of environmental and access criteria. • Objections raised to Ramsey 3 (field near to Rural Museum) where objections cite wildlife, flooding, lack of services, and recreational value. • A few landowners support allocations (Bury 3, Ramsey 1) but request adjustments to SA scoring to reflect proposed mitigation, open space, or brownfield reuse submitting further documentation.	• Concerns noted. The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. • SA scoring was undertaken using the most up to date available information and a consistent framework and methodology which was available for comment through the scoping stage. • Ramsey 3 has been removed as a draft allocation from the next stage of the Local Plan despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses. • Support form site promoters noted, the SAs for Bury 3 and Ramsey 1 will be reviewed as part of Stage D of the SA process where changes between Regulation 18 and 19 are appraised.
Development sites - Service Centres (10 comments) • Several respondents strongly contest the reclassification of settlements—particularly Bluntisham—arguing they lack the facilities, infrastructure and transport links required to function as Service Centres. • Concerns focus on unsafe road access, high-speed roads, lack of footways, poor public transport, and limited local services in places such as Little Paxton, Somersham, and St Ives, suggesting proposed growth is unsustainable.	• Comments regarding how settlements have been categorised are noted. The categorisations were informed by the outcomes of the Sustainability of Settlements document. • SA scoring was undertaken using the most up to date available information. • Of the sites promoted in Buckden and Warboys none were put forward as draft allocations as they were either discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration.

Main Issues Raised	Council Response / How the Council has taken this into account
• Some criticise errors, outdated assumptions and inconsistent scoring—particularly around flood risk, agricultural land classification, achievability, and the comparative treatment of sites like Land south of Old Great North Road Sawtry (CfS:15), land off Fenton Road Warboys CfS:85, Emmanuel Knoll Village (CfS:207), and The Lattenburys (CfS:247). Promoters submitted further technical documents. • Promoters in support allocations (Fenstanton 1, Sawtry 2, Sawtry 3) but request updated SA assessments aligned with masterplans, mitigation proposals, and revised site boundaries. • Concerns are raised about disproportionate growth in some Service Centres without corresponding upgrades in schools, healthcare, parking, and local facilities.	• Comments from site promoters in Sawtry are noted, the policies have been reviewed and changes made where considered appropriate. • Emmanuel Knoll Village (CfS:207) - is an extension to Godmanchester, however, would result in such a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence. • Concerns noted. The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency to inform the development of the local plan.
Development sites - Local Service Villages (9 comments) • Several responses highlight that actual growth in Bluntisham is higher than stated due to current planning applications and that the SA fails to assess cumulative effects on infrastructure, landscape, and the Berry Fen SSSI. • SA is criticised for inconsistent scoring, overstating benefits, failing to demonstrate viability, and not explaining why some villages receive large allocations while others receive none. • Needingworth 1 is not supported. • Stilton PC raise concerns about heritage, noise from the A1(M), unsafe road access, congestion, HGV movement risks, and lack of safe cycling/walking routes. • A site promoter promoted their site land west of Farcet (CfS:108). • Site promoter for the Lattenburys (Hemingford Abbots 1) support allocations but seek adjustments to scoring or minor policy changes.	• Concerns noted. • SA scoring was undertaken using the most up to date available information and a consistent framework and methodology which was available for comment through the scoping stage. • Land west of Farcet (CfS:108) - concerns remain regarding coalescence between Farcet and Peterborough. • Support from site promoters noted, the SA for Hemingford Abbots 1 will be reviewed as part of Stage D of the SA process where changes between Regulation 18 and 19 are appraised.
Development sites - Villages (5 comments) • Objections to SA of Haddon 1 with respondents considering the site is inappropriate for development. Supporting documents provides a detailed analysis of the SA. • Impact on Ellington of the North Huntingdon Growth Cluster Opportunity Zone and need for	• The SA for Haddon 1/ Peterborough Services 1 will be reviewed as part of Stage D of the SA process where changes between Regulation 18 and 19 are appraised. • Concerns noted, the SA includes individual SA of all sites within the North Huntingdon Growth Cluster as well as an SA for the whole Growth Corridor capturing cumulative impacts. Also, the

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Main Issues Raised	Council Response / How the Council has taken this into account
further detailed transport and infrastructure studies. • Objection to Great Paxton 1 as site currently used for parking for the football ground, concerns over traffic implications on the village.	Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. • Great Paxton 1, concerns of residents are noted and loss of informal parking. A criterion has been added to require a transport assessment to assess transport impacts of the development. The site area has been reduced to omit the land used for parking for the football ground.
Chapter 7 - Stage B6: How we propose to monitor the significant effects of the plan (1 comment)	
• Current planning policy lacks the technical tools and independent expertise needed to assess major flood, hydrology, sewage, and transport risks for large-scale growth, creating a high likelihood of system overload, infrastructure bottlenecks, and long-term failures. • An independently funded and politically separate technical body should be established to carry out full engineering due diligence—covering water, flood, sewage, and transport—before development proceeds, with clear accountability and compensation routes if failures occur.	• Comments noted. The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency.
Chapter 8 - Stage C - Prepare the SA report (0 comment)	
• No comments	• No comments to address
Chapter 9 - Stage D - Consultation and development of the Plan (1 comment)	
• Comment that 6 weeks is too short a consultation period	• The 6 week timetable was necessitated by the transition arrangements deadline set by government. Hard copies of documents were made available through council offices and public libraries and responses were accepted in email and letter format to support inclusion of comments from those who found use of the online portal challenging.
Stage E - Monitoring and implementation of the Plan (0 comments)	
• No comments	• No comments to address

Outcomes

5.16 The changes outlined in the tables above were made. Minor amendments were made to the document to address any spelling or grammatical errors. As the Sustainability Appraisal is an iterative document, it will be updated and re-published as part of the Pre-Submission Local Plan consultation.

Additional Site Allocations for Local Plan

Consultation Responses Summaries

5.17 The following table outlines a summary of the type of comments received to the Additional Site Allocations for the Local Plan consulted on between 13 May to 10 June 2026:

Responses to the Additional Site Allocations for Local Plan

	Additional Site Allocations for Local Plan
Number of Comments Made	240
Number of Individuals or Organisations that Responded	130
Number that Support draft allocation	48
Number that Object to draft allocation	103
Number that Have Observations on draft allocation	89

5.18 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Additional Site Allocations for Local Plan consultation responses

5.19 **Sustainability Appraisal**

5.20 The Sustainability Appraisals of these sites at the time of the consultation remained unchanged from the previous consultation. Comments received previously will be reconsidered alongside responses to this consultation.

Summary of Sites consulted on in the Additional Site Allocations for Local Plan

5.21 The following sections provide a summary of the main issues raised during the consultation on the Additional Site Allocations for Local Plan and how the Council has taken these into account.

Main Issues Raised	Council Response / How the Council has taken this into account

General comments (18 comments)
• General support for allocating further small sites in settlements allowing for greater resilience for the strategy to deliver houses and to maintain a 5-year housing.
• Site promoters seek allocation of their sites:
  • Land at Fenton Road, Warboys (CfS: 85)
  • Eaton Bank, Land North of Bushmead Road (part of the site CfS: 54)
  • Land West of Potton Road, Hilton (CfS: 42)
	• Support noted.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land at Fenton Road, Warboys (CfS: 85) - no substantive new evidence. Concerns remain regarding scale and integration.
	  • Eaton Bank, Land North of Bushmead Road (CfS: 54) - for a mixed use development. Vision document for the whole site submitted. The site has been put forward as

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Main Issues Raised	Council Response / How the Council has taken this into account
• Land West of Cage Lane, Great Staughton (CfS: 377) • Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) • Sibson Garden Community (CfS:348) • Land South of Folksworth Road, Folksworth (CfS: 23-245) • Rectory Farm, St Neots (CfS: 21) • Hardwicke Grange, St Neots (CfS:208) • Land east of Bishops Way, Buckden (CfS: 210) • Hemingford Grey Lake (CfS: 216) • Land West of West Street, Great Gransden (CfS: 257) • Land Between Duck Street and Wansford Road, Elton (CfS:59) • Land at Park Farm, Brampton (CfS: 222,224,225, 226) • National Grid identified assets within the area. • Historic England and Natural England provide general advice and make site specific comments on each site.	an integral part of the large scale Eaton Bank proposal with proposed uses shared across the wider site. Currently, the larger site proposal is not included within the draft Bedford Borough Plan to 2040 there is no expectation of its delivery. As this is not being taken forward at present it is not appropriate to assess the land as a free-standing site because it is not the intention of the site promoter to develop it in this manner. • Land West of Potton Road, Hilton (CfS: 42) - no substantive new evidence. Concerns regarding scale and integration. • Land West of Cage Lane, Great Staughton (CfS: 377) - no substantive new evidence. Integration challenges remain. • Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) - the site is already allocated in the Neighbourhood Plan for Great Staughton and therefore is already part of the development plan. • Sibson Garden Community (CfS:348) - transport concerns remain including impact on Oundle Road. • Land South of Folksworth Road, Folksworth (CfS: 23-245) - for up to 200 homes submitting a Vision document - the vision document also includes more land to the east, this is disproportionate to the size of Folksworth. • Rectory Farm, St Neots (Cfs:21) - for a mixed use development consisting of at least 900 homes. The East West Safeguarding area was updated in June 2026 and now covers almost the entirety of the site making the deliverability of the site for this Local Plan uncertain. • Hardwicke Grange, St Neots (CfS:208) - for a mixed use development. The East West Safeguarding area was updated in June 2026 and now covers almost the entirety of the site making the deliverability of the site for this Local Plan uncertain. • Land east of Bishops Way, Buckden (CfS: 210) - for residential development. Significant constraints that impede the development of the site including access, impact on the Great Ouse Valley green infrastructure priority area, County Wildlife Site and the wider ecological network of the

Main Issues Raised	Council Response / How the Council has taken this into account
	Ouse Valley have not been sufficiently addressed. • Hemingford Grey Lake (CfS: 216) - for leisure moorings and submitted documents to address suitability, ecology, flood risk and highways - no substantive new evidence, there are still fundamental concerns with the delivery of the site. • Land West of West Street, Great Gransden (CfS: 257) - for 55 homes. The neighbourhood plan identifies this area as an opportunity to restore or enhance existing ecological network access, the site is therefore considered inappropriate for development due to potential for ecological impact. The promoter has not submitted any technical evidence to address this. • Land Between Duck Street and Wansford Road, Elton (CfS:59) - for residential development citing that the existing committed permissions in Elton include holiday lodges which are not permanent so a housing allocation is required - no substantive new evidence. • Land at Park Farm, Brampton (CfS: 222, 224, 225, 226) - for employment/mixed use site covering four parcels of land as one linked development supported by wide technical evidence including odour assessments, noise, employment demand etc - The collective four parcels have been assessed in full in the LAA and SA but Council, concerns remain over unacceptable landscape and traffic impacts. • National Grid comment noted. • Comments from Historic England and Natural England are addressed against each site below.
<u>Introduction (7 comments)</u> • General support for additional small site allocations to assist in achieving a 5-year housing land supply and supporting smaller settlements • Further technical information should be provided to justify allocation such as trajectory information • National Highways recommend that there is a focus on connectivity and sustainable travel, to reduce the car driver mode share and thus minimise potential effects on local SRN junctions and links. Consider that the sites are unlikely to be of significant impact in terms of the SRN, although Spaldwick 1 has the potential to be car	• Support noted. • Trajectory surveys will be sent to all proposed site allocations and other existing commitments to inform the housing trajectory for the Pre-Submission Local Plan. • National Highways comments noted, sites that are brought forward into the Pre-Submission Local Plan will sit within a wider spatial strategy and active and sustainable travel policies in the plan will apply. Comments regarding the Reserve site at Sapley are noted. • Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the A1 and

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Main Issues Raised	Council Response / How the Council has taken this into account
dependent. Further technical work to support Reserve Site A: Sapley Garden Village to assess impact the A1(M) at Alconbury and the junction of the A141 with the A1 and A14 required. • Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the A1 and Thrapston Road promoted.	Thrapston Road for housing - the Council is very concerned about the harm to resident amenity due to its proximity to the strategic road network. There are also concerns about how a development here could be successfully integrated as the neighbouring development has been designed so that there is limited vehicular access to this site. The intention for this parcel of land was to be retained as a landscape buffer.
Bythorn 1 (41 comments) • Some support for the site stating it will help supply of sites that contribute towards a 5-year housing supply. • Objections, with some support mainly for the Home Farm site replacing Warren Lane, but some comments support Warren Lane over Home Farm with some stating no support for any allocations. • Existing Planning in Principle approval on the site means the allocation would lead to overdevelopment when combined. Common suggested changes include reduce or phase the scale of development or consider other sites. • Concern regarding scale, limited services and facilities, or public transport; resulting in a reliance on private vehicles and concerns over increased traffic and safety. • Effects on conservation area, listed buildings, historic farm buildings, and wildlife interest made. Historic England recommends Heritage Impact Assessment to support the proposal. CCC Historic Environment team recommends suitable planning conditions and historic building recording • Anglian Water identify some capacity for growth at Molesworth WRC and support provision of a proportionate flood risk assessment and drainage strategy with detailed assessment of surface water flood risk. • LLFA identify a low risk of surface water flooding and discharge rates should remain at greenfield rates. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. • CCC Education raise that there is sufficient school capacity mitigation may be required for secondary provision.	• Support noted. • Mixed responses to the site over Warren Lane are noted. The benefit to Home Farm is that there is an existing access and would support the reuse of buildings and could provide heritage benefit. The Local Plan will include this site in the Pre-Submission Local Plan and remove the allocation in Bythorn included in the Preferred Options Draft Local Plan. • Existing planning approval on northern part of the site is reflected in the policy, the inclusion of the farm buildings brings potential heritage benefit and a high quality heritage led redevelopment reusing existing buildings. No changes made. • Concerns are noted regarding scale. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the policies in the Local and Neighbourhood Plan. • The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Criterion d. requires a flood risk assessment and detailed drainage strategy. No changes made. • Anglian Water support noted, criterion e. requires early engagement with AW on waste water flows. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study.
Catworth 1 (17 comments) • Some support for the site including from the Parish Council who identify the site was supported over others for some development in their	• Support noted particularly that this site is a preferred site amongst the Parish Council and residents supported by the neighbourhood plan survey and engagement. Site to be included within the Pre-Submission Local Plan.

Main Issues Raised	Council Response / How the Council has taken this into account
neighbourhood plan survey, however the capacity should be reduced. • Promoter for Land East of Station Road (CfS: 357) seeks removal of this site and replacement with theirs. • Some objections based on the impact on local character and insufficient services within Catworth • Historic England and CCC Historic Environment team identify the site's proximity to scheduled monument. CCC identify a planning condition could overcome any archaeological constraint. • LLFA identify low surface water flood risk and discharge rates should remain at greenfield rates • Anglian Water state there no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. Engagement with Anglian Water and wider water supply planning as nearby wastewater treatment works reaching capacity. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education raise that there is sufficient school capacity and this development would likely to support the viability of the existing primary school, and early years provisions. Mitigation may be required for secondary provision.	• Land east of Station Road (CfS: 357) - no substantive new evidence to overcome concerns. • Concerns regarding impact on local character noted, the criteria within the policy and other policies in the plan seek to overcome these. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion c. requires a flood risk assessment and detailed drainage strategy. No changes made. • Anglian Water support noted, criterion added to require early engagement with AW on waste water flows. • CCC Highways and Educations comments are noted.
Ellington 2 (21 comments) • Some support for the site as part of a wider small sites strategy to improve housing supply and five year land supply. • Objections considered 35 dwellings as a significant increase for Ellington and the site being outside settlement boundary, contrary to Grafham & Ellington Neighbourhood Plan and concerns regarding cumulative impacts. • Limited services (no shop, poor public transport), lack of safe active travel routes to nearby settlements. • Site promoter states site is deliverable for 35 homes including self-build plots with an existing PIP application on part of the site and being capable of contributing to the 5-year housing supply. Supported by technical work (masterplan, transport, flood, ecology) • . LLFA identify some surface water flood risk attributed to the surface water flow path running	• Support noted. Site to be included within the Pre-Submission Local Plan • Ellington PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the policies in the Local and Neighbourhood Plan where applicable. • Concerns are noted. The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Landowner comments and technical work to date noted and welcome. Site policy amended to include reference for 3 self and custom build plots to align with the submitted illustrative masterplan for the site. • Criterion c. requires a flood risk assessment and detailed drainage strategy and details of the

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Main Issues Raised	Council Response / How the Council has taken this into account
along the eastern boundary of the site. There is potential residual risk to the site from a culvert beneath Grafham Road. • Anglian Water state there no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. • Historic England raises no concern. CCC Historic Environment team recommend archaeological conditions. • This site potentially triggers Natural England's Impact Risk Zone (IRZ) for discharges. • Potential requirement for recreational pressure on Brampton Wood SSSI • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education note that there is sufficient school capacity mitigation may be required for secondary provision.	culvert provided in the supporting text. No changes made. • Anglian Water support noted, criterion d. requires early engagement with AW on waste water flows. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The site has been included for assessment of impact on SSSIs in the Ecological Constraints Assessment available in the evidence library. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study.
Grafham 2 (25 comments) • Some support identified stating it would keep the village more compact in form and have less higher safety issues. • Some support for the site stating it will help supply of sites that contribute towards a 5-year housing supply. • Objections and concerns from residents and the parish council with development being contrary to the neighbourhood plan. Development seen as harmful to the rural character and overall nature of the village and concern regarding cumulative impacts. • Concerns about busy roads, impacts on pedestrians, cyclists, and the Buckden roundabout. Identify limited local services and infrastructure; lack of public transport; pressure on sewerage systems. • Parish Council state site area is 1.1ha rather than 1.62h and number of homes be reduced to a maximum of 24 if development were to proceed. • Common suggested changes include reduce or phase the scale of development or consider other sites. • Existing surface water and sewer surcharge problems; soakaways considered ineffective due to clay soils.	• Support noted. Site to be included within the Pre-Submission Local Plan • Grafham PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the policies in the Local and Neighbourhood Plan where applicable. • Concerns are noted. The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Site area reviewed and amended to 1.1ha, as such the capacity has been reviewed and reduced to 25 homes to align with the site densities in the LAA methodology. • The site was initially promoted for 60 homes, through the in combination LAA and SA assessment of the site, this was reduced providing a more proportionate scale of development. • Criterion c. requires a flood risk assessment and detailed drainage strategy. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. Additional

Main Issues Raised	Council Response / How the Council has taken this into account
• LLFA identify a low risk of surface water flooding, pre-app advice recommended. • Potential harm to the setting of Grade II listed Village Farm and wider historic character, comment seeks landscape buffer if to proceed. Historic England recommend a Heritage Impact Assessment support the site. CCC Historic Environment team identify there is ridge and furrow earthworks within the site boundaries and resists its allocation. • Potential requirement for recreational pressure on Grafham Water SSSI and Brampton Wood SSSI. May trigger Natural England's IRZ if discharge of water exceeds discharge rates. • Anglian Water identify some capacity for growth at Buckden WRC and confirm there are no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education raise that there is sufficient school capacity mitigation may be required for secondary provision.	text added to criterion e. to also include ridge and furrow. • The site has been included for assessment of impact on SSSIs in the Ecological Constraints Assessment available in the evidence library. • Anglian Water support noted, criterion d. requires early engagement with AW on waste water flows. No changes made. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study.
Ramsey Forty Foot 2 (15 comments) • General support for allocation of the site, particularly as part of a wider strategy of small and medium sites to boost housing supply and five year land supply • Landowner confirms the site is available, suitable, and deliverable, with work underway (masterplanning, surveys, technical studies). Wishes to increase capacity to 42 dwellings. • Historic England and CCC Historic Environment team identify the site's proximity to scheduled barrow cemeteries and need for a proportionate Heritage Impact Assessment (HIA) and possible mitigation and archaeological works. • Need for SuDS and careful foul/surface water management • Engagement with Anglian Water and wider water supply planning • Potential hydrological link to Ouse Washes SAC so surface and foul water must be managed and treated to avoid environmental harm.	• Support noted. Site to be included within the Pre-Submission Local Plan • Landowner comments confirming technical works underway are welcome. Site promoter seeks to raise capacity from 25 to 42 is noted, the site has been assessed suitable for approximately 27 homes through the in combination LAA and SA assessment as it is of scale that could be integrated with the existing community. The capacity has been increased to 30 to reflect the landowner's aspirations while also enabling more landscaping to overcome landscape impacts and heritage considerations due to its proximity to a scheduled monument and for biodiversity net gain to provided on site. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. Criterion added to the policy requiring archaeological investigation, recording and where appropriate conservation.

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Main Issues Raised	Council Response / How the Council has taken this into account
• This site is just within the sub-catchment served by the Skeggins Fen (private). Surface water pumps into the Middle Level Commissioners Old River Nene, also known as the River Nene (Old Course), near Bodsey Bridge. Treated Foul Effluent Water discharges into the MLC High Lode via Ramsey WRC. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education raise that school capacity mitigation may be required to accommodate development	• Criterion c. requires a proportionate flood risk assessment and drainage strategy. No changes made. • Criterion d. requires engagement and agreement with Anglian Water on waste water flows. No changes made. • The site is included within the Habitats Regulation Assessment accompanying the Local Plan. • MLC comments noted. • CCC Highways and Educations comments are noted, additional education provision will be assessed in the Infrastructure Delivery Study.
Spaldwick 1 (30 comments) • Some support for the site stating it will help supply of sites that contribute towards a 5-year housing supply. • Local objection stating 90 homes seen as a significant expansion, out of keeping with a small rural settlement. Insufficient evidence on wastewater, drainage, utilities, healthcare, schools, and community facilities. Common suggested changes include reduce or phase the scale of development or consider other sites. • Repeated concern that key constraints (infrastructure, access, flood risk) are unresolved and should be addressed before allocation. • Potential requirement for recreational pressure on Brampton Wood SSSI • Anglian Water identify some capacity for growth at Easton WRC and confirm there are no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. • LLFA identify a high risk of surface water flooding, pre-app advice recommended. Support criterion requiring for a site-specific flood risk assessment and detailed drainage strategy. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Right of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. • CCC Education raise that there is sufficient school capacity mitigation may be required for secondary provision.	• Support noted. Site to be included within the Pre-Submission Local Plan • Comments seeking removal or reduction of the site are noted. Text has been added to the supporting text to reflect that development should be provided in two phases to enable integration of the development with the village. • Concerns are noted. The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Criterion e. requires the provision of a suitable means of access from Stow Road and provision of a safe and appropriate access to the village by vehicles and active travel modes. No changes made. • The site has been included for assessment of impact on SSSIs in the Ecological Constraints Assessment available in the evidence library. • Criterion d. requires engagement and agreement with Anglian Water on waste water flows. No changes made. • Criterion f. seeks the retention and enhancement of existing rights of way. No changes made. • Criterion c. requires a proportionate flood risk assessment and drainage strategy. No changes made. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. Criterion added requiring design and layout that is sensitive

Main Issues Raised	Council Response / How the Council has taken this into account
• Historic England raises no concerns. Although CCC Historic Environment team identify there is a medieval deserted medieval settlement earthworks and ridge and furrow earthworks within the site boundaries and resists its allocation. • Support from site promoter with site layout plan submitted. • Promoter for land south of High Street, Spaldwick (CfS: 23-24322) promoting their site instead of this one.	to the remains of a deserted medieval village and on ridge and furrow informed by a proportionate heritage assessment. • Proposed site layout plan from site promoter is supported. • High Street, Spaldwick (CfS: 23-24322) - no substantive new evidence has been provided to overcome surface water flood risk on site, more sequentially preferable sites are available.
Reserve Site Sapley Park Garden Village (66 comments) • Many objections to the proposed Strategic Reserve Site with some support. • Support from site promoter with site concept masterplans submitted. • Some support for having a reserve site in principle to bring flexibility and resilience, but only if infrastructure is delivered in advance, and strict controls and clearer triggers are applied. • Objections come from residents, parish councils (Alconbury, Abbots Ripton, Broughton and Kings Ripton, Ellington, Houghton and Wyton), and stakeholders, often aligning on similar concerns. Concern that roads, schools, healthcare, sewage, and utilities cannot support the scale of development. • Strong concerns about increased flooding (particularly Bury Brook catchment), inadequate drainage, and existing sewer capacity failures. • Loss of countryside, biodiversity, and agricultural land; conflict with climate and food security objectives. • Harm to conservation areas (Abbots Ripton, Kings Ripton, Broughton), local character, and setting of heritage assets. • Development viewed as disproportionate (town-scale), leading to urban sprawl and overdevelopment of the North Huntingdon cluster. • Doubts over viability, infrastructure funding, long lead-in times, and reliance on uncertain projects (e.g. A141 upgrades, rail station). • Lack of clarity on reserve site triggers, delivery mechanisms, and oversight. • Developers/land promoters: Concern the site is not effective as a reserve due to delivery times and infrastructure dependency; suggest alternative sites such as land off Conington Road, Fenstanton (CfS: 265)	• Following a review of the consultation responses and of the concerns raised, the reserve site proposal will not be taken forward in the pre-submission version of the Local Plan to 2046. The Local Plan will not propose any other sites as reserve sites.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Anglian Water notes development would need to be phased to align with delivery of a WRC growth scheme from AMP9 onwards. • CCC Historic Environment team identify potential for archaeology and recommends predetermination evaluation. Historic England recommends a Heritage Impact Assessment. • CCC Highways state for phase 1, primary access should be from the A141and secondary accesses may be possible from C112 King Ripton Road/Sapley Road and C115 Abbots Ripton Road; all of which appear to have sufficient access. Local infrastructure improvements may be required in the form of walking/cycling connectivity. Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. • CCC Education comments note the need to meet the needs of the early years and primary age, it would require a total of three 4 form entry (FE)/840- place primary schools requiring a land take of 4 hectares (ha) each, and one 2FE/420-place school with a land take of 3ha and consider standalone nursery provision. It would require a total of two 6FE/900-place secondary schools and associated post-16 provision and SEND provision. • This site potentially triggers Natural England's IRZ for discharges. May be hydrologically connected to the Ouse Washes SAC. • A recreational pressure assessment should be required as the broad site is within the zones of influence for Portholme SAC/SSSI and Monk's Wood NNR/SSSI.	

Appendix 1 Consultation Material - Issues Phase

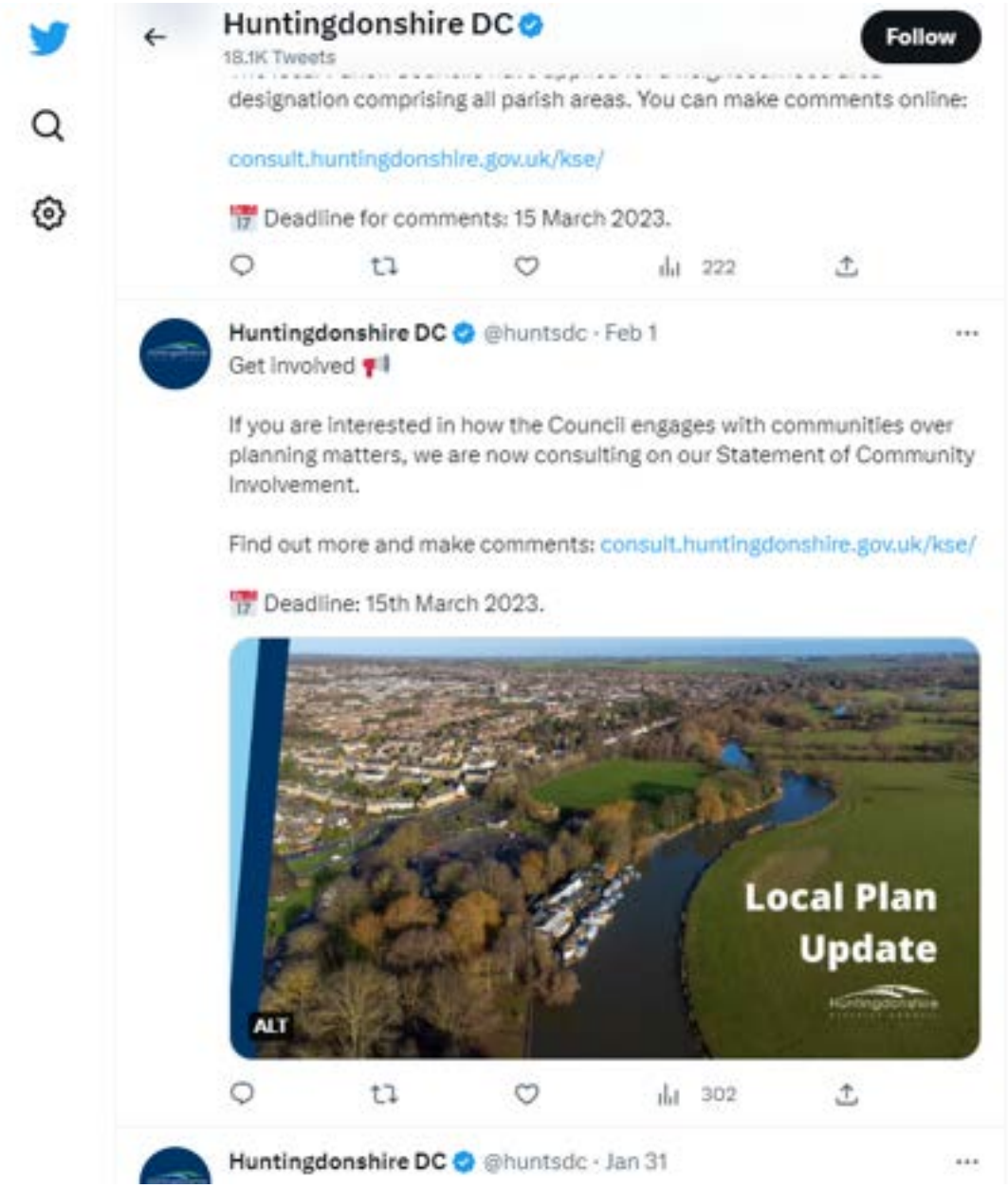
6.1 This appendix provides some examples of press releases and social media posts that were published as part of the Council's consultation and engagement on the Issues phase of consultation.

Statement of Community Involvement and Sustainability Appraisal Scoping Report

Facebook post: Published 1 February 2023

Appendix 1 Consultation Material - Issues Phase

Twitter post: Published 1 February 2023



Press release: Published 26 January 2023

Huntingdonshire

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Home / News / District Council Agrees to Start Full Update to Adopted Local Plan

District Council Agrees to Start Full Update to Adopted Local Plan

26-Jan-2023

Huntingdonshire District Council has committed to the preparation of a full update to the adopted Local Plan, at a Cabinet meeting on Tuesday 24 January 2023. This will set out how the district will grow over the coming decades.

The council's current 'Local Plan to 2036' was adopted on 15 May 2019 identifying sufficient land for new homes, jobs, facilities, infrastructure, and open spaces to meet known needs. This will continue to be used to determine planning applications until the updated Local Plan is completed.

The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. Town and Country Planning Regulations state that the local planning authority must review it every five years starting from the date of adoption.

Executive Councillor for Planning, Cllr Tom Sanderson, said: "An updated Local Plan provides opportunities to introduce policies that can help to deliver the council's and communities' priorities. We can look to make changes to reflect new and emerging national legislation, our corporate ambitions as a Joint Administration and priorities we have heard through community engagement on Huntingdonshire Futures and the Climate Strategy."

Approval was also given to issue the council's proposed Statement of Community Involvement (SCI) for public engagement. This document outlines how the District Council will engage and consult with the local community on planning matters. A proposed Sustainability Appraisal Scoping Report (SASR) was also approved for public engagement. This sets out how the District Council will consider the possible environmental, social and economic impacts of the Local Plan update throughout its preparation.

Public engagement on the SCI and SASR documents will commence in early February 2023. This is the first of a series of public engagement opportunities that will shape the full update to the Local Plan.

Was this page useful? Yes No

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Huntingdonshire, a better place to live, work and invest

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Appendix 1 Consultation Material - Issues Phase

Settlement Hierarchy & Land Availability Assessment Methodologies and Call for Sites

Press release: Published 27 March 2023

Huntingdonshire

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Home / News / District Council to Launch Call for Sites Consultation

District Council to Launch Call for Sites Consultation

27-Mar-2023

Huntingdonshire District Council is launching a Call for Sites consultation, as part of the second phase of engagement on a full update to the Local Plan.

The Call for Sites is a process in which developers, landowners and members of the public are invited to put forward potential sites across the district for consideration, such as:

- Residential (such as housing, specialist homes, moorings, care homes)
- Commercial (such as retail, leisure, industrial, logistics)
- Infrastructure (such as health uses, community facilities, renewable energy)
- Open Space Use (such as sports and recreation, allotments, biodiversity net gain, flooding safeguarding)

The suitability of these sites will be assessed for potential allocation for their proposed use in the Local Plan update and consulted on in the future.

Executive Councillor for Planning, Cllr Tom Sanderson, said: "The Call for Sites is a big step in the work to update our Local Plan. We are inviting input from people to inform the options for future development in Huntingdonshire. This process gives us a greater understanding of potential development areas and their possible uses. We encourage the local communities, landowners and developers to put forward potential sites and the proposed uses for them."

The Consultation opens on Wednesday 29 March 2023 and runs for 10 weeks until Wednesday 7 June 2023. Potential sites for development can be submitted through the online planning portal. The District Council will send invitations to participate to a wide local audience including Parish and Town Councils, landowners, developers, agents and businesses.

Submitted sites will be assessed against the criteria set out in the Land Availability Assessment Methodology and the Sustainability Appraisal Scoping Report.

Launching at the same time as the Call for Sites is the consultation on two methodologies that will be used during the full update to the local plan. These are:

- Settlement Hierarchy Methodology
  - o This document has been developed to assess the sustainability of settlements and aid in the decision-making on their suitability for future growth in the next Local Plan.
- Land Availability Assessment Methodology (LAA)
  - o The primary purpose of the LAA is to set out a clear methodology by which to assess potential development sites and provide a consistent way in which to assess their suitability, availability, achievability, deliverability and potential capacity.

The consultation for these two documents also opens on Wednesday 29 March 2023 and runs for 6 weeks until Wednesday 10 May 2023. Comments can be made on the council's planning portal.

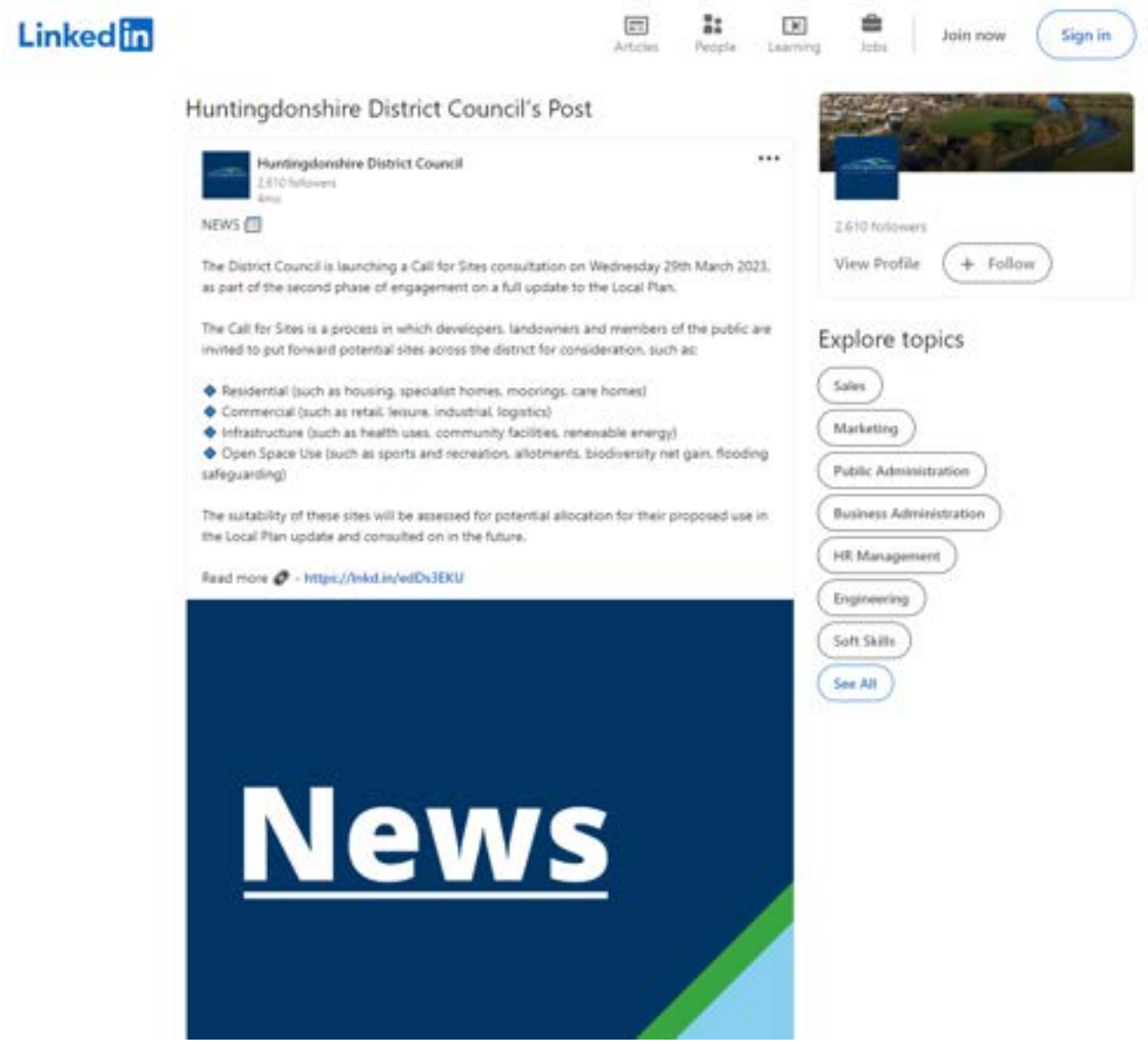
The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. Town and Country Planning Regulations state that the local planning authority must review it every five years starting from the date of adoption.

View further information on the full update of the Local Plan.

Was this page useful? Yes No

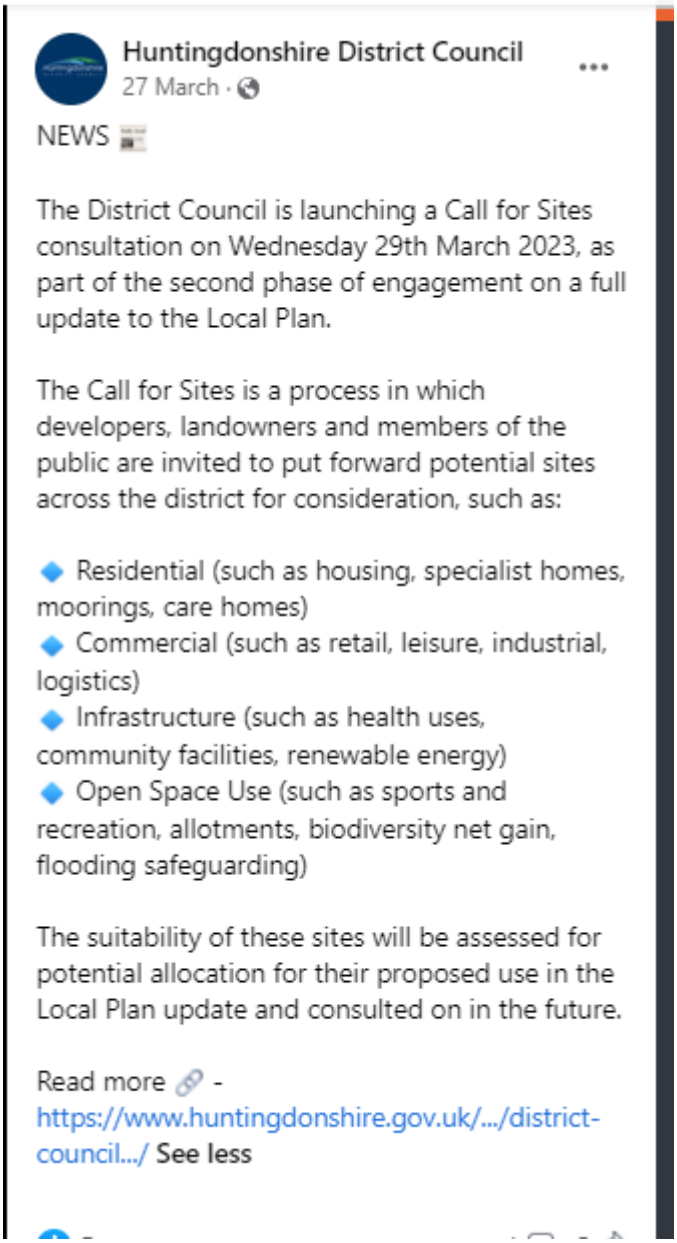
Appendix 1 Consultation Material - Issues Phase

Linked in release: Published 27 March 2023



Appendix 1 Consultation Material - Issues Phase

Facebook post: published 27 March 2023



Huntingdonshire District Council
27 March ·

NEWS

The District Council is launching a Call for Sites consultation on Wednesday 29th March 2023, as part of the second phase of engagement on a full update to the Local Plan.

The Call for Sites is a process in which developers, landowners and members of the public are invited to put forward potential sites across the district for consideration, such as:

- Residential (such as housing, specialist homes, moorings, care homes)
- Commercial (such as retail, leisure, industrial, logistics)
- Infrastructure (such as health uses, community facilities, renewable energy)
- Open Space Use (such as sports and recreation, allotments, biodiversity net gain, flooding safeguarding)

The suitability of these sites will be assessed for potential allocation for their proposed use in the Local Plan update and consulted on in the future.

Read more - https://www.huntingdonshire.gov.uk/.../district-council.../ See less

Twitter post: published 27 March 2023

← Post

Huntingdonshire DC
@huntsdc

NEWS

The District Council is launching a Call for Sites consultation on Wednesday 29th March 2023, as part of the second phase of engagement on a full update to the Local Plan.

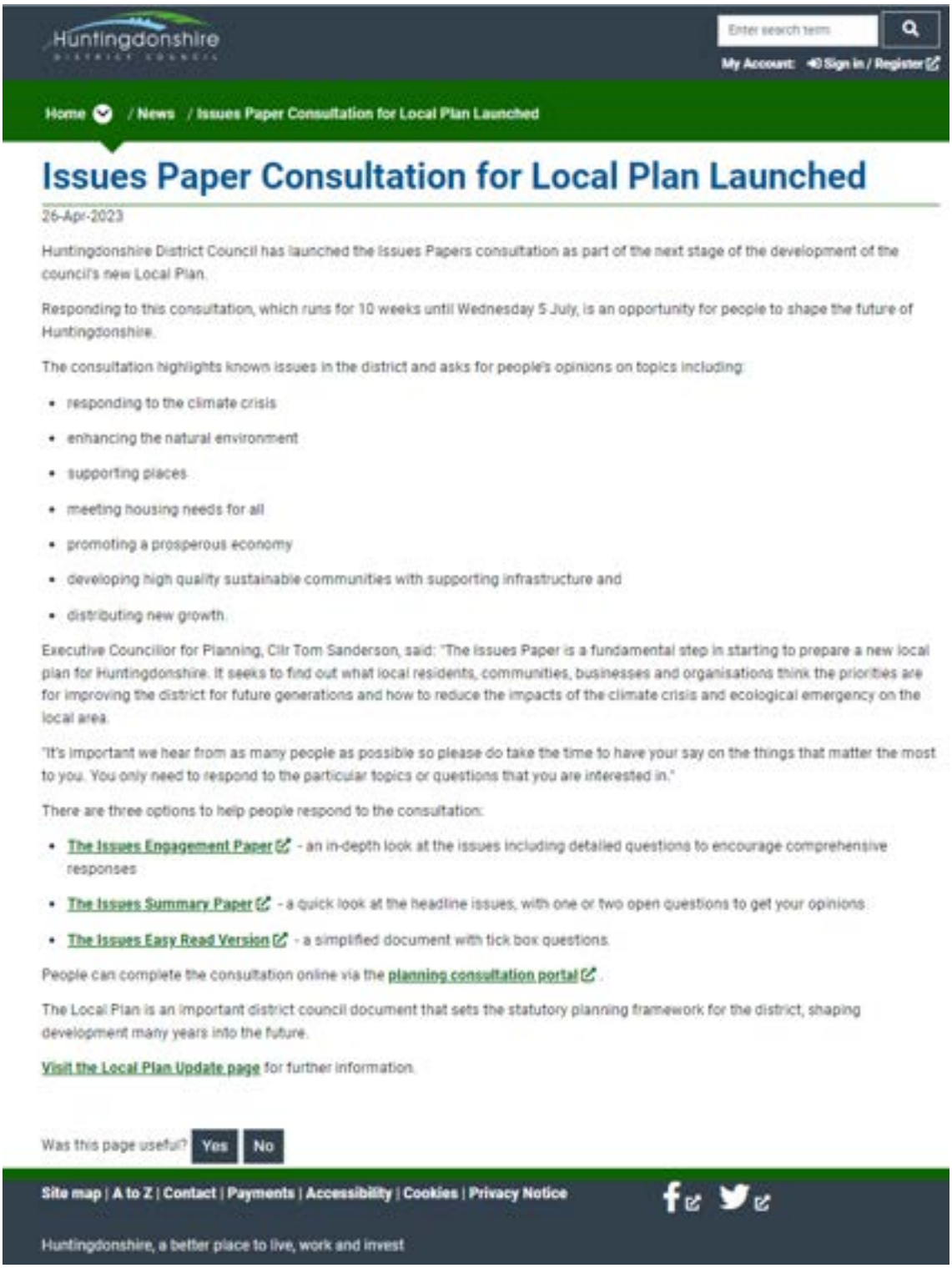
Read more - huntingdonshire.gov.uk/news/district-...

2:01 PM · Mar 27, 2023 · 275 Views

Appendix 1 Consultation Material - Issues Phase

Issues Papers Consultations

Press release: published 26 April 2023



Huntingdonshire

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Home / News / Issues Paper Consultation for Local Plan Launched

Issues Paper Consultation for Local Plan Launched

26-Apr-2023

Huntingdonshire District Council has launched the Issues Papers consultation as part of the next stage of the development of the council's new Local Plan.

Responding to this consultation, which runs for 10 weeks until Wednesday 5 July, is an opportunity for people to shape the future of Huntingdonshire.

The consultation highlights known issues in the district and asks for people's opinions on topics including:

- responding to the climate crisis
- enhancing the natural environment
- supporting places
- meeting housing needs for all
- promoting a prosperous economy
- developing high quality sustainable communities with supporting infrastructure and
- distributing new growth.

Executive Councillor for Planning, Cllr Tom Sanderson, said: "The Issues Paper is a fundamental step in starting to prepare a new local plan for Huntingdonshire. It seeks to find out what local residents, communities, businesses and organisations think the priorities are for improving the district for future generations and how to reduce the impacts of the climate crisis and ecological emergency on the local area.

"It's important we hear from as many people as possible so please do take the time to have your say on the things that matter the most to you. You only need to respond to the particular topics or questions that you are interested in."

There are three options to help people respond to the consultation:

- The Issues Engagement Paper - an in-depth look at the issues including detailed questions to encourage comprehensive responses
- The Issues Summary Paper - a quick look at the headline issues, with one or two open questions to get your opinions
- The Issues Easy Read Version - a simplified document with tick box questions.

People can complete the consultation online via the planning consultation portal.

The Local Plan is an important district council document that sets the statutory planning framework for the district, shaping development many years into the future.

Visit the Local Plan Update page for further information.

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Appendix 1 Consultation Material - Issues Phase

Poster for Councillor distribution

Appendix 1 Consultation Material - Issues Phase

Poster for Councillor distribution

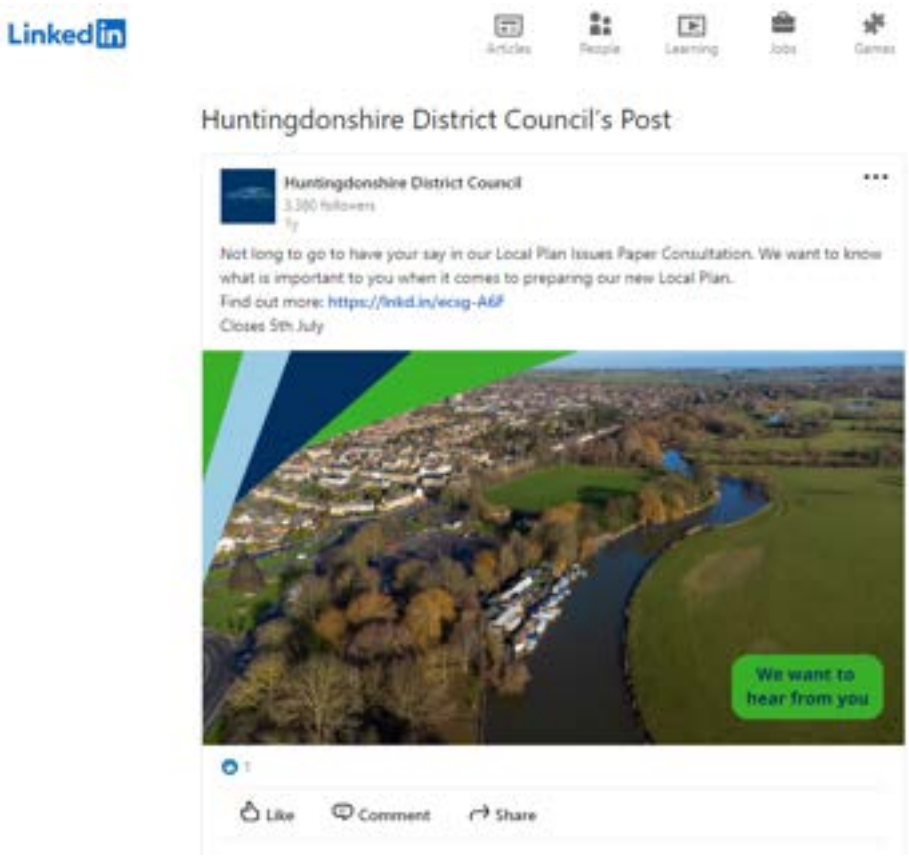
Appendix 1 Consultation Material - Issues Phase

Facebook post: published 26 April 2023

Appendix 1 Consultation Material - Issues Phase

Twitter Post: Published 7 June 2023

Appendix 1 Consultation Material - Issues Phase

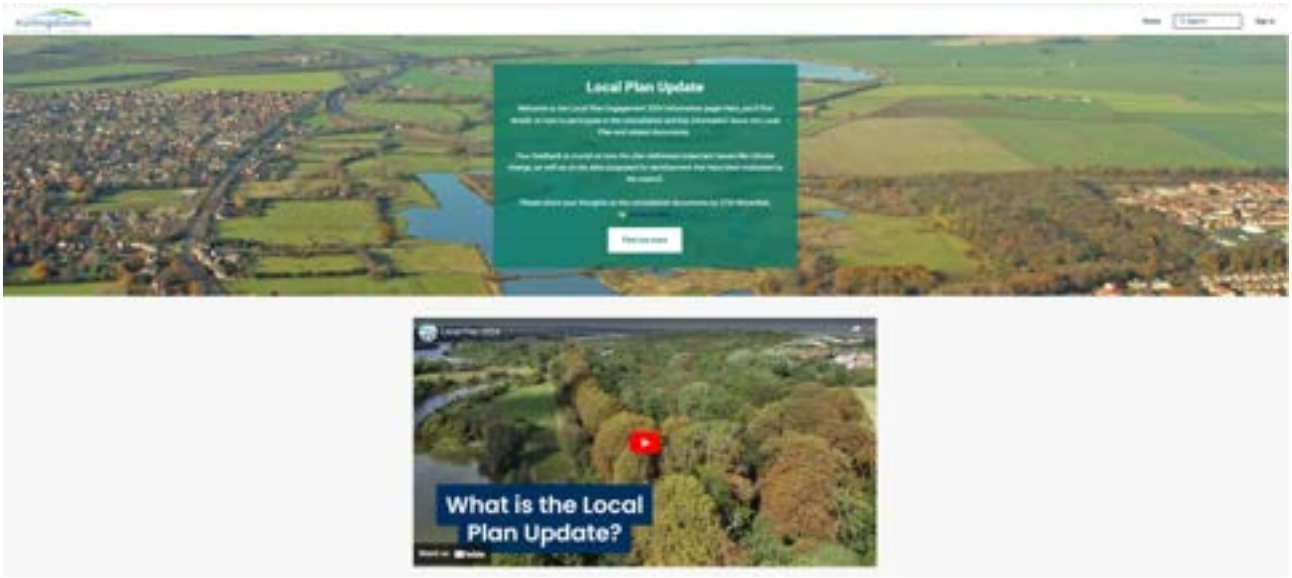


Appendix 2 Consultation Material - Further Issues and Options Phase

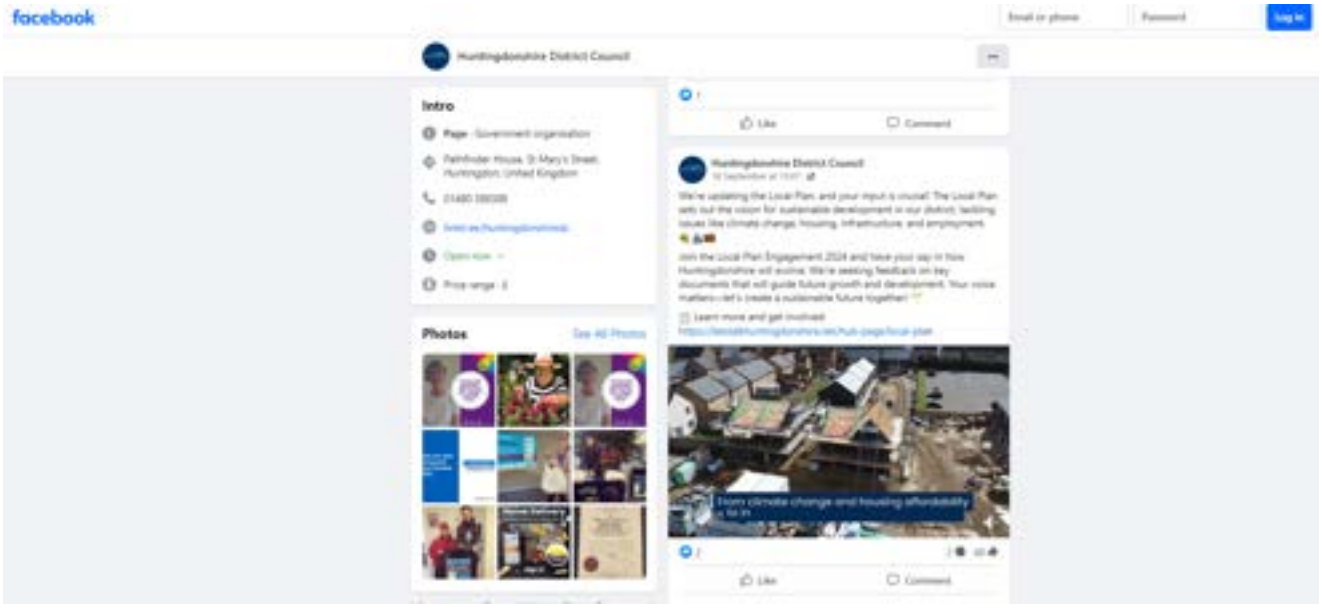
This appendix provides some examples of press releases and social media posts that were published as part of the Council's consultation and engagement on the Further Issues and Options phase of consultation.

Further Issues and Options including the Land Availability Assessments and Sustainability Appraisal

Let's Talk Huntingdonshire



Facebook



Appendix 2 Consultation Material - Further Issues and Options Phase

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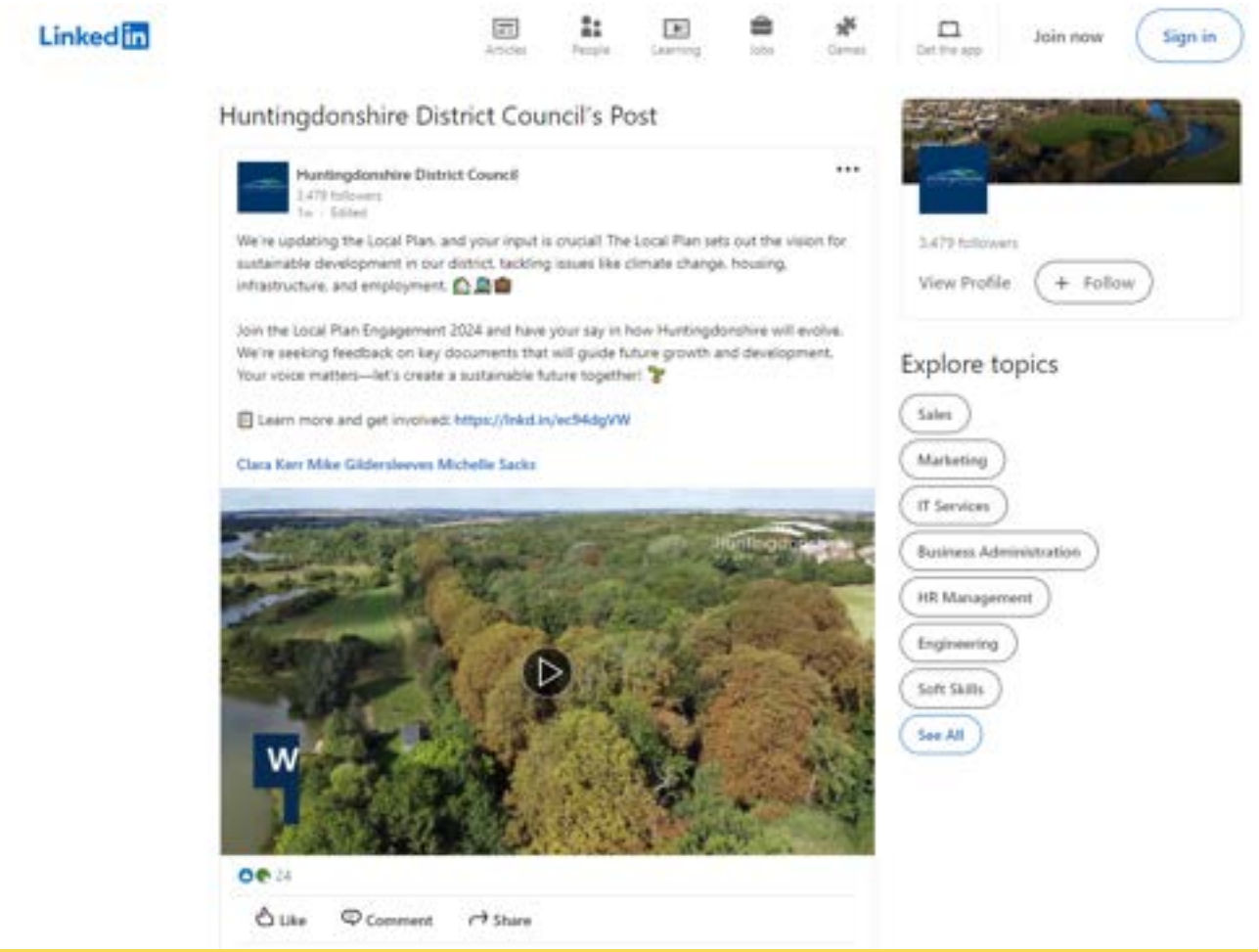
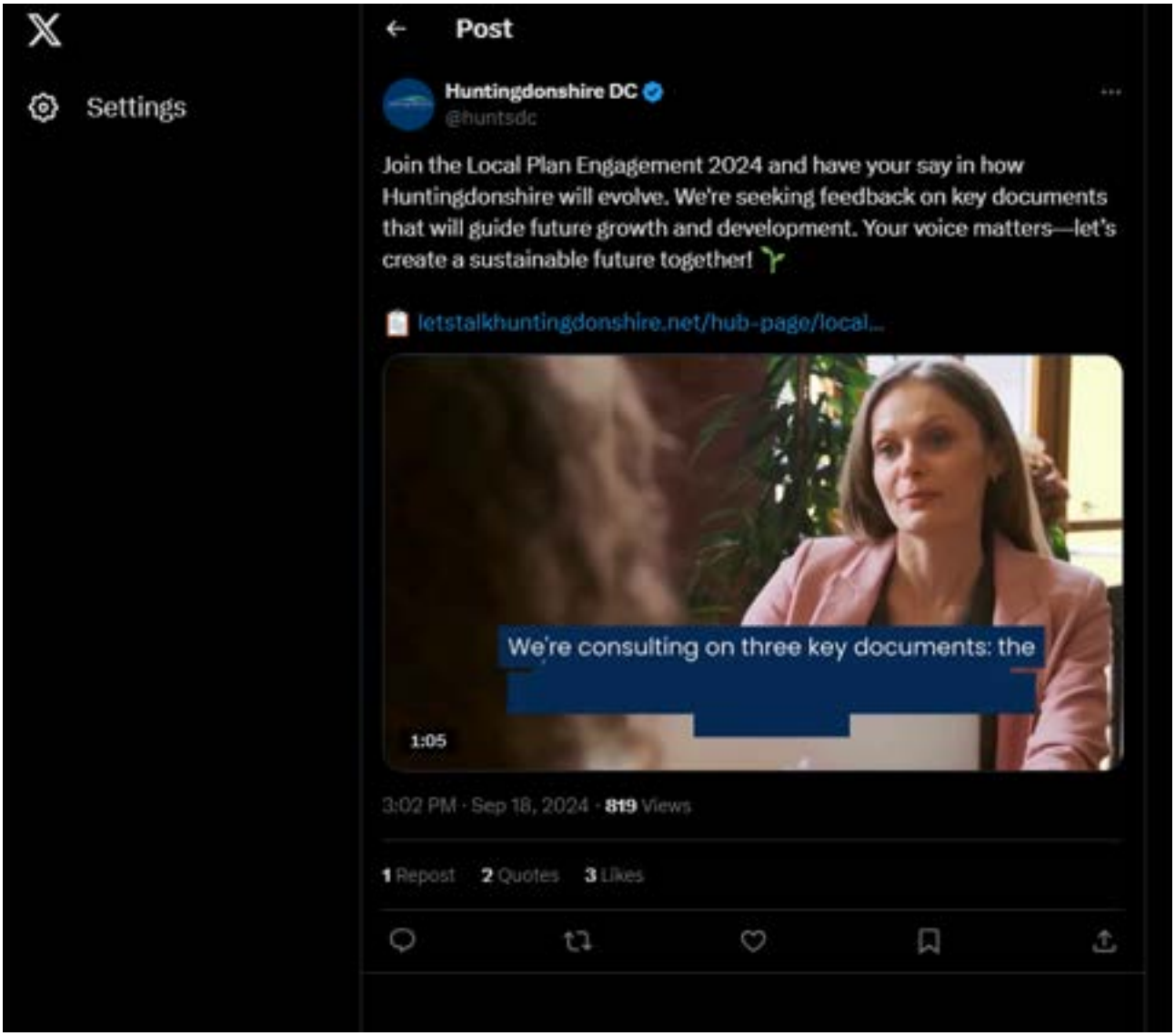


Appendix 2 Consultation Material - Further Issues and Options Phase

X (formerly Twitter)

Press release on X (formerly Twitter)



Appendix 2 Consultation Material - Further Issues and Options Phase

Press release: Published 18/09/2024 and displayed on HDC Website

HDC Seeks Community Input for the Local Plan Engagement 2024

18-Sep-2024

Huntingdonshire District Council (HDC) is calling on the community to participate in the Local Plan Engagement 2024, a crucial consultation process, running from 18 September to 27 November, that will shape the future of Huntingdonshire.

The Local Plan is a strategic document that outlines the vision and policy framework for sustainable development across the district. It plays a pivotal role in addressing key issues such as climate change, housing affordability, infrastructure, flooding, and employment and identifies key areas for development, specifying the nature of that development, and establishing the policies by which planning applications are assessed.

The goal of the Local Plan is to ensure that Huntingdonshire develops sustainably, meeting the needs of the current community without compromising the ability of future generations to meet their own needs.

Huntingdonshire District Council is currently seeking feedback on several key documents that are essential to the plan-making process.

These include:

- Further Options and Issues Paper 2024: This document outlines various options for addressing a series of important issues facing the district.
- Land Availability Assessments: An assessment of sites that were submitted to the council that could be suitable for development.
- Sustainability Appraisals: An analysis of site proposals and options based on their economic, environmental, and social impact.

Feedback must be submitted through the consultation portal to be formally considered in the local plan process.

In addition to providing feedback online, there will be opportunities to view the documents and speak with the planning team in person at several local events.

All events are drop-in between 2pm to 8pm:

- Tuesday 8 October, Queens Park Hall, Daimler Avenue, Yaxley, PE7 3LX
- Thursday 10 October, Civic Suite Pathfinder House
- Tuesday 15 October, Burleigh Hill Community Centre, Constable Road. St Ives, PE27 3ER
- Monday 21 October, Sawtry Women's Institute, Gidding Road, Sawtry, PE28 5TS
- Tuesday 22 October, Kimbolton Scout Hut, Thrapston Road, PE28 0HW
- Monday 28 October, Love's Farm House, 17 Kester Way, St Neots, PE19 6SL
- Thursday 31 October, Ramsey Community Centre, 3 Stocking Fen Road, Ramsey, PE26 1SA

Deputy Executive Leader, Vice-Chair of the Cabinet and Executive Councillor for Planning, Cllr Tom Sanderson, said: "We urge everyone in the community to engage with this consultation process. Your input is invaluable in ensuring that the updated Local Plan reflects the collective vision for Huntingdonshire's future. The more voices we hear, the more likely we are to achieve sustainable outcomes that benefit us all."

The Local Plan update is a powerful tool for strategic planning and the consultation process offers a unique opportunity for residents to have their say in how Huntingdonshire will be shaped in the years to come.

For more information on how to participate in the Local Plan Engagement 2024 please visit Let's Talk Huntingdonshire or email local.plan@huntingdonshire.gov.uk.

Appendix 2 Consultation Material - Further Issues and Options Phase

Hunts Post website replicated the preceding press release, published 20/09/2024

Hunts Post heading page for press release

Appendix 2 Consultation Material - Further Issues and Options Phase

Posters as suppplied to Town and Parish Councils

Appendix 2 Consultation Material - Further Issues and Options Phase

Poster on display at The Offords, photographed 25 October 2024

Appendix 2 Consultation Material - Further Issues and Options Phase

Bin lorry banner in Earning Street, Godmanchester

Appendix 2 Consultation Material - Further Issues and Options Phase

Park banners

Appendix 2 Consultation Material - Further Issues and Options Phase

Exhibitions

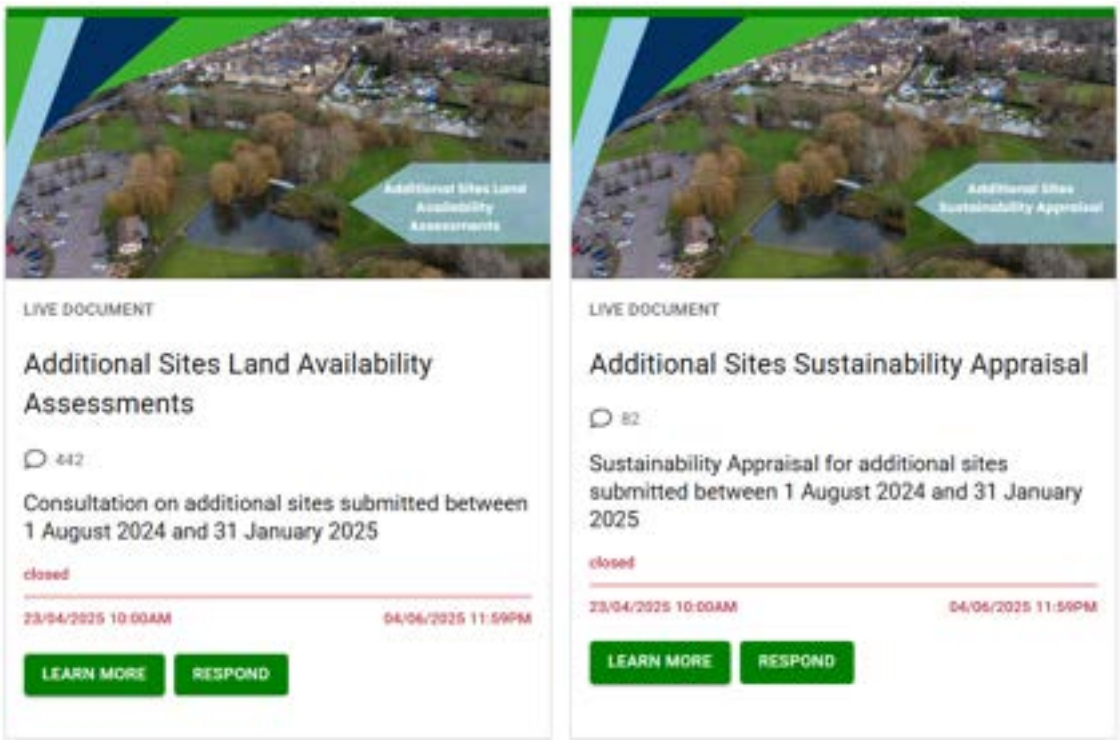
Appendix 2 Consultation Material - Further Issues and Options Phase

Town and Parish Councils Newsletter sample 22 October 2024

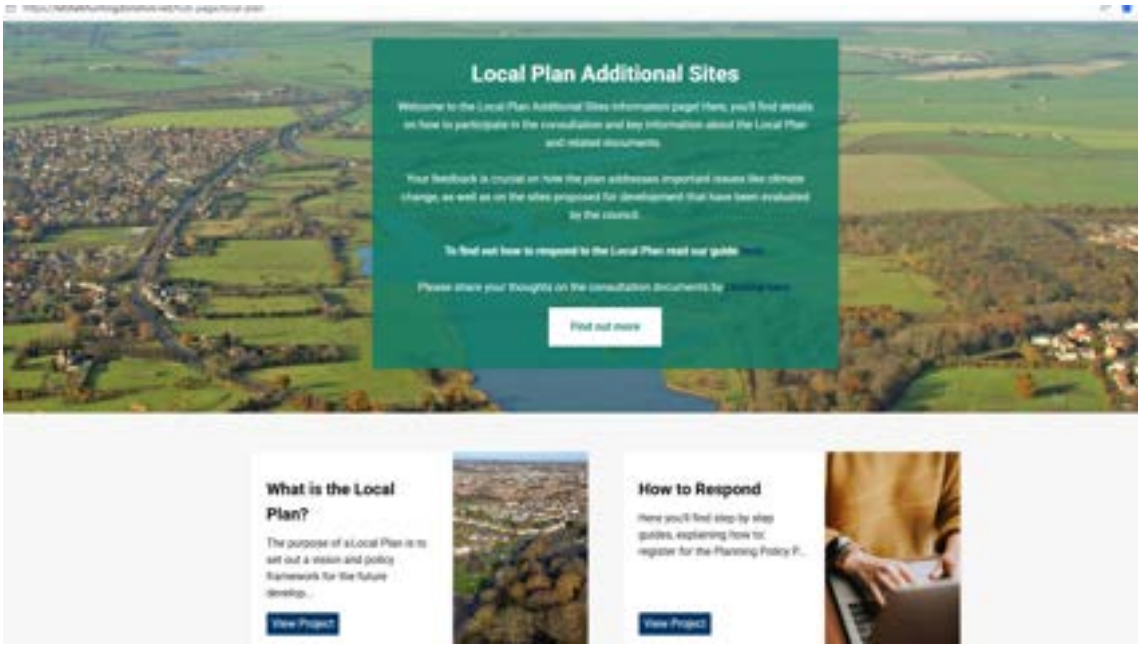
Appendix 2 Consultation Material - Further Issues and Options Phase

Additional Sites Land Availability Assessment and Sustainability Appraisal

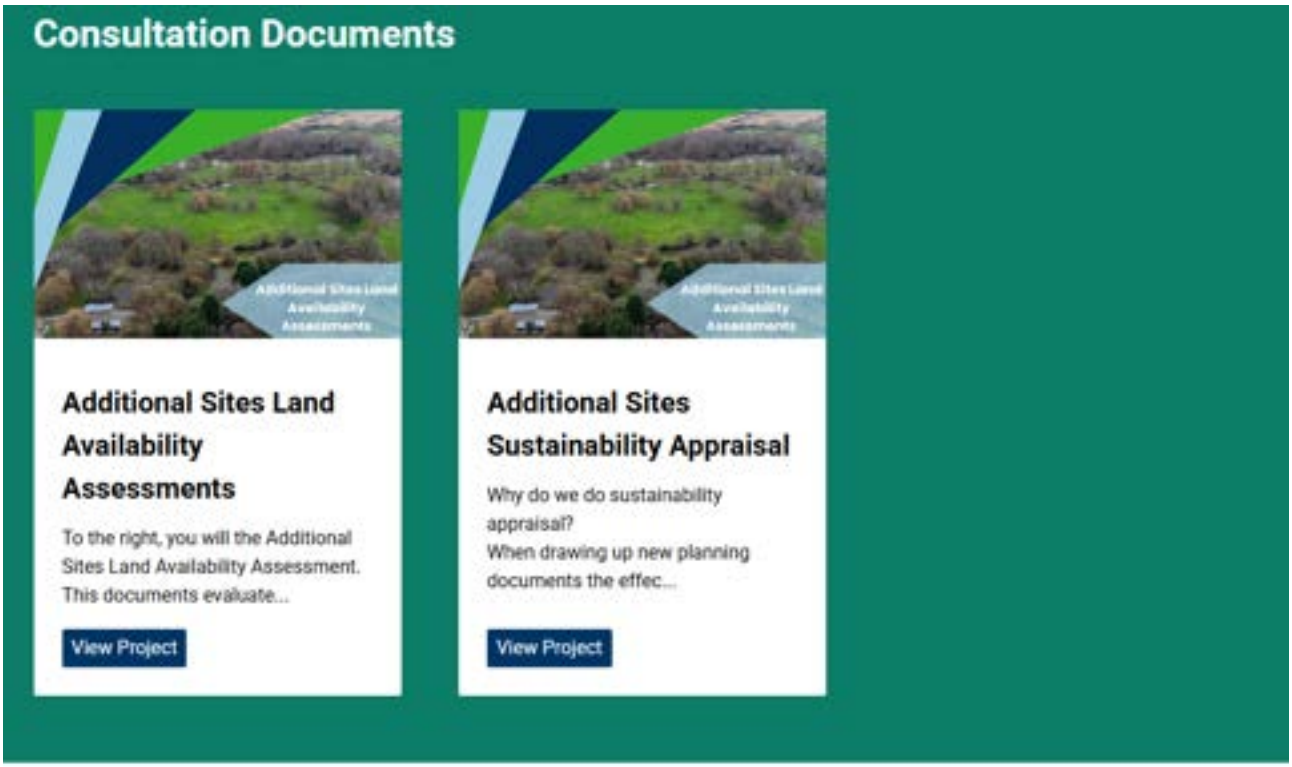
Consultation portal



Lets Talk Huntingdonshire



Appendix 2 Consultation Material - Further Issues and Options Phase



Documents

Additional Sites Land Availability Assessment.pdf
File

Additional Sites Sustainability Appraisal.pdf
File

Appendix 2 Consultation Material - Further Issues and Options Phase

Town and Parish Councils Newsletter

Huntingdonshire
DISTRICT COUNCIL

Town & Parish Council Newsletter
April 2025

Date of publication: 25 April 2025

Local Plan Additional Sites

Local Plan: Additional Sites Land Availability Assessments and Additional Sites Sustainability Appraisals Consultations Launched

HDC has launched the next stage of public engagement for the Local Plan Update.

The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. For further information on the update of the Local Plan, visit our webpage: **www.huntingdonshire.gov.uk/localplanupdate**

Please click **here** for a more detailed overview.

All Town & Parish Councils have been written to (via email to Council Chairs and Clerks) with full details of the consultation.

Appendix 2 Consultation Material - Further Issues and Options Phase

Press Release

NEWS RELEASE

Huntingdonshire DISTRICT COUNCIL

23 April 2025

District Council opens consultation on Additional Sites for the Local Plan

Huntingdonshire District Council is launching a consultation on additional sites as part of the Local Plan from Wednesday 23 April to Wednesday 4 June 2025.

The Local Plan sets out a long-term vision for sustainable development across the district. It identifies areas of land for new homes, jobs, services and infrastructure, and provides the planning policies used to determine planning applications.

To meet future housing and employment needs, the council issued a call for sites, receiving 369 submissions initially. A consultation on those sites was held between September and November 2024. Further sites were submitted between 1 August 2024 and 31 January 2025, and these 66 additional sites have now been assessed.

This consultation specifically relates to the additional sites and encompasses a total of 66 locations. These include 51 sites proposed for residential use, six sites proposed for commercial development, one site proposed for infrastructure, seven mixed-use sites proposals, and three sites proposed for renewable energy projects.

As part of the consultation, the council is inviting feedback on two key documents. The Additional Sites Land Availability Assessments provide an evaluation of each site's suitability for development, while the Additional Sites Sustainability Appraisal assesses the potential environmental, social and economic impacts of the proposed sites.

The Additional Sites consultation does not revisit sites consulted on during the Further Issues and Options Consultation held in autumn 2024. It focuses solely on new sites submitted in the latter part of the site submission window.

Clara Kerr, Head of Planning, Infrastructure and Public Protection at Huntingdonshire District Council, said: "This is an important opportunity for residents and stakeholders to share their views on how and where growth should take place across the district. Your input will help shape a Local Plan that strikes the right balance between meeting development needs and protecting our environment and quality of life.

"Residents can review whether any proposed sites are located near where they live and provide feedback on the council's assessments as part of this consultation. These assessments indicate whether the council considers a site to be potentially suitable for development or not. If you disagree with an assessment or its conclusions — which are outlined at the end of each report — please tell us why or suggest what might make a site more appropriate for development. Not all sites will be required; the number selected will depend on the district's housing and employment needs, the preferred growth strategy, and supporting evidence."

Follow us on X: @huntsdc Instagram: HuntsDC Facebook: @huntingdonshire

Have your say from 23 April to 4 June 2025.

To view the consultation documents and submit comments, please visit: https://consult.huntingdonshire.gov.uk/free/

ENDS

Notes for Editor: NIL

Media Contacts: news@huntingdonshire.gov.uk

Follow us on X: @huntsdc Instagram: HuntsDC Facebook: @huntingdonshire

Appendix 2 Consultation Material - Further Issues and Options Phase

Town and Parish Councils Newsletter Reminder

Local Plan Additional Sites

Last Chance to Comment

- Consultation Ends 4th June

Local Plan: Additional Sites Land Availability Assessments and Additional Sites Sustainability Appraisals Consultations Launched.
HDC has launched the next stage of public engagement for the Local Plan Update.

The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. For further information on the update of the Local Plan, visit our webpage:
www.huntingdonshire.gov.uk/localplanupdate

Please click **here** for a more detailed overview.

Appendix 3 Consultation Material - Preferred Options Phase

T&P Newsletter October 16 October 2026

Local Plan to 2046 Update: Preferred Options Consultation

Town & Parish Council Presentations - 3rd & 11th November

First Presentation:
When: **Monday, 3rd November, 18:30-20:00**
Where: **In person (HDC Civic Suite) & Online (Zoom)**

Second Presentation:
When: **Tuesday, 11th November, 18:30-20:00**
Where: **In person (HDC Civic Suite) & Online (Zoom)**

The Local Plan Update is approaching the next stage of public engagement – this is scheduled to take place between 5th November to 17th December (6 weeks).
For full details of the presentations to Town & Parish Councils, please click **here**.

Next Steps

Please confirm:
- **Which session(s) your council will attend by Thursday, 30th October for attendance on Monday, 3rd November and by Friday, 7th November for attendance on Tuesday, 11th November.**
- **Names of attendees for each session**
- **Whether each attendee will join online or in person**

For all correspondence regarding the briefing sessions, please contact the Planning Policy team at local.plan@huntingdonshire.gov.uk

T&P Council Chairs and Clerks were informed of the above presentation and dates on 16th October.

Appendix 3 Consultation Material - Preferred Options Phase

T&P Newsletter November

Local Plan to 2046 Update: Preferred Options Consultation

As you will hopefully be aware, the Preferred Options Draft Local Plan to 2046 consultation has been live since 5th November. We ask that you submit your comments through our **consultation portal** by 11.59pm on Wednesday, 17 December 2025. A link to the HDC website can be found **here**.

Message to the Town & Parish Council Chairs

"We greatly appreciate the support of you and your colleagues in publicising the consultation within your communities, including displaying posters on local notice boards and posting on social media platforms.

For guidance on sharing the consultation through social media, including example posts, please refer to the Social Media Toolkit sent to Town and Parish Chairs and Clerks via email'

Appendix 3 Consultation Material - Preferred Options Phase

Economic Development Newsletter October

Have Your Say: The Next Stage of Huntingdonshire's Local Plan to 2046

Running from 5 November to 17 December 2025, this consultation seeks feedback on the full draft Local Plan and its Sustainability Appraisal, shaping how the district will deliver sustainable growth, support local jobs, and strengthen town centres for the future.

From **5th November** you can have your say via the link below

Read More

Appendix 3 Consultation Material - Preferred Options Phase

Economic Development Newsletter November 2025

Local Plan Consultation

Huntingdonshire District Council is developing a new Local Plan that will shape where homes, jobs, infrastructure, and environmental protections should go up to 2046, and it is now inviting residents and stakeholders to comment on its Preferred Options Draft before 17 December 2025.

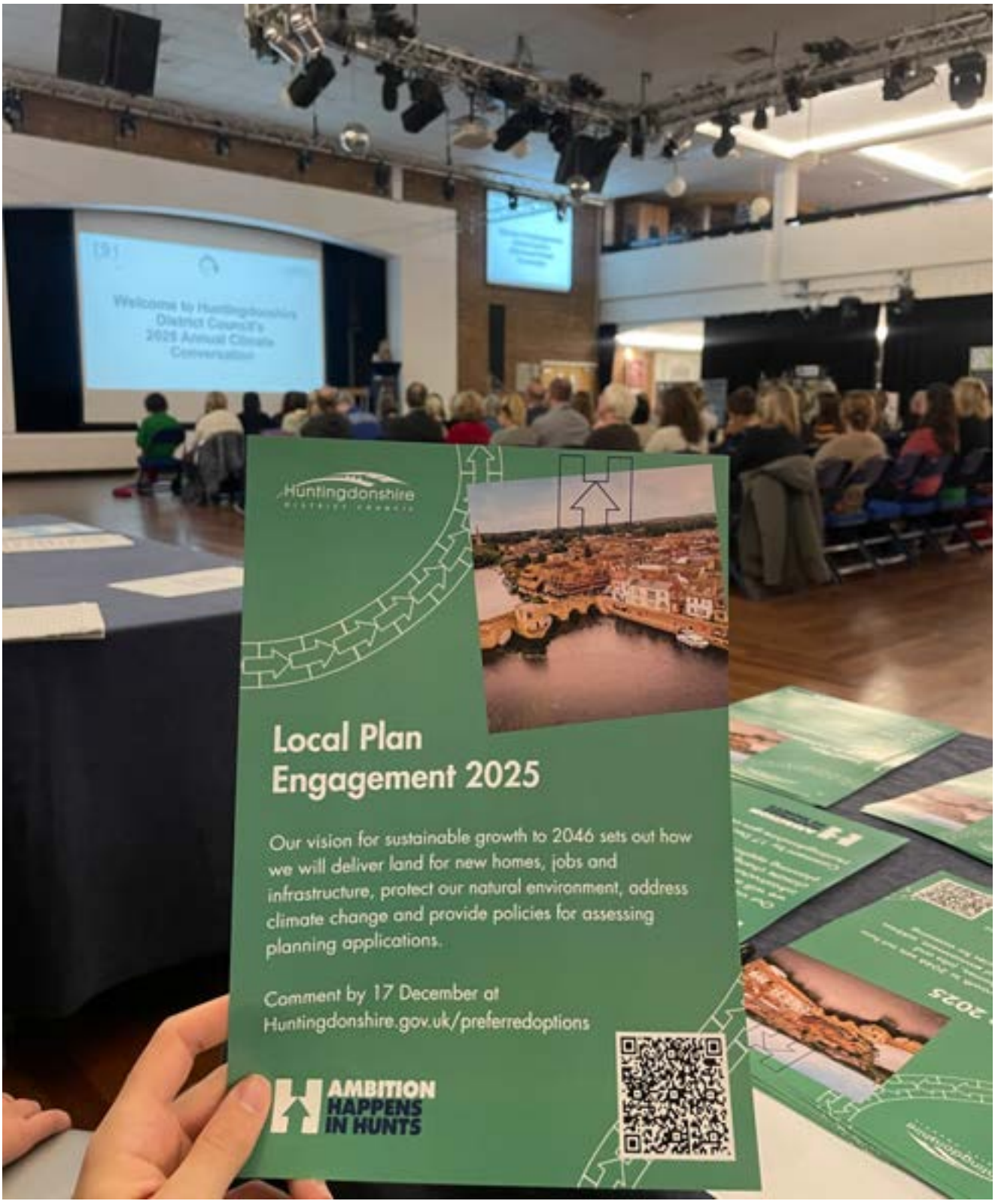
Read More

Appendix 3 Consultation Material - Preferred Options Phase

Bin Lorry Banner

Appendix 3 Consultation Material - Preferred Options Phase

Climate Conversation Event 05/11/2025



Appendix 3 Consultation Material - Preferred Options Phase

CEO Breakfast Event 04/12/2025

Park Banner Example - Riverside, Huntingdon

Appendix 3 Consultation Material - Preferred Options Phase

Appendix 3 Consultation Material - Preferred Options Phase

One Leisure Banner Example - Huntingdon

Site Notice Example - Wyton on the Hill

Appendix 3 Consultation Material - Preferred Options Phase

Exhibition in Godmanchester 13/11/2025

Appendix 3 Consultation Material - Preferred Options Phase

Press Release - HDC Website News

Have Your Say on the Local Plan

05-Nov-2025

Huntingdonshire District Council (HDC) is inviting residents, businesses and community groups to have their say on the Preferred Options Consultation, which will be open for six weeks from 5 November 2025.

The Preferred Options consultation will form part of The Local Plan, which sets out how Huntingdonshire will grow and develop sustainably up to 2046. It outlines the policies the council will use to make planning decisions, identifies sites for new homes, jobs, services and facilities, and ensures the right infrastructure is in place to support future communities.

Alongside this, HDC is also consulting on the Sustainability Appraisal, which tests the draft proposals against environmental, social and economic objectives to make sure they support long-term sustainability.

This is a crucial opportunity to help shape the future of Huntingdonshire. By giving feedback now, residents and organisations can influence the scale, location and design of new development, before planning applications are submitted.

The consultation includes a full draft of the proposed Local Plan Update, which sets out the amount and type of housing needed, employment opportunities to support the local economy, and the infrastructure required for growth. It also includes the Sustainability Appraisal, which assesses how the draft policies and site allocations meet sustainability objectives.

The Local Plan Update is the blueprint for Huntingdonshire's future development, delivering the ambitions of the Huntingdonshire Futures Place Strategy and the Corporate Plan. Community feedback will directly shape the final Local Plan, making it sustainable, inclusive and responsive to local needs.

Councillor Tom Sanderson, Deputy Executive Leader and Executive Councillor for Planning, said: "This Local Plan will shape Huntingdonshire for the next 20 years, it's about the homes, jobs, services and green spaces our communities need. It's also about creating places that our children and grandchildren will be proud to live in. Please take this opportunity to get involved, share your views, and help us build a sustainable future for Huntingdonshire together."

A series of in-person engagement events will be held across the district, from 2pm to 8pm, where people can speak directly with the planning team and learn more about the Local Plan:

- Bluntisham, Community Room Village Hall - 12 November
- Godmanchester, Godmanchester Rovers Football Club - 13 November
- Ramsey, Ramsey Community Centre - 18 November
- Wyton on the Hill, Wyton on the Hill Primary School - 20 November
- St Ives, Corn Exchange - 26 November
- St Neots, St Neots Town Football Club - 27 November
- Sawtry, Village Hall - 3 December
- Huntingdon, Commemoration Hall - 4 December

> The consultation will **close on Wednesday 17 December 2025 at 11:59pm**. To get involved, go to the Preferred Options webpage.

Appendix 3 Consultation Material - Preferred Options Phase

Press Release - Hunts Post 06/11/2025

Huntingdonshire Council Local Plan consultation open

6TH NOVEMBER HUNTINGDONSHIRE DISTRICT COUNCIL LOCAL GOVERNMENT CAMBRIDGESHIRE

Members of the public can now have their say on the Preferred Options for the Local Plan 2046. *(Image: Huntingdonshire District Council)*

By Francesca Herring
Trainee Reporter

Share

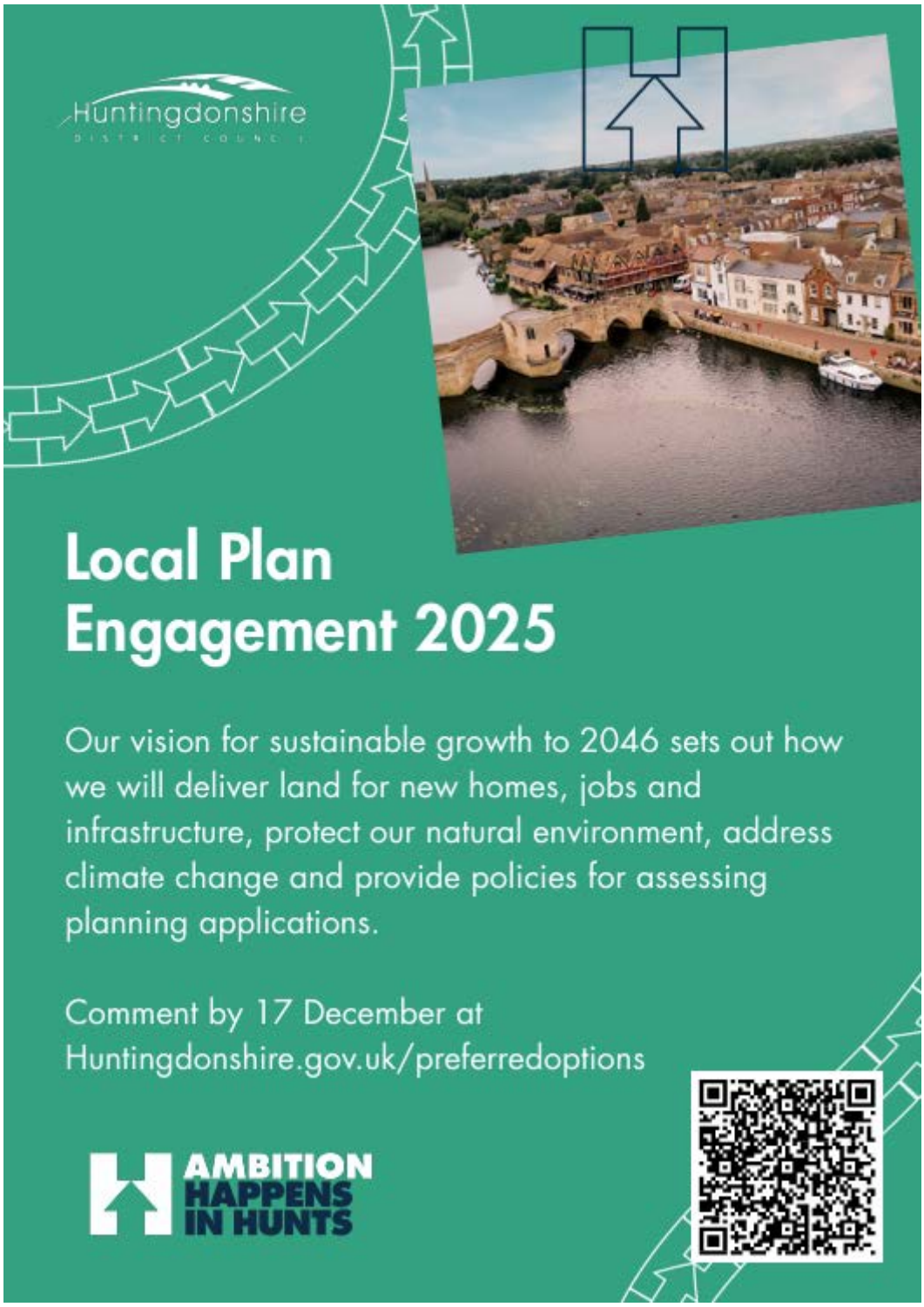
0 comments

Sign up to the Huntingdonshire Planning News newsletter

The latest planning and development updates across Huntingdonshire.

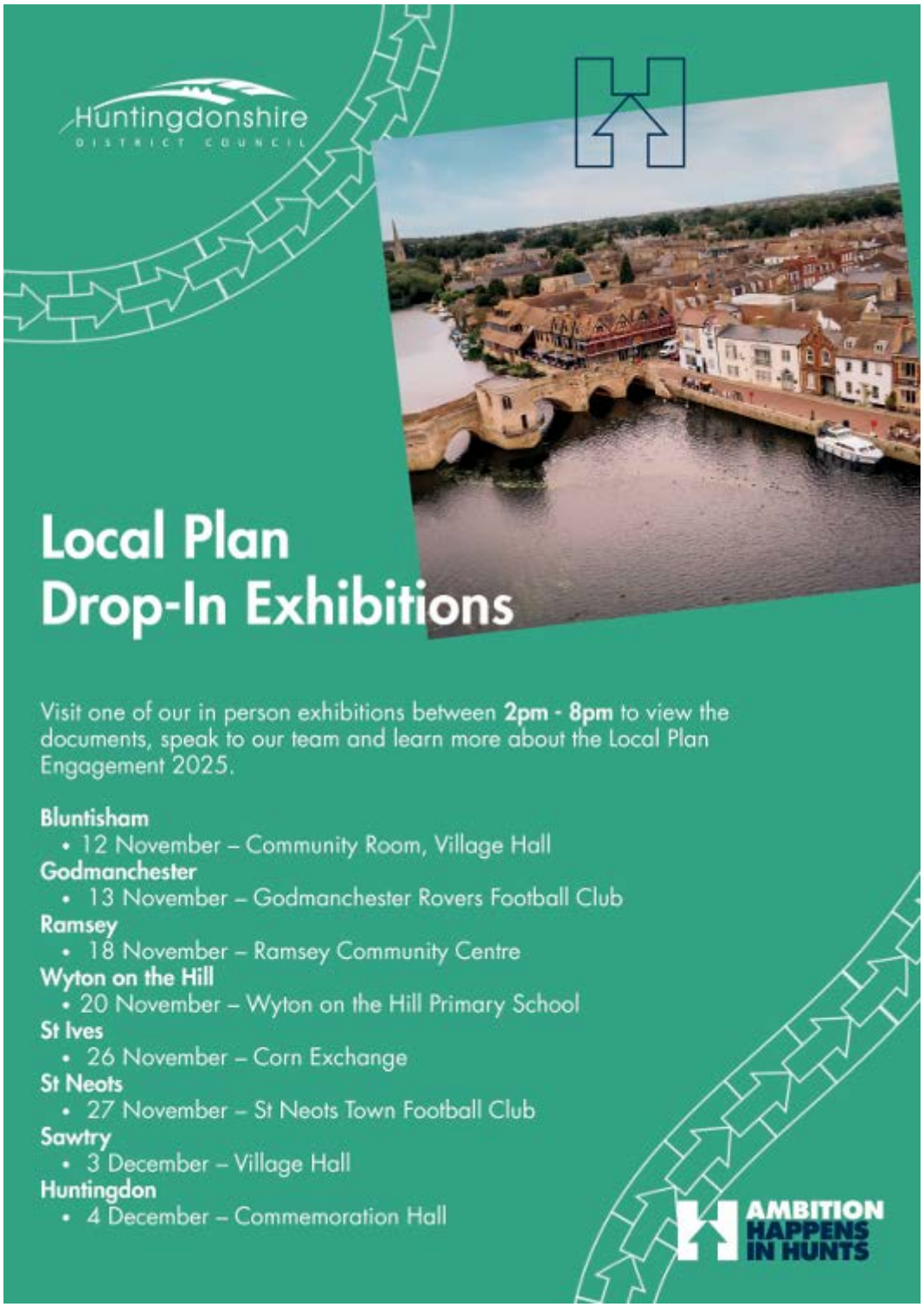
Appendix 3 Consultation Material - Preferred Options Phase

Poster



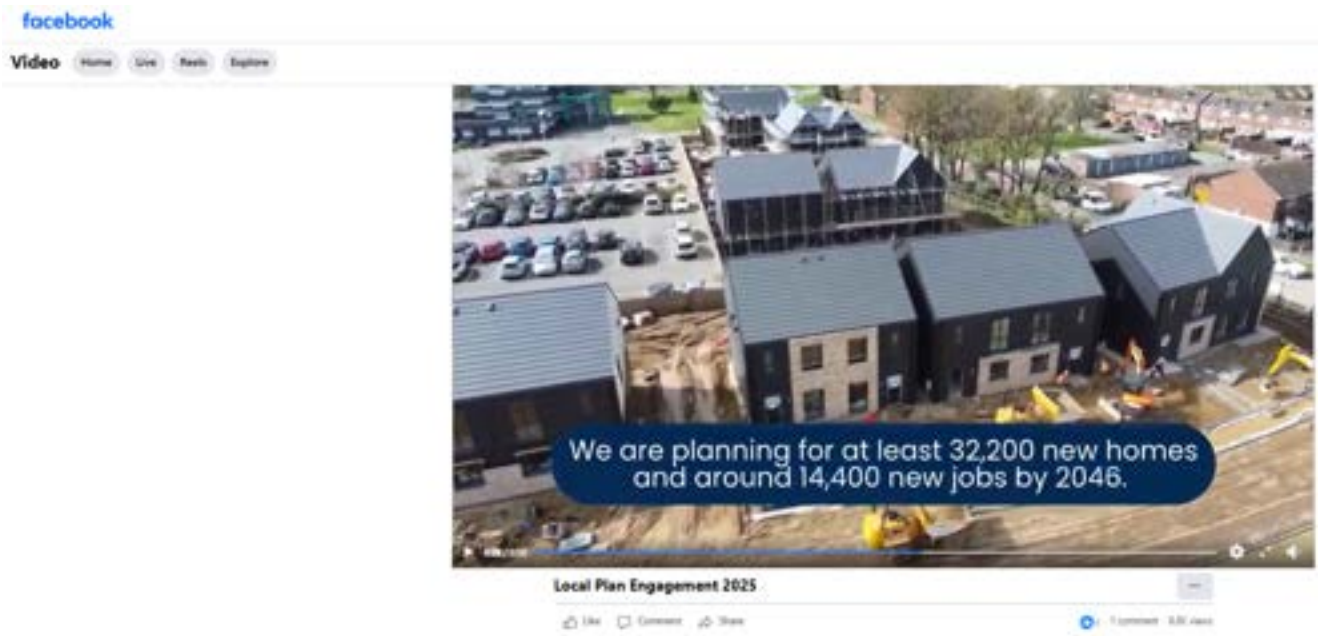
Appendix 3 Consultation Material - Preferred Options Phase

Poster - exhibition dates



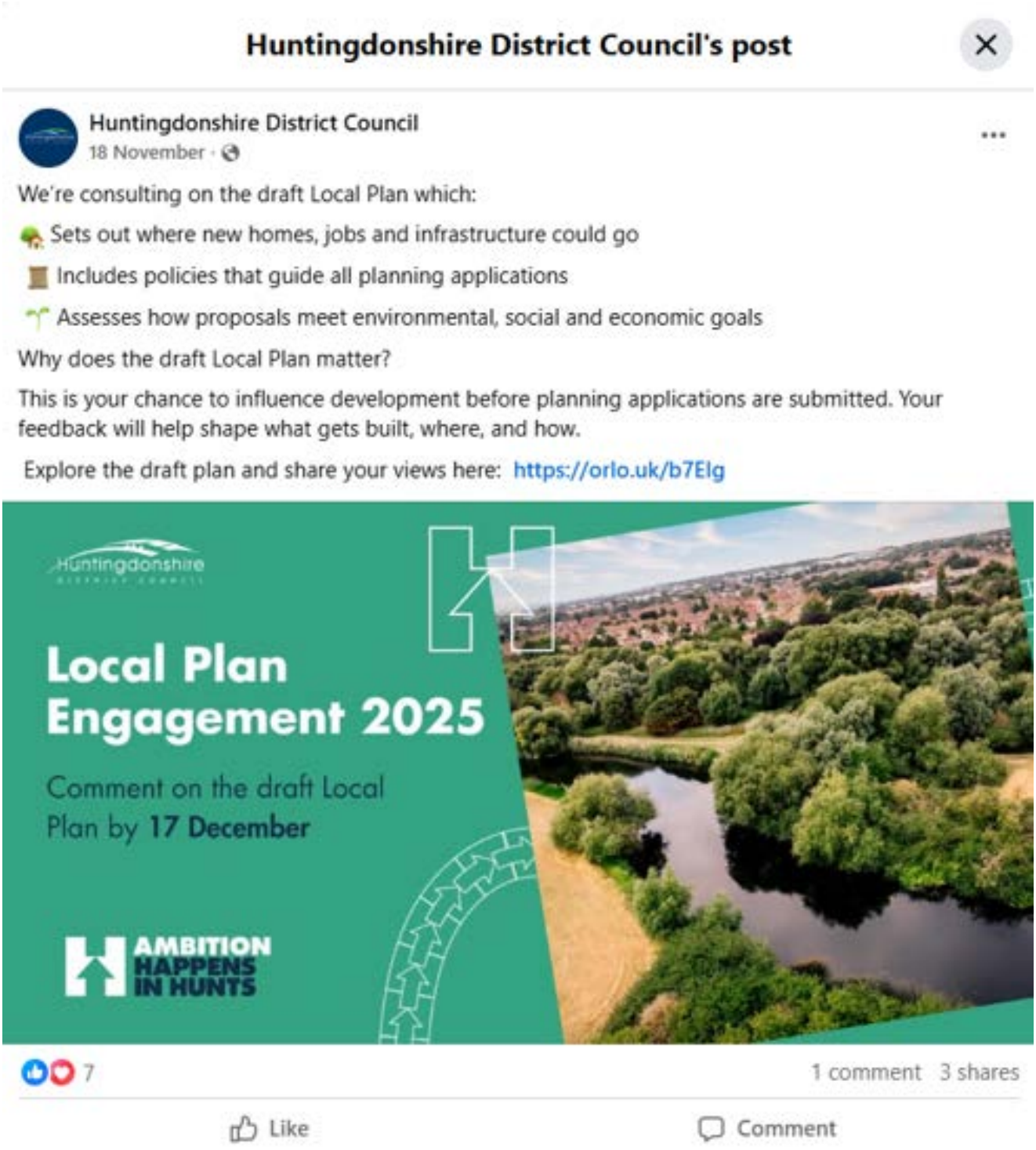
Appendix 3 Consultation Material - Preferred Options Phase

Example Facebook Post

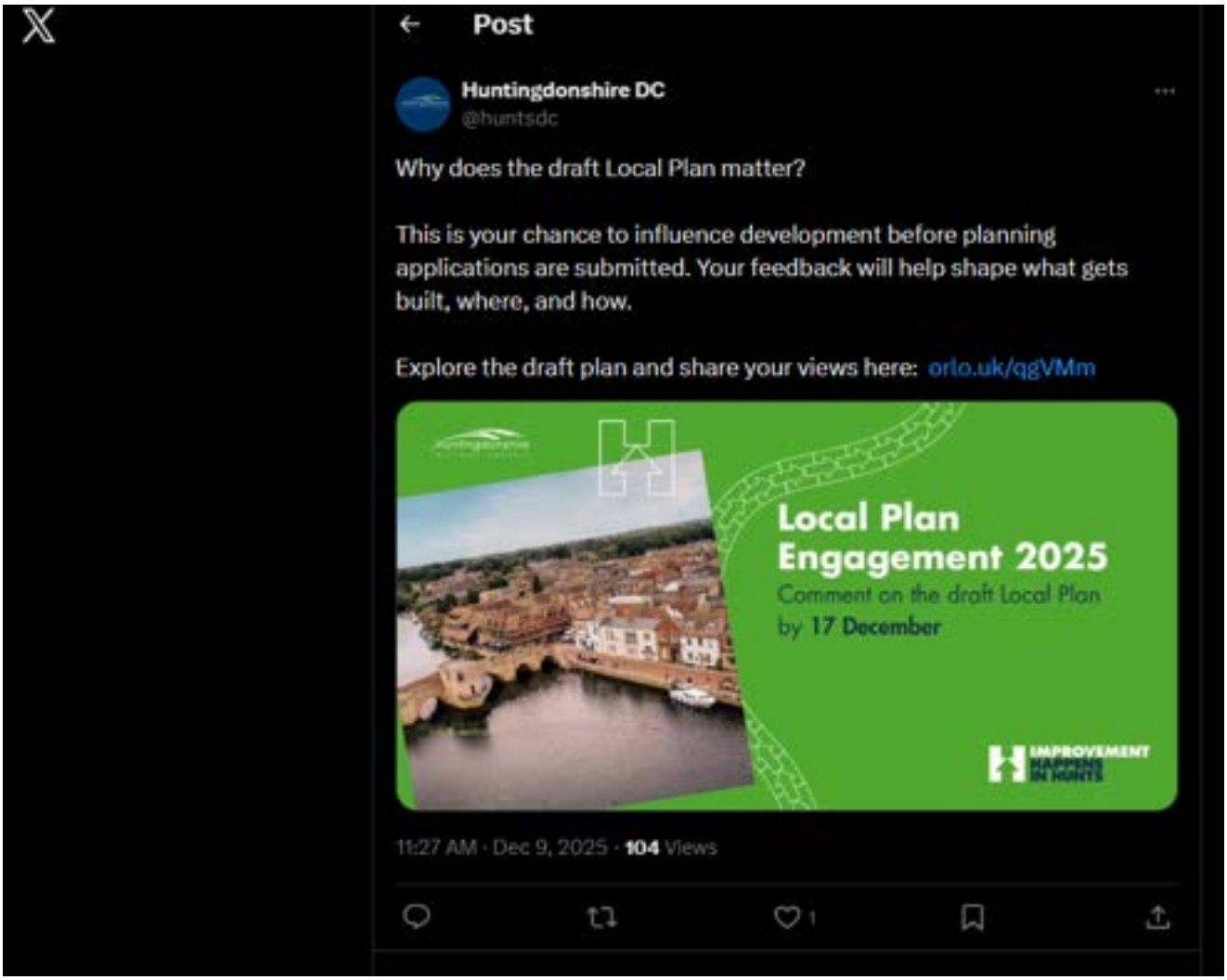


Appendix 3 Consultation Material - Preferred Options Phase

Facebook Example Post 2 - 18/11/2025



Example X post



Glossary

Glossary

Duty to Cooperate - The duty to cooperate was introduced by the Localism Act 2011, and is set out in section 33A of the Planning and Compulsory Purchase Act 2004. It placed a legal duty on local planning authorities and county councils in England, and prescribed public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan and marine plan preparation in the context of strategic cross boundary matters. (Source: NPPG, Paragraph: 029, Reference ID: 61-029-20190315)

EEA - Established Employment Area

EENA - Economic and Employment Needs Assessment, an evidence base for the local plan

General Consultation Bodies - a term defined in The Town and Country Planning (Local Planning) (England) Regulations 2012 for consultation bodies that the local planning authority may consider appropriate to consult

LAA - Land Availability Assessment an evidence base for the local plan assessing the sites submitted in the Call for Sites

Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 - Sets out information on the preparation of the local plan and who should be consulted, extract below:

Preparation of a local plan

18.—(1) A local planning authority must—

(a)notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and

(b)invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.

(2) The bodies or persons referred to in paragraph (1) are—

(a)such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;

(b)such of the general consultation bodies as the local planning authority consider appropriate; and

(c)such residents or other persons carrying on business in the local planning authority's area from which the local planning authority consider it appropriate to invite representations.

(3) In preparing the local plan, the local planning authority must take into account any representation made to them in response to invitations under paragraph (1).

Specific Consultation Bodies - Named organisations set out in The Town and Country Planning (Local Planning) (England) Regulations 2012

Statement of Community Involvement - A Statement of Community Involvement sets out how Local Planning Authorities such as Huntingdonshire District Council (the Council/HDC) will engage with the community on planning matters. The requirement to produce a Statement of Community Involvement (SCI) is set out in regulation 18 of the Planning and Compulsory Purchase Act 2004 and also referred to in regulation 13 of the Neighbourhood Planning Act 2017 (these Acts can be amended through the production of other legislation, so it is always useful to find the most up to date versions). Further guidance on SCIs is also set out in National Planning Practice Guidance in the Plan-Making section.

Glossary

Statement of Consultation - Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), asks that the Council provides a document to demonstrate how the plan has been shaped this is known as the Statement of Consultation. The Statement of Consultation is a record of the consultation and public engagement carried out as part of the development of a Local Plan. It also includes summaries of the main issues raised by the public and statutory consultees, how comments have been taken into account, and any actions the Council has taken as a result.

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Habitats Regulations Assessment of the Huntingdonshire Pre-Submission Local Plan to 2046

Regulation 19 HRA

August 2026

LEPUS CONSULTING
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

Habitats Regulations Assessment of the Huntingdonshire Pre-Submission Local Plan to 2046

Publication (Regulation 19) HRA

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Date	August 2026
Author	SC/HS/EG/FA
Reviewed	ND
Approved	ND

Front Cover: Bewick's Swan (*Cygnus columbianus bewickii*)

About this report & notes for readers

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The conclusions below are based on the best available information, including information that is publicly available. No attempt to verify these secondary data sources has been made and they have been assumed to be accurate as published. This report was prepared during May and August 2026 and is subject to and limited by the information available during this time. This report has been prepared with reasonable skill, care and diligence within the terms of the contract with the client. Lepus Consulting accepts no responsibility to the client and third parties of any matters outside the scope of this report. Third parties to whom this report or any part thereof is made known rely upon the report at their own risk.

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Acronyms & Abbreviations

AA	Appropriate Assessment
AADT	Average annual daily traffic flow
ALAN	Artificial light at night
ALS	Abstraction Licensing Strategy
APIS	Air Pollution Information System
AW	Affinity Water
BNG	Biodiversity Net Gain
BTO	British Trust for Ornithology
CAMS	Catchment Abstraction Management Strategy
CIEEM	Chartered Institute of Ecology and Environmental Management
CSZ	Core Sustenance Zones
DEFRA	Department for Environment, Food & Rural Affairs
DfT	Department for Transport
DLHC	Department for Levelling Up, Housing and Communities
DMRB	Design Manual for Roads and Bridges
DTA	David Tyldesley and Associates
EA	Environment Agency
FLL	Functionally Linked Land
FZ	Flood Zone
GES	Good Ecological Status
G&T	Gypsy and Traveller
GIS	Geographic Information System
ha	Hectares
HDV	Heavy-duty vehicle
HRA	Habitats Regulations Assessment
IAQM	Institute of Air Quality Management
IRZ	Impact Risk Zone
IWMS	Integrated Water Management Strategy
JNCC	Joint Nature Conservation Committee
LSE	Likely Significant Effect
LPA	Local Plan Area
MHCLG	Ministry of Housing, Communities & Local Government
NE	Natural England
NNR	National Nature Reserve

NOx	Nitrogen Oxides
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
PPG	Planning Practice Guidance
pSAC	Possible/proposed Special Area of Conservation
pSPA	Potential Special Protection Area
RBMP	River Basin Management Plan
RIA	Recreational Impact Assessment
SAC	Special Area of Conservation
SAMM	Strategic Access Management and Monitoring
SANG	Suitable Alternative Natural Greenspace
SIP	Site Improvement Plan
SPA	Special Protection Area
SPD	Supplementary Planning Document
sqm	Square metres
SSSI	Site of Special Scientific Interest
SWFR	Surface Water Flood Risk
SWMC	Surface Water Management Catchment
SWMP	Surface Water Management Plan
UK	United Kingdom
WCS	Water Cycle Study
WeBS	Wetland Bird Survey
WFA	Whole Feature Assessment
WFD	Water Framework Directive
WRMP	Water Resource Management Plan
WRC	Water Recycling Centre
WRZ	Water Resource Zone
WwTW	Wastewater Treatment Works
ZoI	Zone of Influence

Executive summary

E1. Lepus Consulting was commissioned by Huntingdonshire District Council to undertake a Habitats Regulations Assessment (HRA) of the Huntingdonshire Local Plan: Proposed Submission (Regulation 19) (hereafter referred to as the 'Local Plan'), in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).

E2. This report presents the findings of the HRA screening assessment and Appropriate Assessment (AA) undertaken alongside preparation of the Local Plan. The assessment has been informed by previous HRA work undertaken at earlier stages of plan preparation and by the latest available evidence relating to European sites and the impact pathways considered through the HRA.

E3. The screening assessment considered each Local Plan policy and site allocation and identified where implementation of the Local Plan could result in Likely Significant Effects (LSEs) on European sites, either alone or in combination with other plans and projects. In accordance with the Habitats Regulations, mitigation measures were not taken into account when determining whether LSEs could be excluded at the screening stage.

E4. The screening assessment identified potential LSEs associated with recreational pressure, urbanisation, air quality, water quality and water quantity. These pathways were therefore taken forward for Appropriate Assessment in relation to the relevant European sites, comprising:

- Barnack Hills & Holes SAC;
- Eversden and Wimpole Woods SAC;
- Fenland SAC;
- Nene Washes SAC, SPA and Ramsar;
- Ouse Washes SAC, SPA and Ramsar;
- Portholme SAC;
- The Wash and North Norfolk Coast SAC;
- The Wash SPA and Ramsar; and
- Woodwalton Fen Ramsar.

E5. The Appropriate Assessment considered whether the Local Plan could adversely affect the integrity of these European sites, either alone or in combination with other plans and projects, having regard to their qualifying features, conservation objectives and the environmental conditions and supporting processes necessary to maintain them. The assessment was informed by technical evidence prepared in support of the Local Plan, consultation with Natural England and other relevant bodies, and the mitigation and policy safeguards incorporated into the Local Plan.

E6. Detailed assessment of air quality concluded that the changes associated with Local Plan growth would not adversely affect the integrity of the European sites considered. Assessment of water quality identified existing water quality pressures within the catchment and considered the additional changes associated with Local Plan growth. Taking account of the wastewater treatment improvements identified through the Water Cycle Study, including Technically Achievable Limit upgrades where required, the assessment concluded that the Local Plan would not adversely affect the integrity of hydrologically connected European sites through changes in water quality. Water quantity, recreational pressure and urbanisation effects were similarly assessed having regard to the relevant Local Plan policy provisions, strategic mitigation measures and wider regulatory mechanisms.

E7. The Appropriate Assessment concludes that, with the mitigation measures and safeguards identified within the Local Plan and this HRA, the Huntingdonshire Local Plan will not adversely affect the integrity of any European site, either alone or in combination with other plans and projects.

E8. Huntingdonshire District Council is the Competent Authority for the purposes of the Habitats Regulations and is responsible for undertaking the Integrity Test in light of the findings of this HRA. In reaching its decision, the Council must have regard to any representations made by Natural England in accordance with the Habitats Regulations.

1 Introduction

1.1 A new Local Plan for Huntingdonshire

1.1.1 Huntingdonshire District Council (hereafter referred to as 'the Council') is preparing a full update to the adopted Local Plan[1] to provide an up-to-date vision and framework to guide decision making on how, where, and when development can come forward in the district for the period up to 2046.

1.1.2 The new Huntingdonshire Local Plan, referred to as the 'Local Plan' hereafter, will cover the entirety of Huntingdonshire District. This area is henceforth referred to as the 'Plan area' and is illustrated in **Figure 1.1**. The Plan area includes the district's five main towns of Huntingdon, Godmanchester, Ramsey, St Neots and St Ives, together with a number of large and small villages and hamlets.

1.1.3 An Issues and Options consultation ran between 26th April to 5th July 2023, with a further Issues and Options consultation taking place between 18th September 2024 and 27th November 2024. The Issues and Options stage sought views on the key planning challenges and potential approaches to meeting future development needs. The Council subsequently prepared the Regulation 18 Preferred Options draft Local Plan[2], which outlined its emerging strategy, preferred policy approaches and indicative site allocations and was consulted upon between 5 November and 17 December 2025. The responses to these consultations have informed the Proposed Submission Local Plan consultation at Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)[3].

1.2 Habitats Regulations Assessment

1.2.1 The application of Habitats Regulations Assessment (HRA) to land-use plans is a requirement of the Conservation of Habitats and Species Regulations 2017 (as amended)[4] (the Habitats Regulations). HRA applies to plans and projects, including all Local Development Documents in England and Wales.

1.2.2 Where a plan is likely to have a significant effect on a European site (either alone, or in-combination) and is not directly connected with, or necessary to, the management of the European site, the Habitats Regulations notes that the plan-making authority for that plan must, before the plan is given effect, make an Appropriate Assessment (AA) of the implications for the site in view of that site's conservation objectives. These tests are referred to collectively as an HRA.

[1] Huntingdonshire District Council (2019) Huntingdonshire's Local Plan to 2036.

[2] Huntingdonshire District Council (2025) Local Plan update preferred options consultation draft.

[3] The Town and Country (Local Planning) (England) Regulations 2012 Statutory Instrument 767.

[4] Conservation of Habitats and Species Regulations 2017 SI No. 2017/1012, TSO (The Stationery Office), London, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

1.2.3 The Habitats Regulations provide a definition of a European site at Regulation 8. These sites include Special Areas of Conservation (SAC), Sites of Community Importance, Special Protection Areas (SPA) and sites proposed to the European Commission in accordance with Article 4(1) of the Habitats Directive. Ramsar Sites are designated under the 1971 Ramsar Convention. The Planning and Infrastructure Act 2025[5] modified the Habitats Regulations such that Ramsar Sites are now treated in the same way as European Sites for certain purposes. In addition, policy in England and Wales notes that the following sites should also be given the same level of protection as a European site[6]:

- A potential SPA (pSPA);
- A possible/proposed SAC (pSAC); and
- In England, sites identified or required as compensation measures for adverse effects on statutory European sites, pSPA, pSAC, and listed or proposed Ramsar sites.

1.2.4 The Council, as the competent authority, is responsible for making the Integrity Test. The Integrity test asks whether the Local Plan will have an adverse effect upon the integrity of any European site (either alone, or in-combination) and will be undertaken in light of the conclusions of the HRA process having regard to representations made by Natural England (NE) under the provisions of the Habitats Regulations.

1.2.5 This HRA report has been prepared in line with Planning Practice Guidance for Appropriate Assessment[7].

[5] UK Parliament. (2025) Planning and Infrastructure Act 2025 (c. 34). London: The Stationery Office. Available at: https://www.legislation.gov.uk/ukpga/2025/34 [Date Accessed: 18/06/26].

[6] Ministry of Housing, Communities and Local Government (2025). National Planning Policy Framework. Para 194.

[7] Ministry of Housing, Communities and Government (July 2019) Planning Practice Guidance Note, Appropriate Assessment, Guidance on the use of Habitats Regulations Assessment.

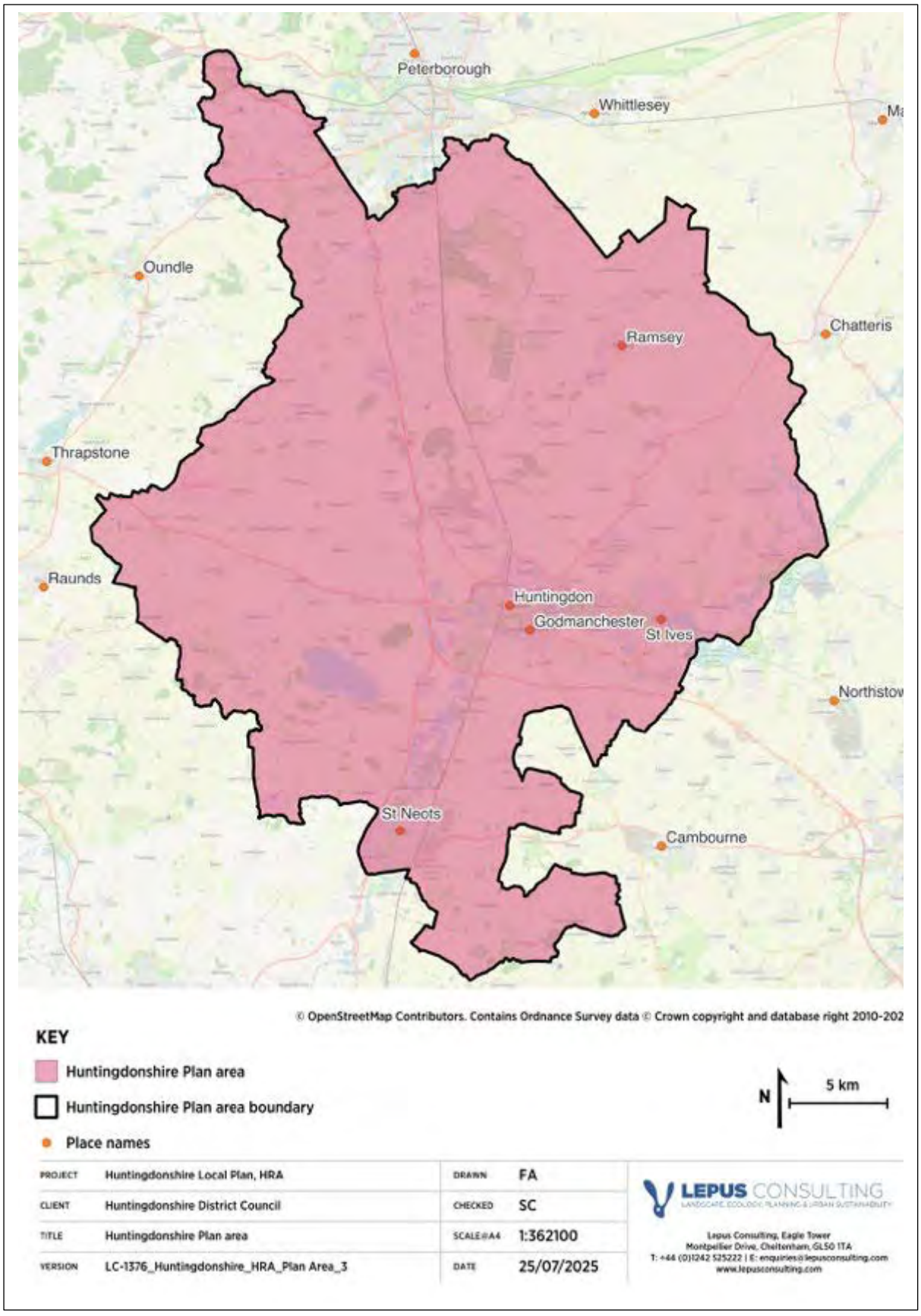

Figure 1.1: *Huntingdonshire Plan Area*

1.3 Previous HRA work

1.3.1 The Huntingdonshire Local Plan to 2036[8] was adopted in May 2019 and set out a development strategy and planning policies. It was supported by an HRA Screening[9], which considered likely significant effects upon the following European sites, located within 15km of the Plan area or hydrologically linked to the Plan area:

- Barnack Hills & Holes SAC;
- Eversden & Wimpole Woods SAC;
- Fenland SAC;
- Nene Washes SAC,
- Nene Washes SPA;
- Nene Washes Ramsar;
- Orton Pit SAC;
- Ouse Washes SAC,
- Ouse Washes SPA;
- Ouse Washes Ramsar;
- Portholme SAC;
- Rutland Water SPA;
- Rutland Water Ramsar;
- The Wash & North Norfolk Coast SAC;
- The Wash SPA;
- The Wash Ramsar;
- Upper Nene Valley Gravel Pits SPA;
- Upper Nene Valley Gravel Pits Ramsar; and,
- Woodwalton Fen Ramsar.

1.3.2 The AA of this HRA concluded that there would be no adverse impacts on the integrity of European sites, either alone, or in-combination, so long as the "*policies identified as key in [the HRA] report are retained, and/or the wording changes recommended for policies highlighted are adopted*".

[8] Huntingdonshire District Council (2019) Huntingdonshire's Local Plan to 2036, May 2019. Available at: https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf [Date accessed: 25/07/25]

[9] Bodsey Ecology Limited (2017) Huntingdonshire's Local Plan to 2036 – Habitats Regulations Assessment 2017. Available at: https://www.huntingdonshire.gov.uk/media/2684/habitats-regulations-assessment-2017.pdf [Date accessed: 01/07/25]

Local Plan Update (Regulation 18 Preferred Options Consultation)

1.3.3 The Preferred Options consultation at Regulation 18 was supported by an HRA screening report[10]. This included a screening of all components of the plan, including policies and allocations, for likely significant effects (LSEs). Taking no account of mitigation measures, the screening stage identified potential impacts upon a number of European sites and recommended a full Appropriate Assessment (AA). The key threats and pressures screened in for consideration in the AA included the following:

- Air quality
- Water quality
- Water quantity
- Recreational pressure
- Urbanisation effects

1.3.4 NE provided a response to the Preferred Options consultation at Regulation 18 and the HRA Screening Report (October 2025) in December 2025. In this response NE indicate a requirement to consider impacts associated with a change in air quality from the Local Plan upon the following European sites and qualifying features:

- Nene Washes SAC and Ramsar – Spined loach (*Cobitis taenia*) and wetland plant assemblage.
- Ouse Washes SAC and Ramsar – Spined loach and wetland plant assemblage.

1.3.5 NE also highlighted the requirement to compare water quality modelling results to more stringent water quality targets for a number of European sites, in particular the Nene Washes SAC and Ramsar and the Ouse Washes SAC and Ramsar and confirm hydrological links to Orton Pit SAC. These water quality targets have subsequently been defined through consultation with NE. NE also required consideration of recreational impacts upon the Ouse Washes SAC, SPA and Ramsar (in relation to angling) and urbanisation and recreational impacts upon areas of functionally linked bird habitat for both the Ouse and Nene Washes SPAs and Ramsar sites. These requirements have been considered in the HRA process as summarised in the AA presented in **Chapters 5 – 9**.

1.4 Purpose of report

1.4.1 Lepus Consulting has been commissioned by the Council to carry out an HRA to support the preparation of the proposed submission draft of the Local Plan[11]. The proposed submission draft is also known as the Regulation 19 version of the plan because Regulation 19 of the Local Plan Regulations 2012[12] requires that local plans are subject to particular stages of consultation.

[10] Lepus Consulting (October, 2025) Habitats Regulations Assessment of the Huntingdonshire Local Plan. Local Plan Update Preferred Options Consultation HRA Screening Report.

[11] Rugby Borough Local Plan 2025 – 2042, Proposed Submission Draft, January 2026.

[12] The Town and Country (Local Planning) (England) Regulations 2012 Statutory Instrument 767.

2 Methodology

2.1 Overview

2.1.1 HRA is a rigorous precautionary process centred around the conservation objectives of a European site's qualifying interests. It is intended to ensure that European sites are protected from impacts that could adversely affect their integrity. A step-by-step guide to the methodology followed for the HRA is illustrated in **Figure 2.1.**

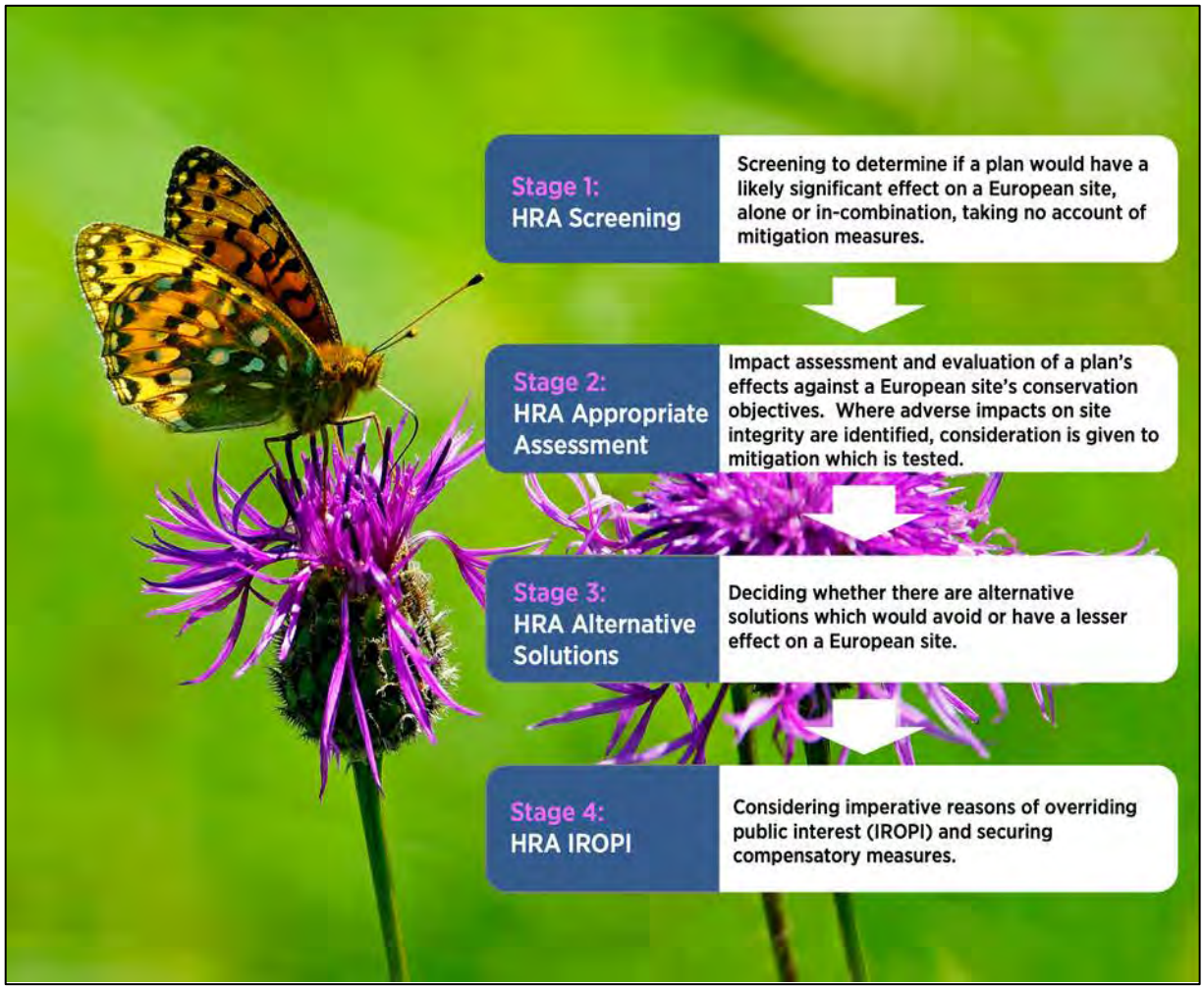

Figure 2.1: *Stages in the Habitats Regulations Assessment process*[13]

[13] Based on the now withdrawn DTA Handbook. Source: Tyldesley, D., and Chapman, C. (2013) The Habitats Regulations Assessment Handbook (December) (2019) edition UK: DTA Publications Limited.

2.2 Stage 1: Screening for Likely Significant Effects

2.2.1 The first stage in the HRA process comprises the screening stage (see **Figure 2.1**). The purpose of the screening process is to firstly determine whether a plan is either (1) exempt (because it is directly connected with or necessary to the management of a European site); (2) able to be excluded (because it is not a plan); or (3) able to be eliminated (because there would be no conceivable effects) from the HRA process. If none of these conditions apply, it is next necessary to identify whether there are any aspects of the Local Plan which may lead to a likely significant effect (LSE) at a European site, either alone, or in-combination with other plans or projects.

2.2.2 Where elements of the Local Plan will not result in an LSE on a European site (alone, or in-combination), these elements are screened out and not considered in further detail in the process. Where LSEs are identified, these elements of the Local Plan are screened in for further consideration in an AA. The screening process uses a number of evaluation codes to summarise whether or not a plan component is likely to have LSEs alone, or in-combination. These codes are set out in **Table 2.1** and are used to inform the formal screening decision (Column 2).

Table 2.1: *Screening evaluation categories*[14]

Screening evaluation categories		Screen in / Screen out
A.	General statements of policy / general aspirations.	Screen Out
B.	Policies listing general criteria for testing the acceptability / sustainability of proposals.	Screen Out
C.	Proposal referred to but not proposed by the Plan.	Screen Out
D.	General plan-wide environmental protection / designated site safeguarding / threshold policies.	Screen Out
E.	Policies or proposals that steer change in such a way as to protect European sites from adverse effects.	Screen Out
F.	Policies or proposals that cannot lead to development or other change.	Screen Out
G.	Policies or proposals that could not have any conceivable or adverse effect on a site.	Screen Out
H.	Policies or proposals the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in-combination with other aspects of this or other plans or projects).	Screen Out
I.	Policies or proposals with a Likely Significant Effect on a site alone.	Screen In
J.	Policies or proposals unlikely to have a significant effect alone.	Screen Out
K.	Policies or proposals unlikely to have a significant effect either alone or in-combination.	Screen Out
L.	Policies or proposals which might be likely to have a significant effect in-combination.	Screen In
M.	Bespoke area, site or case-specific policies or proposals intended to avoid or reduce harmful effects on a European site.	Screen In

[14] Adapted from the now with drawn DTA HRA Handbook. Source: Tyldesley, D., and Chapman, C. (2013) The Habitats Regulations Assessment Handbook (December) (2019) edition UK: DTA Publications Limited.

2.2.3 The judgement by the European Court of Justice on the interpretation of the Habitats Directive in the case of People Over Wind and Sweetman vs Coillte Teoranta (Case C-323/17[15]) determined that mitigation measures are only permitted to be considered as part of the AA stage of the HRA process. Therefore, when assessing the LSEs of the Local Plan on European sites, the HRA screening process will take no account of incorporated mitigation or avoidance measures that are intended to avoid or reduce harmful effects on a site. These are measures which, if removed (i.e. should they no longer be required for the benefit of a European site), would still allow the lawful and practical implementation of a plan.

2.2.4 Where screening concludes there are no LSEs from the Local Plan alone, it is next necessary to consider whether the effects of the Local Plan in-combination with other plans and projects would result in an LSE on any European site. It may be that the Local Plan alone will not have a significant effect but could have a residual effect that may contribute to in-combination effects on a European site.

2.2.5 Plans and projects which are considered to be most relevant to the in-combination assessment of the Local Plan include those that have similar impact pathways. These include plans and projects with potential to increase development in the HRA study area. In addition, plans and projects with potential to increase traffic across the study area and which may act in-combination with the Local Plan, such as the transport[16,17], and waste and mineral[18] plans, will also be considered. Plans which allocate water resources or are likely to influence water quality within the study area will also be considered. Finally, local plans of neighbouring authorities (listed below and detailed in **Appendix A**), which may increase development-related pressures at European sites, will be considered. It is recognised that the status of other plans and projects will change over the timescale of the development of the Local Plan; at the time of writing, neighbouring LPA Local Plans include the following:

- North Northamptonshire Local Plan[19];
- Peterborough Local Plan[20];
- Fenland Local Plan[21];

[15] InfoCuria (2018) Case C-323/17. Available at: http://curia.europa.eu/juris/document/document.jsf?docid=200970&doclang=EN [Date accessed: 01/07/25]

[16] Cambridgeshire County Council (2015) Third Cambridgeshire Local Transport Plan 2011-2031: Policies and Strategy. Available at: https://www.cambridgeshire.gov.uk/asset-library/imported-assets/The_Local_Transport_Plan_3%20(1).pdf [Date accessed: 25/06/26]

[17] Cambridgeshire County Council (2015) Huntingdonshire Transport Strategy: Action Plan. Available at: https://www.cambridgeshire.gov.uk/asset-library/huntingdonshire-transport-strategy-action-plan-march-2024.pdf [Date accessed: 25/06/26]

[18] Cambridgeshire County Council and Peterborough City Council (2021) Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. Available at: https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan [Date accessed: 25/06/26]

[19] North Northamptonshire Council (2016) North Northamptonshire Joint Core Strategy 2011-2031. Available at: https://www.northnorthants.gov.uk/planning-strategies-and-plans/north-northamptonshire-local-plan [Date accessed: 25/06/26]

[20] Peterborough City Council (2019) Peterborough Local Plan 2016 to 2036. Available at: https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-development-plan [Date accessed: 25/06/26]

[21] Fenland District Council (2014) Fenland Local Plan (Adopted May 2014). Available at: https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan-Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf?m=1591111057500 [Date accessed: 25/06/26]

- East Cambridgeshire District Local Plan[22];
- South Cambridgeshire District Local Plan[23];
- Cambridge City Local Plan[24];
- Central Bedfordshire Local Plan[25]; and,
- Bedford Borough Local Plan[26].

2.2.6 The approach taken to the consideration of in-combination effects will be compliant with the Wealden Judgement[27], which requires an in-combination approach that considers the development of neighbouring and nearby authorities when assessing LSEs.

2.3 Stage 2: Appropriate Assessment and Integrity Test

2.3.1 Stage 2 of the HRA process comprises the AA and Integrity Test. The purpose of the AA is to undertake an assessment of the implications of a plan for a European site in light of its conservation objectives[28].

2.3.2 As part of this process, plan makers should take account of the potential consequences of no action and the uncertainties inherent in scientific evaluation, and they should consult interested parties on the possible ways of managing the risk, for instance, through the adoption of mitigation measures. Mitigation measures should aim to avoid, minimise or reduce significant effects on European sites. Mitigation measures may take the form of policies within the Local Plan, or mitigation proposed through other plans or regulatory mechanisms. All mitigation measures must be deliverable and able to mitigate the adverse effects for which they are targeted.

2.3.3 The AA aims to present information regarding all aspects of the Local Plan and ways in which it could, either alone, or in-combination with other plans and projects, impact a European site. The plan-making body (as the Competent Authority) must then ascertain, based on the findings of the AA, whether the Local Plan will adversely affect the integrity of a European site, either alone, or in-combination with other plans and projects. This is referred to as the Integrity Test.

[22] East Cambridgeshire District Council (2023) East Cambridgeshire Local Plan 2015 (as amended 2023). Available at: https://eastcambs.gov.uk/sites/default/files/2024-10/Local%20Plan%20adopted%2019%20October%202023%20-%20final%20with%20cover.pdf [Date accessed: 25/06/26]

[23] South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan (Adopted September 2018). Available at: https://www.scambs.gov.uk/media/h0vjdqxj/south-cambridgeshire-adopted-local-plan-2018-1.pdf [Date accessed: 25/06/26]

[24] Greater Cambridge Shared Planning (2018) *Cambridge City Local Plan*. Available at: https://www.greatercambridgeplanning.org/local-and-neighbourhood-planning/current-plans-the-adopted-local-plans/cambridge-city-council-adopted-development-plan/cambridge-city-local-plan-2018. [Accessed: 24/07/26]

[25] Central Bedfordshire Council (2021) Central Bedfordshire Local Plan 2015-2035 (July 2021). Available at: https://www.centralbedfordshire.gov.uk/info/153/central_bedfordshire_local_plan_2015_to_2035/1034/adopted_local_plan [Date accessed: 25/06/26]

[26] Bedford Borough Council (2022) Local Plan 2040: Plan for Submission (April 2022). Available at: https://edrms.bedford.gov.uk/OpenDocument.aspx?id=xivh8bP%2bAJZXEaq26SnEFQ%3d%3d&name=PLAN%20FOR%20SUBMISSION.pdf [Date accessed: 25/06/26]

[27] Wealden District Council & Lewes District Council before Mr Justice Jay. Available at: http://SLP.bailii.org/ew/cases/EWHC/Admin/2017/351.html [Date accessed: 25/06/26

[28] MHCLG and DLHC (2019) Appropriate assessment: Guidance on use of Habitats Regulations Assessment. Available at: https://www.gov.uk/guidance/appropriate-assessment [Date accessed: 25/06/26]

2.4 Dealing with uncertainty

2.4.1 Uncertainty is an inherent characteristic of an HRA, and decisions can be made using currently available and relevant information. This concept is reinforced in the 7th September 2004 'Waddenzee' ruling[29]:

2.4.2 *"However, the necessary certainty cannot be construed as meaning absolute certainty since that is almost impossible to attain. Instead, it is clear from the second sentence of Article 6(3) of the Habitats Directive that the competent authorities must take a decision having assessed all the relevant information which is set out in particular in the AA. The conclusion of this assessment is, of necessity, subjective in nature. Therefore, the competent authorities can, from their point of view, be certain that there will be no adverse effects even though, from an objective point of view, there is no absolute certainty."*

2.5 The Precautionary Principle

2.5.1 The HRA process is characterised by the Precautionary Principle. This is described by the European Commission: *"If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with protection normally afforded to these within the European Community, the Precautionary Principle is triggered"*. The Precautionary Principle is embedded in the Integrity Test.

[29] EUR-Lex (2004) Case C-127/02. Available at: https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:62002CJ0127:EN:PDF. [Date Accessed: 02/06/26]

3 Scoping of threats and pressures at European sites

3.1 Introduction

3.1.1 An important initial stage of the screening process is gathering information on European sites which may be affected by the Local Plan. This is informally known as scoping and provides an understanding of potential impact pathways from the Local Plan and connections to European sites and their vulnerabilities. This information will be used to inform the formal screening assessment of the Local Plan provided in **Chapter 4**. European sites identified as vulnerable to threats and pressures will form the basis of the HRA screening process and are mapped in **Figures 3.1** and **3.2**.

3.2 Identification of an HRA study area

3.2.1 Each European site has its own intrinsic qualities, besides the habitats or species for which it has been designated, that enable the site to support its particular ecosystems. An important aspect of this is that the ecological integrity of each site can be vulnerable to change from natural and human-induced activities in the surrounding environment (known as pressures and threats). For example, sites can be affected by land use plans in a number of different ways, including the direct land take of new development; the type of use the land will be put to (for example, an extractive or noise-emitting use); or, the pressure/threat a development generates (air pollution, water pollution or increased recreational pressure) and the resources used (for example, water abstraction).

3.2.2 An intrinsic quality of any European site is its functionality at the landscape ecology scale. This refers to how the site interacts with its immediate surroundings, as well as the wider area. This is particularly the case where there is potential for development resulting from a plan to generate water or air-borne pollutants, use water resources, or otherwise affect water levels. Adverse effects may also occur via impacts to mobile species when located outside a designated site boundary, but which are qualifying features of the site. For example, there may be effects on protected birds, bats and fish which use land or waterbodies outside a designated site for foraging, feeding, spawning, roosting, breeding or other activities.

3.2.3 There is no guidance that defines the study area for inclusion in an HRA. Planning Practice Guidance (PPG) for AA indicates that: *"The scope and content of an appropriate assessment will depend on the nature, location, duration and scale of the proposed plan or project and the interest features of the relevant site. 'Appropriate' is not a technical term. It indicates that an assessment needs to be proportionate and sufficient to support the task of the competent authority in determining whether the plan or project will adversely affect the integrity of the site"*[30].

[30] MHCLG and DLHC (2019) Planning Practice Guidance Note, Appropriate Assessment, Guidance on the use of Habitats Regulations Assessment.

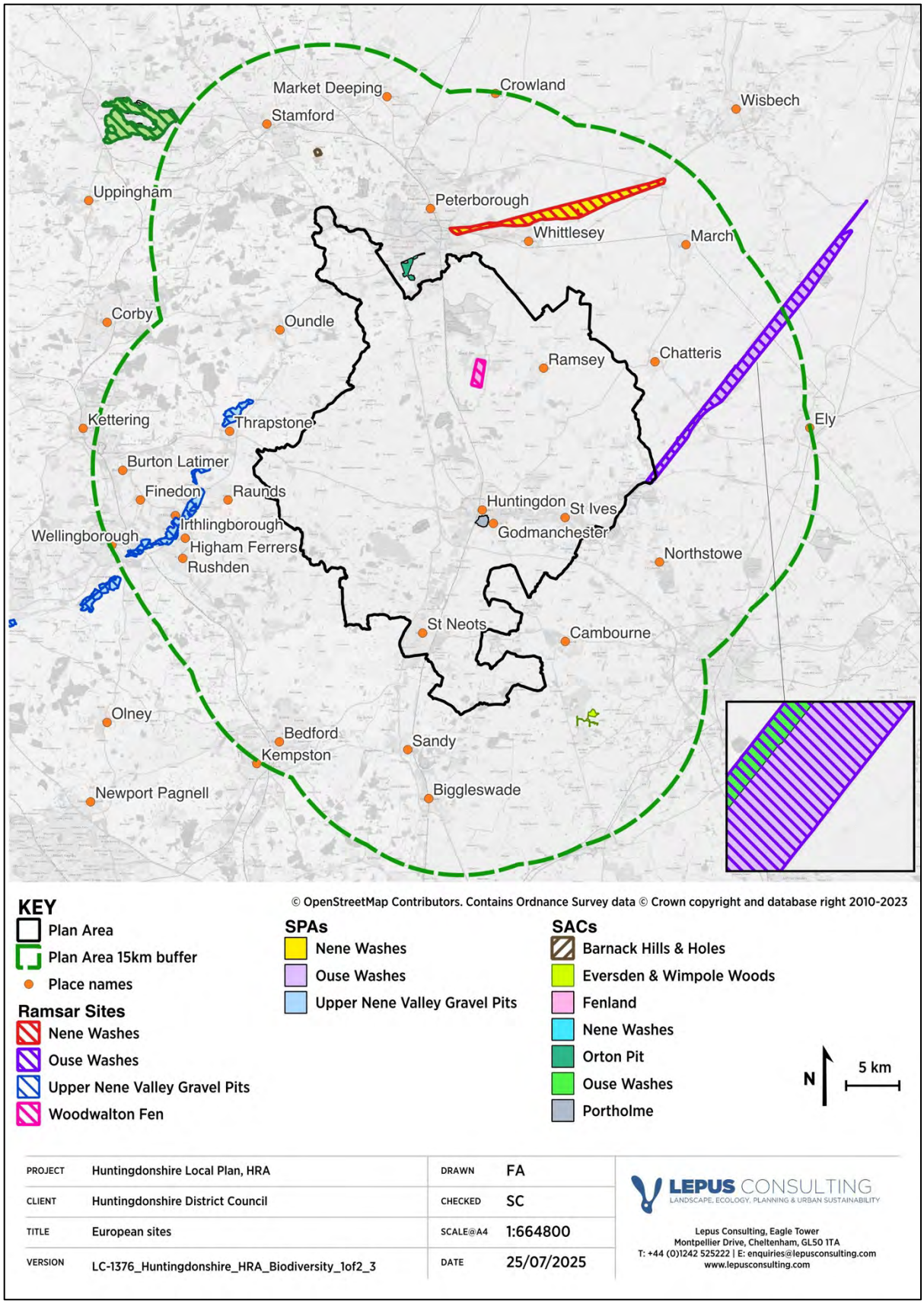

Figure 3.1: *European sites scoped into the HRA process (1)*

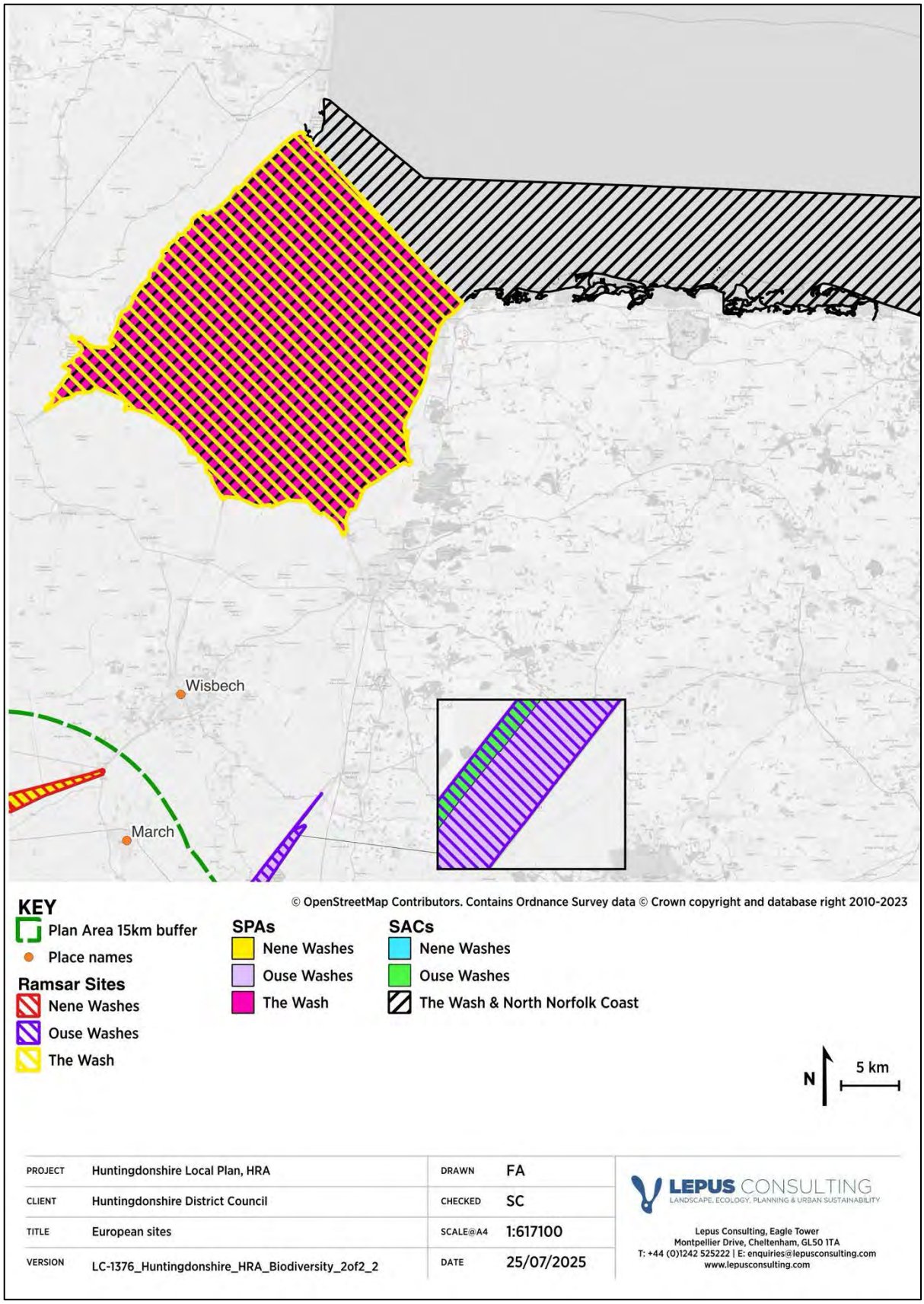

Figure 3.2: *European sites scoped into the HRA process (2) to illustrate the location of The Wash SPA, The Wash Ramsar and The Wash & North Norfolk Coast SAC.*

3.3 Scoping impact pathways

3.3.1 Threats and pressures to which European sites are vulnerable have been identified through reference to data held by the Joint Nature Conservation Committee (JNCC) and Natural England (NE), and through reference to Ramsar Information Sheets and Site Improvement Plans (SIPs). This information provides current and predicted issues at each European site and is summarised in **Appendix B**.

3.3.2 Supplementary Advice on Conservation Objectives prepared by NE often provides more recent information on threats and pressures upon European sites than SIPs and has, therefore, also been reviewed.

3.3.3 A number of threats and pressures are unlikely to be exacerbated by the Local Plan and have not been considered.

3.3.4 Sites of Special Scientific Interest (SSSIs) are protected areas in the United Kingdom (UK). SSSIs are the building blocks of site-based nature conservation in the UK. An SSSI will be designated based on the characteristics of its fauna, flora, geology and/or geomorphology. The conservation status of SSSI features that overlap with European sites offer a useful indicator of habitat/species health at a particular location.

3.3.5 NE conducts Whole Feature Assessments (WFAs) which measure the condition of each notified feature across the whole of a SSSI. The conservation status of each notified feature highlights any areas which are particularly vulnerable to threats/pressures. Conservation status is defined as below:

- Favourable;
- Unfavourable – recovering;
- Unfavourable – no change; or,
- Unfavourable – declining.

3.3.6 SSSI features in either an ‘Unfavourable – no change’ or ‘Unfavourable – declining’ condition indicate that the European site may be particularly vulnerable to certain threats or pressures. It is important to remember that SSSI features may be in an unfavourable state due to the condition of features unrelated to its designation. However, it is considered that the conservation status of SSSI features that overlap with European sites offer a useful indicator of habitat/species health at a particular location.

3.3.7 NE defines zones around each SSSI which may be at risk from specific types of development; these are known as Impact Risk Zones (IRZs). These IRZs are "*a GIS tool developed by Natural England to make a rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around each SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. The IRZs also cover the interest features and sensitivities of European sites, which are underpinned by the SSSI designation and 'Compensation Site', which have been secured as compensation for impacts on Natura 2000/Ramsar sites*"[31]. The location of IRZs has been taken into consideration in this assessment, as they provide a useful guide as to the location of functionally linked land and likely vulnerabilities to development proposed within the Local Plan.

3.3.8 Based on previous HRA work undertaken to support the Local Plan (see **Section 1.4**), the following potential impact pathways are considered to be within the scope of influence of the Local Plan.

- **Air pollution:** Land use planning has the potential to increase atmospheric emissions of pollutants to the air. This can result in adverse effects at European sites, such as eutrophication (nitrogen), acidification (nitrogen and sulphur) and direct toxicity (ozone, ammonia and nitrogen oxides)[32].
- **Water resources and water levels:** Development can change runoff rates from urbanised areas to European sites or watercourses which run through them. An increase in housing provision can also influence supply and demand for water within the region, which may impact water levels.
- **Water quality:** Surface water runoff from urban areas has the potential to reduce the quality of water entering a catchment. Water quality may also be reduced through point source effluent discharges from new development at Wastewater Treatment Works (WwTWs) and other controlled discharge sources.
- **Recreational pressure:** New housing development has the potential to increase recreational pressure upon European sites which are accessible to the public.
- **Urbanisation effects:** Development has the potential to result in disturbing activities (such as noise, lighting, cat predation and visual disturbance). Disturbance effects may impact upon European sites themselves, and their qualifying features, when outside a designated site boundary.

[31] Natural England (2019) Natural England's Impact Risk Zones for Sites of Special Scientific Interest User Guidance.

[32] APIS. APIENs Home. Available at: https://www.apis.ac.uk/APIENs. [Date accessed: 02/06/26]

3.3.9 Land use planning also has the potential to result in impacts upon qualifying features of a European site when located outside a designation boundary, known as FLL. "*The term 'functional linkage' refers to the role or 'function' that land or sea beyond the boundary of a European site might fulfil in terms of ecologically supporting the populations for which the site was designated or classified. Such land is therefore 'linked' to the European site in question because it provides an important role in maintaining or restoring the population of qualifying species at favourable conservation status*"[33]. This HRA, therefore, also considers effects upon FLL or mobile species when located outside a designated site boundary within the above topic assessments.

3.4 Air quality

3.4.1 The main mechanisms through which air pollution can have an adverse effect is through eutrophication (nitrogen), acidification (nitrogen and sulphur) and direct toxicity (ozone, ammonia and nitrogen oxides). As highlighted through the review of threats and pressures at European sites (**Appendix B**), air pollution, and in particular atmospheric nitrogen deposition, has been identified as a threat or pressure for qualifying features of a number of European sites within the relevant SIPs and Supplementary Conservation Advice notes.

3.4.2 Excess atmospheric nitrogen deposition within an ecosystem or habitat can disrupt the delicate balance of ecological processes interacting with one another. As the availability of nitrogen increases in the local environment, some plants that are characteristic of that ecosystem may become competitively excluded in favour of more nitrophilic plants. It also upsets the ammonium and nitrate balance of the ecosystem, which disrupts the growth, structure and resilience of some plant species.

3.4.3 Excess nitrogen deposition often leads to the acidification of soils and a reduction in the soils' buffering capacity (the ability of soil to resist pH changes). It can also render the ecosystem more susceptible to adverse effects of secondary stresses, such as frost or drought, and disturbance events, such as foraging by herbivores.

3.4.4 Natural England has developed a methodology for the assessment of traffic-related air quality impacts under the Habitats Regulations, which is relevant to the HRA of land use plans which may result in a change in traffic flows[34]. For the assessment of air quality effects from local plans, Natural England has produced Standard Advice. This was issued for the Huntingdonshire Local Plan as part of the NE Regulation 18 consultation response (December 2025).

3.4.5 It comprises a number of discrete stages as follows which have been followed in the HRA process for the Local Plan. Stages 1 to 3 comprises the screening stage.

- Stage 1: Initial screening for credible risk of an effect
- Stage 2: Detailed AQ modelling
- Stage 3: Applying screening thresholds

[33] Natural England (2016) Commissioned Report. NECR207. Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects - a review of authoritative decisions. Available at: https://publications.naturalengland.org.uk/publication/6087702630891520. [Date accessed: 01/07/25]

[34] Natural England (2018) Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (NEA001). Available at: http://publications.naturalengland.org.uk/publication/4720542048845824. [Date accessed: 21/08/2026]

- Stage 4: Detailed assessment of ecological impacts
- Stage 5: Appropriate Assessment for habitats sites

3.4.6 The Institute of Air Quality Management (IAQM)[35] and the Chartered Institute of Ecology and Environmental Management (CIEEM)[36] have also prepared advice on the assessment of air quality impacts at designated sites. Taken together this guidance sets a methodology and thresholds for screening of air quality LSEs at the HRA screening stage (Stage 1 of the HRA process) and further AA of air quality impacts where relevant (Stage 2 of the HRA process).

Stage 1: Initial screening for credible risk of an effect

3.4.7 Stage 1 of NE's Standard Advice requires an initial screening assessment to determine if there is a credible risk of an air quality effect from the Local Plan. This should take account of whether significant emissions can reach a European site using distance criteria and also whether the qualifying habitats or supporting habitat of qualifying species associated with a European site are sensitive to air quality impacts.

3.4.8 The Local Plan will trigger development and therefore increase traffic-related emissions. Air quality impacts have been shown to typically affect European sites within 10km of a Plan boundary[37]. For the purpose of decision-making, unless local circumstances support a wider zone, JNCC guidance notes that plan HRA should take account of the potential effects of traffic emissions on European sites located within 10km of the plan boundary. This zone is based on professional judgment recognising that the effects of growth from development beyond 10km will have been accounted for in the Nitrogen Futures modelling work business as usual scenario[38].

3.4.9 This 10km distance threshold can be a useful guide to identify the broad areas that may be impacted by air quality. However, it is noted that consideration should also be given to larger residential or commercial allocations and their wider potential for air quality impacts, in the context of the local and regional road network, including key commuting areas.

3.4.10 Data obtained from the Office for National Statistics (ONS) in 2021 highlights the most common destinations for journeys to work arising from, and finishing in, the Plan area[39]. The most common commuting destinations/origins are Peterborough (which lies just north of the Plan area), Fenland (which is located northeast of the Plan area) and South Cambridgeshire (which is located southeast of the Plan area). Other common commuting destinations/origins include the neighbouring areas of Bedford and East Cambridgeshire. This commuting pattern is reflected in the Economic and Employment Needs Assessment prepared in support of the Local Plan[40].

[35] IAQM (2019) A guide to the assessment of air quality impacts on designated nature conservation sites – version 1.0. Available at: https://iaqm.co.uk/text/guidance/air-quality-impacts-on-nature-sites-2019.pdf. [Date accessed: 21/08/2026]

[36] CIEEM (2021) Advisory Note: Ecological Assessment of Air Quality Impacts. Available at: https://cieem.net/wp-content/uploads/2020/12/Air-Quality-advice-note.pdf. [Date accessed: 21/08/2026]

[37] Chapman, C., and Kite, B. (2021) Guidance on Decision-making Thresholds for Air Pollution.

[38] Chapman, C., and Kite, B. (2021) Main Report Guidance on Decision-making Thresholds for Air Pollution.

[39] ONS (2023) Visualising people flows. Available at: https://www.ons.gov.uk/visualisations/censusorigindestination/#workplace [Date accessed: 02/06/26]

[40] Volterra (2025) Economic and Employment Needs Assessment.

3.4.11 European sites beyond 10km of the Plan area but within these key commuting areas which are sensitive to air quality effects are also considered within this HRA where they are linked to the Plan area via key strategic road links. These are roads which provide a clear route linking residential and employment areas within the Plan area.

3.4.12 Taking this information into consideration, a 10km buffer from the Plan area is considered precautionary, as it encompasses both the key commuting areas and strategic road links that connect to the Plan area.

3.4.13 It is widely accepted that air quality impacts are greatest within 200m of a road source, decreasing with distance[41,42,43]. Baseline mapping data has been used to determine the proximity of European sites, and their qualifying features, to roads (within 200m) which may result in an exceedance of NE's screening thresholds.

3.4.14 The UK Air Pollution Information System (APIS) provides information on all European sites and the sensitivity of their qualifying features (habitats and/or species) to air pollution. This data has been interrogated, alongside a desk-based review of site-based data (**Appendix B**), to determine whether there may be impact pathways from the Local Plan to any European site, through a change in atmospheric emissions.

3.4.15 The results (shown in **Table 3.1**) indicate that nine European sites within 10km of the Plan area (which corresponds to the key commuting area) are sensitive to air quality impacts.

3.4.16 Of the nine European sites deemed sensitive to air quality impacts, Barnack Hills & Holes SAC, Eversden & Wimpole Woods SAC, Fenland SAC[44] and Woodwalton Fen Ramsar, are not located within 200m of a strategic road link. Therefore, these four sites can be scoped out of the HRA process in terms of air quality impacts. A review of Natural England data for Orton Pit SAC indicates that it is not sensitive to air quality impacts and therefore can also be scoped out of the HRA process. The remaining five European sites are scoped into the HRA process based on air quality impact pathways.

Table 3.1: *Scoping of air quality impact pathways for European sites within the influence of the Local Plan[45]*

European sites within the influence of the Local Plan	Is the European site sensitive to air quality impacts (as per SIP – Appendix B)?	Is there a strategic road link (A and B road or motorway) located within 200m of the site?
Barnack Hills & Holes SAC	Yes	No (the closest strategic road link, the B1443, is located approximately 240m north of the site).
Eversden & Wimpole Woods SAC	Yes	No (the closest strategic road link, the A1198, is located approximately 650m from the site).

[41] The Highways Agency, Transport Scotland, Welsh Assembly Government, The Department for Regional Development Northern Ireland (2007) Design Manual for Roads and Bridges, Volume 11, Section 3, Part 1: Air Quality.

[42] Natural England (2018) Natural England's approach to advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (NEA001).

[43] Bignal, K., Ashmore, M. & Power, S. (2004) The ecological effects of diffuse air pollution from road transport. English Nature Research Report No.580, Peterborough.

[44] Fenland SAC is split across three components which lie 27 miles apart. The component of the SAC within 10km of the Plan area is underpinned by Woodwalton Fen SSSI.

[45] Green shading in Chapter 3 scoping tables indicate threat / pressure at European site is scoped out. Red shading indicates threat / pressure at European site is scoped in for further consideration in the HRA process.

European sites within the influence of the Local Plan	Is the European site sensitive to air quality impacts (as per SIP – Appendix B)?	Is there a strategic road link (A and B road or motorway) located within 200m of the site?
Fenland SAC	Yes	No (the closest strategic road link, the B660, is located approximately 1.9km to the north of the SAC).
Nene Washes SAC	Yes Spined loach identified by NE as being sensitive to air pollution in Regulation 18 consultation response	Yes, within 10km of the Plan area the following strategic road links run within 200m of the designation: A139 and B1040.
Nene Washes SPA	No	N/A
Nene Washes Ramsar	Yes Wetland plant assemblage identified by NE as being sensitive to air pollution in Regulation 18 consultation response	Yes, within 10km of the Plan area the following strategic road links run within 200m of the designation: A139 and B1040.
Orton Pit SAC	No	N/A
Ouse Washes SAC	Yes Spined loach identified by NE as being sensitive to air pollution in Regulation 18 consultation response	Yes, within 10km of the Plan area the following strategic road links run within 200m of the designation: A1123, B1050, B1381 and A142
Ouse Washes SPA	No	N/A
Ouse Washes Ramsar	Yes Wetland plant assemblage identified by NE as being sensitive to air pollution in Regulation 18 consultation response	Yes, within 10km of the Plan area the following strategic road links run within 200m of the designation: A1123, B1050, B1381 and A142
Portholme SAC	Yes	Yes (the A1307 is located approximately 40m from the SAC's northern boundary, the B1514 approximately 190m from this boundary, the B1044 approximately 150m from the eastern boundary, and the B1043 approximately 175m from the SAC's southern boundary).
Upper Nene Valley Gravel Pits SPA	No	N/A
Upper Nene Valley Gravel Pits Ramsar	No	N/A
Woodwalton Fen Ramsar	Yes	No (the closest strategic road link, the B660, is located approximately 1.9km to the north of the Ramsar).

3.4.17 The Local Plan will trigger housing and employment development. Therefore, there is potential for an increase in traffic-related emissions within 10km of the Plan area and key commuting areas. As a consequence, there is potential for an increase in traffic-related emissions along road links located within 200m of four European sites that have been identified as sensitive to air quality impacts.

Stage 2: Detailed air quality modelling

3.4.18 The next stage of the process involved detailed air quality modelling (outlined in full in **Chapter 5**). This was conducted by AQC, in accordance with Natural England's recommended staged approach, considering future traffic associated with the Local Plan and comparing predicted concentrations and deposition rates against relevant Critical Levels (CLe) and Critical Loads (CLo). Where Process Contributions exceed the screening threshold of 1% of the relevant CLe or CLo, further investigation was completed to consider the ecological significance of the predicted changes, including the spatial extent of effects, the location of qualifying habitats and supporting habitats, existing background conditions, predicted future trends in emissions and the conservation objectives of each European site.

3.5 Water quality and water quantity

3.5.1 Urban development coming forward through the Local Plan has the ability to affect water-dependent European sites through a number of impacts, as listed below. These impacts have the potential to change the water balance (levels) entering European sites and the quality of this water:

- Change in surface permeability and runoff rates;
- Increased water demand to supply new homes and businesses;
- Reduced quality of surface water runoff; and,
- Increased effluent discharge for treatment.

3.5.2 It is noted that a change in water levels may have knock-on implications for the quality of water due to reduction in the dilution effect within a watercourse.

3.5.3 The Local Plan may also impact functionally linked watercourses and habitat through a deterioration in water quality, flows and loss, and/or deterioration of riparian and in-stream habitat.

3.5.4 Any change in the quality or quantity of water at water dependant European sites as a result of the Local Plan may result in adverse effects on the achievement of the conservation objectives which aim to maintain and restore the condition of these features for relevant qualifying species.

3.5.5 For a number of European sites, site specific water quality targets have been set to reflect baseline conditions and the tolerance of site features.

3.5.6 The main watercourse that flows through the Plan area is the River Great Ouse, with the River Nene also flowing along the northern Plan area boundary. The River Great Ouse and its tributaries, which include the River Kym and River Til, drain the southern section of the Plan area. These rivers form a network of watercourses that discharge at the Wash Estuary, through three European sites: The Wash SPA, The Wash Ramsar, and The Wash & North Norfolk Coast SAC. Several waterways that are part of the Middle Level Navigations waterway network are also located in the centre of the district, between the River Great Ouse and River Nene, and are largely used for land drainage. Numerous tributaries and smaller watercourses also flow through the Plan area, including Bury Brook, Cock Brook, Ellington Brook, Diddington Brook, West Brook, Marley Gap Brook, Billing Brook and Alconbury Brook.

3.5.7 The Plan area lies within the Anglian River Basin District. River Basin Districts are sub-divided into surface water management catchments (SWMCs)[46]. The majority of the northern half of the Plan area is located within the Old Bedford including the Middle Level SWMC and the majority of the southern part of the Plan area is located within the Ouse Upper and Bedford SWMC, with two small areas in the north and east falling into the Nene SWMC, and a very small portion of southeast Huntingdonshire falling within the Cam and Ely Ouse SWMC (see **Figure 3.3**).

3.5.8 River Basin Management Plans (RBMPs) provide a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, they also inform decisions on land-use planning. **Appendix A** provides a summary of the Anglian RBMP[47].

3.5.9 Catchment Abstraction Management Strategies (CAMS) are six-year strategies developed by the Environment Agency (EA) for managing water resources at the local level, produced for every river catchment area in England and Wales. Through the CAMS process, the EA prepares an Abstraction Licensing Strategy (ALS) to manage water resources and contribute to implementation of the WFD, with strategies that feed into Water Resource Management Plans (WRMPs).

[46] DEFRA. River basin districts, England. Available at: https://environment.data.gov.uk/catchment-planning/ [Date accessed: 02/06/26]

[47] Environment Agency (2022) Anglian river basin district river basin management plan: updated 2022. Available at: https://www.gov.uk/guidance/anglian-river-basin-district-river-basin-management-plan-updated-2022 [Date accessed: 02/06/26]

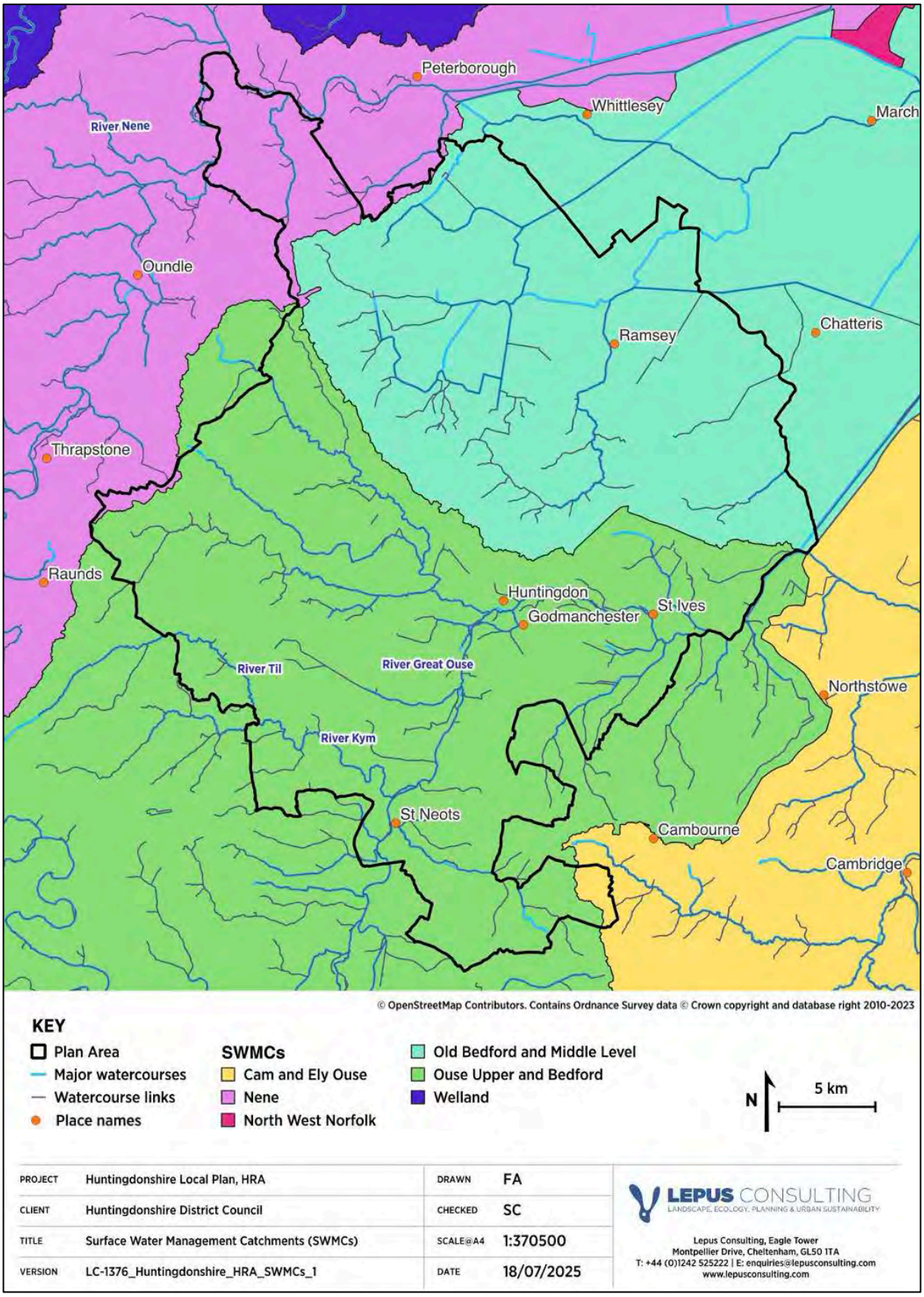

Figure 3.3: *Watercourses and Surface Water Management Catchments (SWMCs) in and around the Plan area*

3.5.10 The Plan area is located predominantly within the Old Bedford including the Middle Level, and the Ouse Upper and Bedford ALS catchments. A small portion of the northern and eastern parts of the Plan area also falls within the Nene ALS catchment. A very small portion of southeast Huntingdonshire falls within the Cam and Ely Ouse ALS catchment. The ALSs outline the available water resources in each catchment area, alongside how these water resources are being used and the intention regarding management of further abstraction. European sites located within these catchment areas have the potential to be affected by water abstraction. The Old Bedford including the Middle Level ALS[48] lists the Ouse Washes SAC, SPA and Ramsar as vulnerable to the impacts of poor/unsustainable water abstraction practices. The Ouse Upper and Bedford ALS[49] lists Portholme SAC; the Ouse Washes SAC, SPA and Ramsar; The Wash & North Norfolk Coast SAC; and The Wash SPA, as able to be affected by abstraction practices within the ALS area. The Nene ALS[50] lists the Nene Washes SPA, Orton Pit SAC, the Upper Nene Valley Gravel Pits SPA and Ramsar, The Wash & North Norfolk Coast SAC, The Wash SPA and The Wash Ramsar as vulnerable to the impacts of poor/unsustainable water abstraction practices, due to the water-dependency of their qualifying features.

3.5.11 For the purposes of water resource planning and supply, the country is divided into Water Resource Zones (WRZs). WRZs are the largest possible zone for water resource management in which customers share the same risk of a resource shortfall. The Plan area is served by the Ruthamford North and Ruthamford South WRZs, as supplied by Anglian Water, and the Cambridge Water Company Wide WRZ, as supplied by Cambridge Water (see **Figure 3.4**). To increase resilience to drought, water trading with Affinity Water is discussed within the Anglian Water WRMP. Both Ruthamford North and South have been identified as being at risk of climate change impacts in the future; hence, Huntingdonshire's water supply is vulnerable to climate-related risks. The EA has designated the whole of the Anglian Water region as under serious water stress.

3.5.12 Decisions relating to water abstraction for supply and disposal of water are controlled through a number of licensing mechanisms and a high-level water planning framework which is subject to HRA. This ensures the protection of the water environment and compliance with the WFD. One element of this framework is the WRMP that each water service provider is obligated to produce and publish every five years. WRMPs articulate long term plans to accommodate the impacts of population growth, drought, environmental obligations and climate change uncertainty, in order to balance water supply and demand.

[48] Environment Agency (2017) Old Bedford including Middle Level abstraction licensing strategy. Available at: https://assets.publishing.service.gov.uk/media/5a82f227ed915d74e62386d3/ALS_2017_Old_Bedford.pdf [Date accessed: 04/06/26]

[49] Environment Agency (2017) Upper Ouse and Bedford Ouse abstraction licensing strategy. Available at: https://assets.publishing.service.gov.uk/media/5a820dd6e5274a2e87dc0e7f/ALS_2017_Upper_Ouse_and_Bedford_Ouse.pdf [Date accessed: 04/06/26]

[50] Environment Agency (2021) Nene Catchment Abstraction Licensing Strategy. Available at: https://assets.publishing.service.gov.uk/media/606d91e28fa8f57359cf4346/CAMS-Nene-Catchment-Abstraction-Management-Strategy.pdf [Date accessed: 04/06/26]

3.5.13 The water service providers for the Plan area are Anglian Water and Cambridge Water. Anglian Water's 2024 WRMP[51] highlights the potential for a shortfall of 571 megalitres of water per day by 2050, with a deficit anticipated across 25 of the 27 WRZs that Anglian Water supplies, if no action is taken. The WRMP outlines a number of measures that need to be taken to ensure the continuation of sustainable sources of supply, including smart metering, leakage reduction and progressing strategic resource options (such as making effective use of the Lincolnshire and Fens reservoirs). The Anglian Water WRMP was supported by an HRA[52] which recommended mitigation measures that, if implemented, should help to avoid adverse impacts upon the integrity of any European sites either alone, or in-combination. Cambridge Water's WRMP[53] also demonstrates the potential for a growing supply/demand deficit in the absence of effective management planning. The WRMP also places emphasis on leakage reduction, in addition to reducing household and non-household water consumption, and enforcing universal metering by 2030. The Cambridge Water WRMP was supported by an HRA[54] which concluded that, alone, the WRMP would have LSEs upon the following European sites, if the recommended mitigation measures were not implemented:

- Ouse Washes SAC;
- Ouse Washes SPA;
- Ouse Washes Ramsar;
- Fenland SAC; and,
- Eversden & Wimpole Woods SAC.

3.5.14 WRMPs are linked to Drought Plans. Drought Plans outline the steps that water companies must take in a drought event to ensure that the population maintains access to sufficient water supplies, without detrimentally impacting rivers and the environment. The Anglian Water Drought Plan[55] and the Cambridge Water Drought Plan[56] both cover the period from 2022 to 2027 and set out a series of actions to address droughts, including actions to reduce customer demand for water and identification circumstances wherein drought orders and permits may be required.

[51] Anglian Water (2023) Our Water Resources Management Plan 2024. Available at: https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp/revised-draft-wrmp24-main-report-v2.pdf [Date accessed: 01/06/26]

[52] Mott MacDonald (2023) Anglian Water Revised Draft Water Resource Management Plan 2024 Environmental Report Sub-Report A: Habitats Regulations Assessment (HRA). Available at: https://www.anglianwater.co.uk/SysSiteAssets/household/about-us/wrmp/revised-draft-wrmp24-environmental-report-sub-report-a---hra.pdf [Accessed 20/06/26].

[53] Cambridge Water (2025) Final Water Resources Management Plan 2024. Available at: https://www.cambridge-water.co.uk/media/zadnmcfe/cam-water-resources-management-plan-2024-final.pdf [Date accessed: 01/06/26]

[54] Ricardo (2023) Habitats Regulations Assessment: Draft Water Resources Management Plan 2024. Available at: https://www.cambridge-water.co.uk/media/twqh2ovj/cambridge-water-draft-wrmp24-hra-issue-3.pdf [Date accessed: 01/06/26]

[55] Anglian Water (2022) Drought Plan 2022 Final Version. Available at: https://www.anglianwater.co.uk/siteassets/household/about-us/aws-drought-plan-2022.pdf [Date accessed: 01/06/26]

[56] Cambridge Water (2022) Cambridge Water drought plan. Available at: https://www.cambridge-water.co.uk/media/udchgvd1/cambridge-water-final-drought-plan-2022.pdf [Date accessed: 01/06/26]

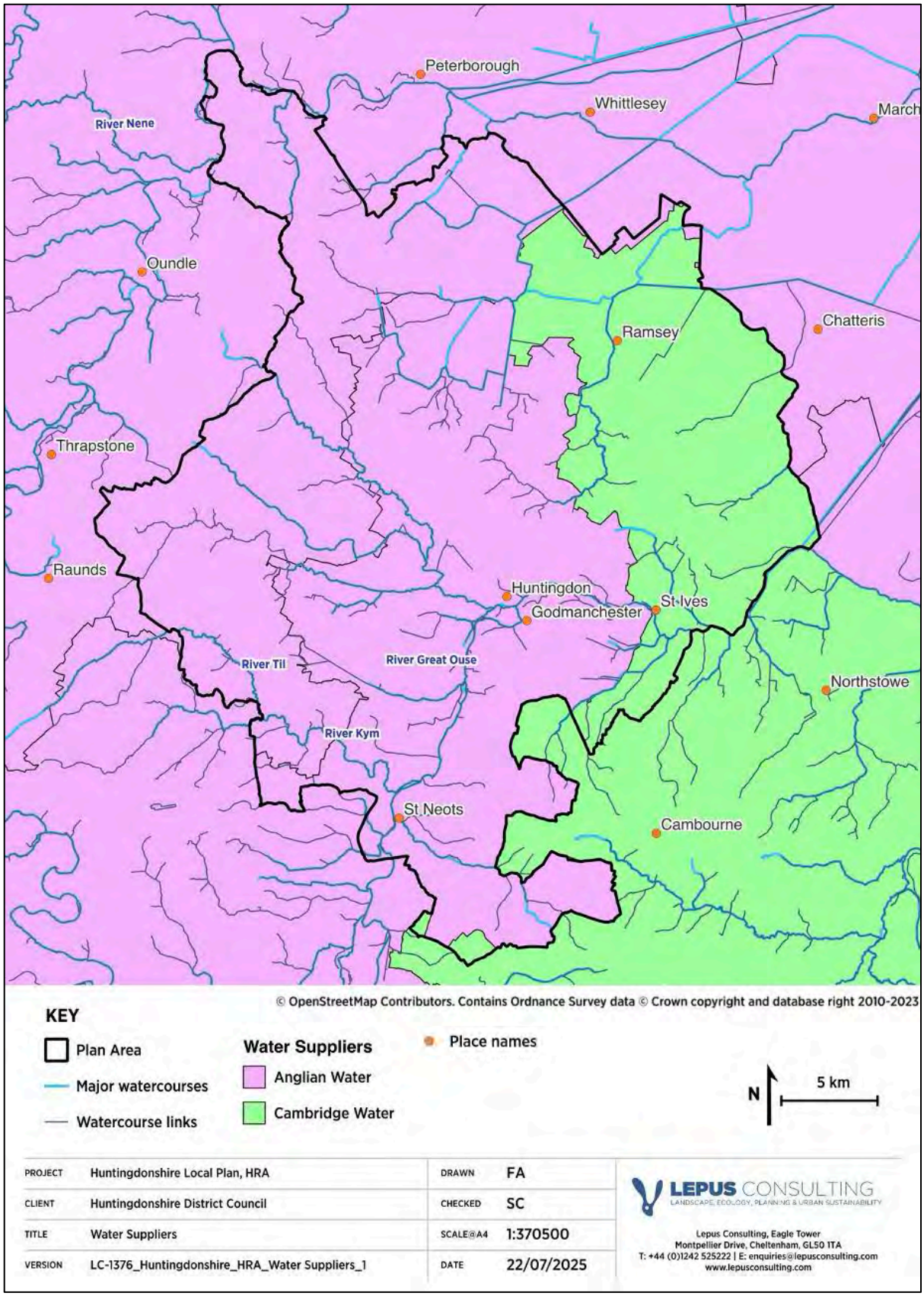

Figure 3.4: *Watercourses and Water Suppliers in and around the Plan area*

3.5.15 Anglian Water provide wastewater services for development in Huntingdonshire. Anglian Water use the term Water Recycling Centres (WRC) to refer to these services. There are 33 WRCs that are within or currently serving communities in Huntingdonshire. Twenty-nine of these are expected to serve growth from commitments or adopted plans[57]. Sewerage Undertakers have a duty under Section 94 of the Water Industry Act 1991 to provide sewerage and treat wastewater arising from new domestic development[58]. Environmental permits are used alongside water quality limits as a means of controlling the pollutant load discharged from a WRC to a receiving watercourse.

3.5.16 In March 2024, Huntingdonshire District Council completed a Stage 1 Water Cycle Study[59], comprising the first stage of the Integrated Water Management Strategy (IWMS) for Huntingdonshire. This assessed headroom at WRCs serving Huntingdonshire and identified a requirement for an increase in flow permits and potential upgrades to treatment processes.

3.5.17 The IWMS sets out the anticipated growth of the study area up to 2046 and outlines a set of objectives for assessing future water management options. The report also highlights that, according to the latest WFD assessment data, "*all of the watercourses in the study area have moderate or poor overall status*", largely due to "*the water industry (sewage dischargers) and agricultural and rural land management (livestock, arable and land drainage)*" and pollution from "*urban and highway runoff*". A Stage 2 Water Cycle Study (Integrated Water Management Strategy) was prepared in 2026[60]. This included additional modelling of dissolved oxygen and nitrate to support the HRA. Although these parameters are not routinely assessed as part of Water Cycle Studies, the modelling provided further evidence to inform the assessment of potential effects on designated sites.

[57] Huntingdonshire District Council (2024) Huntingdonshire Integrated Water Management Strategy: Stage 1 Water Cycle Study Final Report. Available at: https://www.huntingdonshire.gov.uk/media/ht0h2ww5/huntingdonshire-integrated-water-management-strategy-stage-1-water-cycle-study.pdf [Date accessed: 14/06/26]

[58] Water Industry Act – 1991. Available at: https://www.legislation.gov.uk/ukpga/1991/56/section/94. [Date accessed: 01/06/26]

[59] JBA Consulting (2024) Huntingdonshire Integrated Water Management Strategy: Stage 1 Water Cycle Study Final Report.

[60] JBA Consulting (2026) Huntingdonshire Integrated Water Management Strategy: Stage 2 Water Cycle Study Final Report.

3.5.18 As noted in **paragraph 3.5.6**, the main watercourses in the Plan area drain into The Wash Estuary, which comprises three European sites: The Wash & North Norfolk Coast SAC, The Wash SPA, and The Wash Ramsar. These sites encompass the largest embayment in the UK, as well as extensive intertidal sand and mudflats, subtidal sandbanks, biogenic and geogenic reef, saltmarsh, and a barrier beach system. These systems support populations of Common Seal (*Phoca vitulina*) and Otter (*Lutra lutra*), and provide rich foraging grounds and important roosting habitat for a number of bird species for which the SPA and Ramsar sites are designated[61,62,63]. The species and habitats for which the three European sites are designated are sensitive to changes in water quality and quantity[64,65,66]. As the River Great Ouse and Nene flow through and around the Plan area and discharge at The Wash, there is a possibility for activity in the Plan area to adversely affect the quality of water flowing to the three European sites. Furthermore, as the Plan area falls partly within the same ALS catchment area as the Wash (the Nene ALS catchment area), water use/extraction activity within the Plan area has the potential to adversely affect the quantity of water at the European sites. Consequently, despite their location being outside of the Plan area, it is necessary to scope The Wash & North Norfolk Coast SAC, The Wash SPA, and The Wash Ramsar into the HRA process based on hydrological impact pathways.

3.5.19 The northern central section of the Plan area comprises the Great Fen, which was once part of a natural fenland landscape, with a large area of open water called Whittlesey Mere dominating the north, and a mosaic of bogs, fens and wet woodland to the south[67]. The Fenland SAC (where it is underpinned by Woodwalton Fen SSSI and also Woodwalton National Nature Reserve (NNR)) and Woodwalton Fen Ramsar are located within the Great Fen area (see **Figure 3.5**) and, alongside surrounding supporting habitat (see **Figure 3.6**), have significant ecological importance (**Figure 3.7**).

[61] Natural England (2018) European Site Conservation Objectives for The Wash & North Norfolk Coast SAC (UK0017075). Available at: https://publications.naturalengland.org.uk/publication/5950176598425600 [Date accessed: 03/06/26]

[62] JNCC (1988) Information Sheet on Ramsar Wetlands (RIS): The Wash. Available at: https://jncc.gov.uk/jncc-assets/RIS/uk11072.pdf [Date accessed: 03/06/26]

[63] Natural England (2019) European Site Conservation Objectives for The Wash SPA (UK9008021). Available at: https://publications.naturalengland.org.uk/publication/5747661105790976 [Date accessed: 03/06/26]

[64] Natural England (2014) Site Improvement Plan: The Wash and North Norfolk Coast (SIP245). Available at: https://publications.naturalengland.org.uk/publication/5327498292232192 [Date accessed: 03/06/26]

[65] Natural England (2024) The Wash & North Norfolk Coast SAC, Supplementary Advice. Available at: https://designatedsites.naturalengland.org.uk/ConservationAdvice/SupplementaryAdvice.aspx?SiteCode=UK0017075&SiteName=the+wash+&SiteNameDisplay=The+Wash+and+North+Norfolk+Coast+SAC&countyCode=29&responsiblePerson=&SeaArea=&IFCAArea=&NumMarineSeasonality=2 [Date accessed: 03/06/26]

[66] Natural England (2024) The Wash SPA, Supplementary Advice. Available at: https://designatedsites.naturalengland.org.uk/ConservationAdvice/SupplementaryAdvice.aspx?SiteCode=UK9008021&SiteName=the%20wash%20&SiteNameDisplay=The+Wash+SPA&countyCode=29&responsiblePerson=&SeaArea=&IFCAArea=&NumMarineSeasonality=21 [Date accessed: 03/06/26]

[67] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council (2010) Great Fen Masterplan, March 2010. Available at: https://www.greatfen.org.uk/sites/default/files/2019-10/env03-great-fen-masterplan-2010.pdf [Date accessed: 16/06/26]

3.5.20 The Council has partnered with the EA, NE, and the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, to carry out the Great Fen project[68]. The aim of this project is to help restore the Great Fen and improve the connectivity of its habitats, ultimately aspiring to oversee the creation of a large-scale nature recovery network including the restoration of 14 square miles of wild fen over the next 50 to 100 years.

3.5.21 The Council has collaborated on the Great Fen Masterplan[69] to help achieve the aims of the Great Fen project. This masterplan advocates for the re-establishment of pastoral farming practices and promoting the occurrence of natural processes, which will benefit wildlife and locals alike. Good progress has been made to date[70] and the Local Plan should seek to facilitate further progress by aligning with the aims of the project. This will also require consideration of the SSSIs and National Nature Reserves (NNRs) that underpin the Woodwalton Fen European sites (Woodwalton Fen SSSI and Woodwalton Fen NNR) and other parts of the Great Fen area (Holme Fen SSSI and Holme Fen NNR). These national designations (see **Figure 3.5**) play a crucial role in the wider ecological landscape through provision of functional linkages and processes. Woodwalton Fen NNR supports many important species, including over 1,000 beetle species (of which over 200 are rare), over 900 species of moths and butterflies, over 400 species of wildflowers, and birds such as the Marsh Harrier (*Circus aeruginosus*)[71] (see **Figures 3.6** and **3.7**). Holme Fen NNR also supports numerous species of birds, including the Nightingale (*Luscinia megarhynchos*) and the Long-eared Owl (*Asio otus*), as well as Dragonflies (*Anisoptera*), around 450 species of fungi, and an extensive Birch (*Betula*) population[72].

3.5.22 The features of the Great Fen, including the qualifying features of Fenland SAC (where it is underpinned by Woodwalton Fen SSSI) and Woodwalton Fen Ramsar (**Appendix B**) and surrounding areas of supporting habitat, are dependent on wetland habitats which are reliant on surface and/or groundwater. Therefore, maintaining the quality and quantity of water supply is critical to these designations. These European sites, and areas of surrounding functionally linked habitat across the Great Fen area, are, therefore, scoped into the HRA process in terms of water quality and water quantity impacts.

[68] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council (n.d.) About the Great Fen. Available at: https://www.greatfen.org.uk/about-great-fen [Date accessed: 16/06/26]

[69] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council (2010) Great Fen Masterplan, March 2010. Available at: https://www.greatfen.org.uk/sites/default/files/2019-10/env03-great-fen-masterplan-2010.pdf [Date accessed: 25/06/26]

[70] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council (n.d.) Progress towards the Great Fen vision. Available at: https://www.greatfen.org.uk/about-great-fen/restoration-project-progress [Date accessed: 25/06/26]

[71] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, and Natural England, and Huntingdonshire District Council (n.d.) Sites to Visit – Nature Reserve, Woodwalton Fen. Available at: https://www.greatfen.org.uk/woodwalton-fen [Date accessed: 16/07/25]

[72] Woodland Trust (n.d.) Holme Fen. Available at: https://www.woodlandtrust.org.uk/visiting-woods/woods/holme-fen/ [Date accessed: 25/06/26]

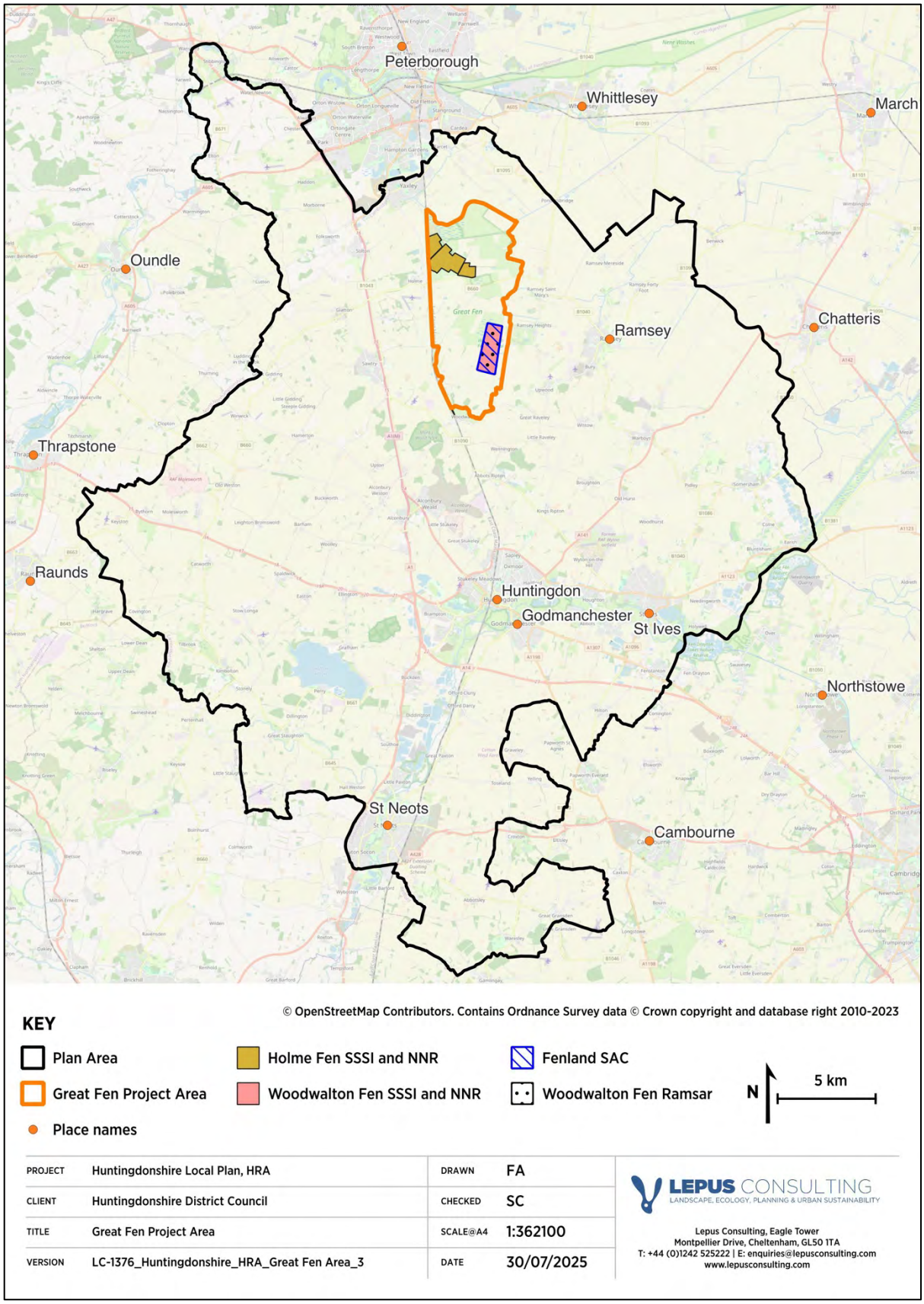

Figure 3.5: *Great Fen project area and relevant biodiversity designations*

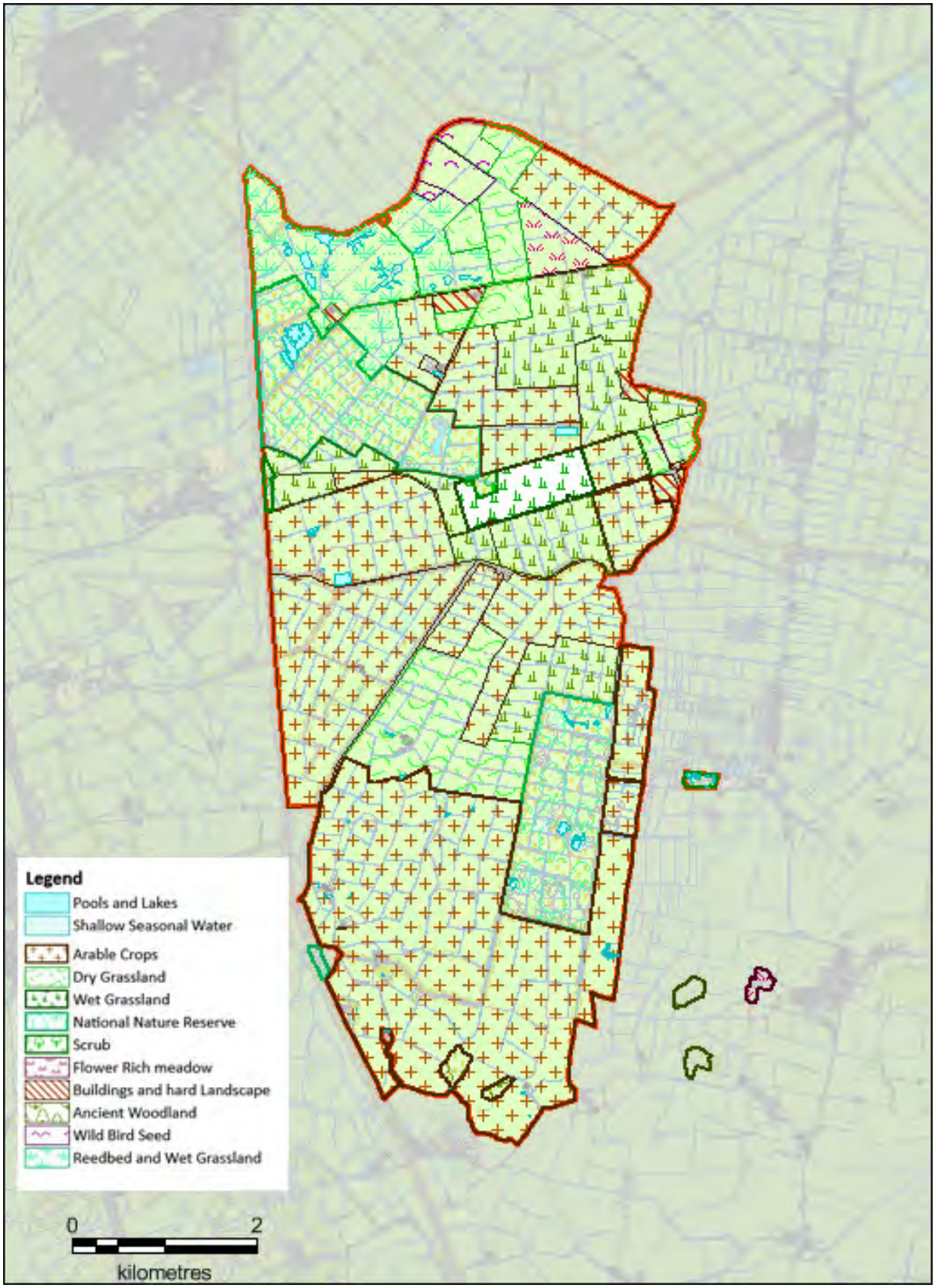

Figure 3.6: *Habitats in the Great Fen area identified by Huntingdonshire District Council*[73]

[73] Huntingdonshire District Council (n.d.) Great Fen Masterplan Maps, Habitats. Available at: https://www.huntingdonshire.gov.uk/planning/planning-policy-documents/great-fen-masterplan-maps/ [Date accessed: 25/06/26]

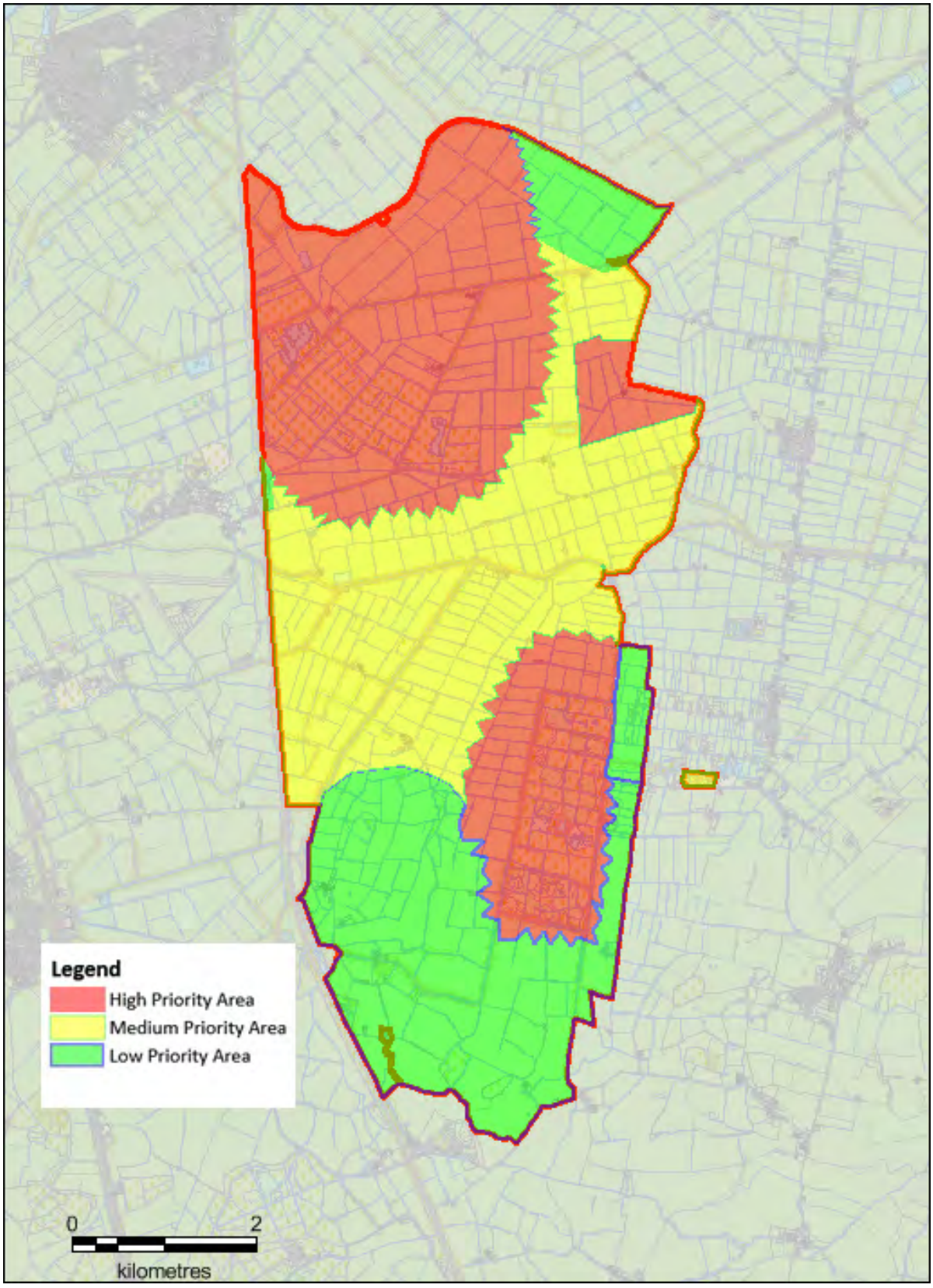

Figure 3.7: *Ecological priority areas identified by Huntingdonshire District Council*[74]

[74] Huntingdonshire District Council (n.d.) Great Fen Masterplan Maps, Ecological Priorities. Available at: https://www.huntingdonshire.gov.uk/planning/planning-policy-documents/great-fen-masterplan-maps/ [Date accessed: 25/06/26]

3.5.23 Taking into consideration potential changes in water supply (through abstraction for water supply) and water quality (through surface water run-off and discharges from WwTWs), European sites were screened for potential hydrological impact pathways. This review looked at European sites which are hydrologically linked to the Plan area and hydrologically sensitive, including impacts upon functionally linked watercourses. **Table 3.2** indicates those European sites that will be scoped into the screening assessment for further consideration in the HRA process based on hydrological impact pathways.

Table 3.2: *Assessment of hydrological impact pathways for European sites within the influence of the Local Plan*

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
Fenland SAC[75]	Fenland SAC is designated for its calcareous fen and meadow habitats, which support populations of Spined Loach (*Cobitis taenia*) and Great Crested Newt (*Triturus cristatus)*. Fenlands are notably sensitive to changes in water quality, with changes to nutrient levels and water chemistry easily able to offset the balance of the ecosystem[76]. The SAC is located within the Plan area; therefore, development under the Local Plan has the potential to adversely affect the SAC through changes to water quality. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Fenland SAC (and the northern half of the Plan area) is located within the Old Bedford including the Middle Level ALS catchment area. The ALS[77] concluded that *"licensed abstraction has such a small influence on water levels in Woodwalton Fen that they can be shown not to have an adverse effect on the integrity of the site".* However, the Great Fen area (specifically the Woodwalton Fen area) has been identified as vulnerable to changes to water levels via flooding[78], which may become more prevalent as a result of decreased permeability of land associated with development under the Local Plan. Fenlands are highly sensitive to changes in water quantity[79]; hence, activity within the Plan area has the potential to threaten the status of the fenland habitats and supported species. Therefore, the SAC is scoped into the HRA process for water quantity impact pathways.	Yes

[75] Fenland SAC is split across three components which lie 27 miles apart. The component of the SAC within 10km of the Plan area is underpinned by Woodwalton Fen SSSI.

[76] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 25/06/26]

[77] Environment Agency (2017) Old Bedford including Middle Level abstraction licensing strategy. Available at: https://assets.publishing.service.gov.uk/media/5a82f227ed915d74e62386d3/ALS_2017_Old_Bedford.pdf [Date accessed: 25/06/26]

[78] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council. Big Ideas: Flood Protection. Available at: https://www.greatfen.org.uk/big-ideas/flood-protection#:~:text=Flooding%20is%20a%20particular%20risk,areas%20are%20below%20sea%20level. [Date accessed: 25/06/26]

[79] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
Nene Washes SAC	Nene Washes SAC[80] is designated for supporting the Spined Loach, which is sensitive to changes in water quality. The site is located approximately 2.1km north of the Plan area and is hydrologically connected to the Plan area via the River Nene and its tributaries. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Nene Washes SAC is located within the Nene ALS catchment area. Consultation with NE has indicated that the SAC is highly vulnerable to changes in water levels. As such, the site is scoped into the HRA process for water quantity impact pathways.	Yes
Nene Washes SPA	Nene Washes SPA[81] is designated for supporting numerous breeding and non-breeding bird species, such as the Northern Shoveler (*Anas clypeata*), which are sensitive to changes in water quality. The site is located approximately 2.1km north of the Plan area and is hydrologically connected to the Plan area via the River Nene and its tributaries. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Nene Washes SPA is located within the Nene ALS catchment area and identified as vulnerable to changes in water levels as a result of abstraction in the Nene ALS. The Nene ALS catchment area covers some of the northern and eastern parts of the Plan area; hence, increased abstraction rates to serve development within the Plan area may adversely affect the water levels of the supporting habitat upon which bird species, such as the Northern Shoveler for which the site is designated, rely. As such, the site is scoped into the HRA process for water quantity impact pathways.	Yes

[80] Natural England (2018) European Site Conservation Objectives for Ouse Washes SAC (UK0013011). Available at: https://publications.naturalengland.org.uk/publication/4894882430713856 [Date accessed: 25/06/26]

[81] Natural England (2019) European Site Conservation Objectives for Nene Washes SPA (UK9008031). Available at: https://publications.naturalengland.org.uk/publication/4894064390438912 [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
Nene Washes Ramsar	Nene Washes Ramsar[82] is designated for supporting *"an assemblage of nationally rare breeding birds"*, *"a wide range of raptors"*, "*several nationally scarce plants"*, "*two vulnerable and two rare British Red Data Book invertebrate species*" and the Tundra Swan (*Cygnus columbianus bewickii*). Many of these qualifying species are sensitive to changes in water quality. The site is located approximately 2.1km north of the Plan area and is hydrologically connected to the Plan area via the River Nene and its tributaries. As such, the Ramsar is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Nene Washes Ramsar is located within the Nene ALS catchment area, which covers some of the northern and eastern parts of the Plan area. As the Nene Washes SPA is identified as vulnerable to changes in water levels as a result of abstraction in the Nene ALS, it can be assumed that the Nene Washes Ramsar site is similarly vulnerable given the similarity in qualifying features. Increased abstraction rates to serve development within the Plan area may adversely affect the water levels of the supporting habitat upon which qualifying bird species rely. As such, the Ramsar is scoped into the HRA process for water quantity impact pathways.	Yes
Orton Pit SAC	Orton Pit SAC[83] is designated for its calcium-rich, nutrient-poor waters and Great Crested Newt. The site is located within 600m of the Plan area's northern boundary; however, there is no identified hydrological pathway for water quality impacts associated with development within the Plan area. In particular, there are no WwtW serving planned growth that discharge upstream of watercourses adjacent to Orton Pit SAC. Therefore, there is unlikely to be an impact from growth during the Local Plan period and the SAC will be scoped out of the HRA process for water quality impact pathways.	The Nene ALS lists Orton Pit SAC as one of the water-dependent European sites located within the catchment area with the potential to be affected by abstraction practices. As the Plan area is partially located within the Nene ALS catchment area, additional abstraction to serve development within the area may result in changes to the water levels at Orton Pit, which could adversely affect both the habitat and species for which it is designated. Therefore, the SAC is scoped into the HRA process for water quantity impact pathways.	Yes

[82] JNCC (1993) Information Sheet on Ramsar Wetlands (RIS): Nene Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11046.pdf [Date accessed: 25/06/26]

[83] Natural England (2018) European Site Conservation Objectives for Orton Pit SAC (UK0030053). Available at: https://publications.naturalengland.org.uk/publication/5289941760212992 [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
Ouse Washes SAC	Ouse Washes SAC[84] is designated for supporting the Spined Loach, which is sensitive to changes in water quality. The southern portion of the site coincides with the eastern part of the Plan area. The site is downstream of, and hydrologically connected to, the Plan area via the River Great Ouse and its tributaries. As such, the SAC is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Ouse Washes SAC is located within The Old Bedford including the Middle Level ALS catchment area, adjacent to the Ouse Upper and Bedford ALS[85] catchment area. Both ALSs, consider the Ouse Washes SAC as a proximate, water-dependent site that may be affected by abstraction practices within the area. Increased abstraction rates to serve development within the Plan area (also partly located within the two ALS catchment areas) may have an impact upon the supporting habitat for the Spined Loach for which the site is designated. As such, the SAC is scoped into the HRA process for water quantity impact pathways.	Yes
Ouse Washes SPA	Ouse Washes SPA[86] is designated for supporting numerous breeding and non-breeding bird species, such as the Northern Shoveler, which are sensitive to changes in water quality. The southern portion of the site coincides with the eastern part of the Plan area. The site is downstream of, and hydrologically connected to, the Plan area via the River Great Ouse and its tributaries. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Ouse Washes SPA is located within The Old Bedford including the Middle Level ALS catchment area, adjacent to the Ouse Upper and Bedford ALS catchment area. Both ALSs consider the Ouse Washes SPA as a proximate, water-dependent site that may be affected by abstraction practices within the area. Increased abstraction rates to serve development within the Plan area (also partly located within the two ALS catchment areas) may have an impact upon the supporting habitat for the Northern Shoveler and other species of breeding and non-breeding birds for which the site is designated. As such, the SPA is scoped into the HRA process for water quantity impact pathways.	Yes

[84] Natural England (2018) European Site Conservation Objectives for Ouse Washes SAC (UK0013011). Available at: https://publications.naturalengland.org.uk/publication/4894882430713856 [Date accessed: 25/06/26]

[85] Environment Agency (2017) Upper Ouse and Bedford Ouse abstraction licensing strategy. Available at: https://assets.publishing.service.gov.uk/media/5a820dd6e5274a2e87dc0e7f/ALS_2017_Upper_Ouse_and_Bedford_Ouse.pdf [Date accessed: 25/06/26]

[86] Natural England (2019) European Site Conservation Objectives for Ouse Washes SPA (UK9008041). Available at: https://publications.naturalengland.org.uk/publication/6636062256398336 [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
Ouse Washes Ramsar	Ouse Washes Ramsar[87] is designated for supporting a number of bird species, as well as relict fenland fauna and "*several nationally scarce plants*", such as the Small Water Pepper (*Polygonum minus*) that is sensitive to changes in water quality. The southern portion of the site coincides with the eastern part of the Plan area. The site is downstream of, and hydrologically connected to, the Plan area via the River Great Ouse and its tributaries. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Ouse Washes Ramsar is located within The Old Bedford including the Middle Level ALS catchment area, adjacent to the Ouse Upper and Bedford ALS catchment. Both ALSs consider the Ouse Washes Ramsar as a proximate, water-dependent site that may be affected by abstraction practices within the area. Increased abstraction rates to serve development within the Plan area (also partly located within the two ALS catchment areas) may have an impact upon the supporting habitat for the Small Water Pepper and other aquatic species for which the site is designated. As such, the Ramsar is scoped into the HRA process for water quantity impact pathways.	Yes
Portholme SAC	Portholme SAC[88], designated for its lowland hay meadows, is located within the centre of the Plan area, surrounded by numerous tributaries of the River Great Ouse. The site is identified in NE's SIP[89] and Supplementary Advice[90] documents as vulnerable to changes in water quality from the floodwaters arising from the River Great Ouse, which may be impacted by development occurring through the Local Plan. As such, the SAC is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Portholme SAC is located within the Ouse Upper and Bedford ALS catchment area and is identified in the associated ALS as vulnerable to changes in water levels as a result of abstraction activity in the area. Approximately half of the Plan area falls within this ALS catchment area. Therefore, the SAC is scoped into the HRA process based upon water quantity impact pathways as the meadows may be adversely affected by changes to water levels due to increased abstraction to serve development allocated under the Local Plan.	Yes

[87] JNCC (1976) Information Sheet on Ramsar Wetlands (RIS): Ouse Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11051.pdf [Date accessed: 25/06/26]

[88] Natural England (2018) European Site Conservation Objectives for Portholme SAC (UK0030054). Available at: https://publications.naturalengland.org.uk/publication/4802651548024832 [Date accessed: 25/06/26]

[89] Natural England (2014) Site Improvement Plan: Portholme SAC (SIP177). Available at: https://publications.naturalengland.org.uk/publication/6533964571344896 [Date accessed: 25/06/26]

[90] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Portholme Special Area of Conservation (SAC) Site Code: UK0030054. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030054.pdf [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
The Wash & North Norfolk SAC	Two of the main waterbodies in and around the Plan area (the River Great Ouse and River Nene) discharge at The Wash Estuary, where The Wash & North Norfolk SAC is located. The SAC[91] is designated for numerous habitats (such as intertidal sandbanks and mudflats) and species (such as the Common Seal (*Phoca vitulina*) and Otter (*Lutra lutra*)) that are noted as sensitive to changes in water quality[92,93]. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	The Wash & North Norfolk Coast SAC lies partly within the Nene ALS catchment area. The site is identified as vulnerable to changing water levels due to abstraction practices within the area[94]. Increased abstraction rates to serve development within the Plan area (also partly located within this ALS catchment) has potential to alter water levels at the site, adversely affecting the status of the water-dependent habitats and supporting species for which it is designated. The Ouse Upper and Bedford ALS also identified vulnerability to changing water levels due to abstraction practices within this catchment area (which covers approximately half of the Plan area). Therefore, the SAC is scoped into the HRA process based upon water quantity impact pathways.	Yes

[91] Natural England (2018) European Site Conservation Objectives for The Wash & North Norfolk Coast SAC (UK0017075). Available at: https://publications.naturalengland.org.uk/publication/5950176598425600 [Date accessed: 25/06/26]

[92] Natural England (2014) Site Improvement Plan: The Wash and North Norfolk Coast (SIP245). Available at: https://publications.naturalengland.org.uk/publication/5327498292232192 [Date accessed: 25/06/26]

[93] Natural England (2024) The Wash & North Norfolk Coast SAC, Supplementary Advice. Available at: https://tinyurl.com/3kzmvxch [Date accessed: 25/06/26]

[94] Environment Agency (2021) Nene Catchment Abstraction Licensing Strategy. Available at: https://assets.publishing.service.gov.uk/media/606d91e28fa8f57359cf4346/CAMS-Nene-Catchment-Abstraction-Management-Strategy.pdf [Date accessed: 25/06/26

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
The Wash SPA	Two of the main waterbodies in and around the Plan area (the River Great Ouse and River Nene) discharge at The Wash Estuary, where The Wash SPA is located. The SPA[95] is designated for numerous breeding and non-breeding bird species (such as the Grey Plover, *Pluvialis squatarola)* that are noted as sensitive to changes in water quality[96,97]. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	The Wash & North Norfolk Coast SPA lies partly within the Nene ALS catchment area. The site is identified in the Nene ALS as vulnerable to changing water levels as a result of abstraction practices within the area. Increased abstraction rates to serve development within the Plan area (also partly located within this ALS catchment area) has the potential to alter water levels at the site, adversely affecting habitats of the bird species for which it is designated. The site is also identified in the Ouse Upper and Bedford ALS as vulnerable to changing water levels as a result of abstraction practices within this nearby catchment area (which covers approximately half of the Plan area). Therefore, the SPA is scoped into the HRA process based upon water quantity impact pathways.	Yes

[95] Natural England (2018) European Site Conservation Objectives for The Wash & North Norfolk Coast SAC (UK0017075). Available at: https://publications.naturalengland.org.uk/publication/5950176598425600 [Date accessed: 25/06/26]

[96] Natural England (2024) The Wash & North Norfolk Coast SAC, Supplementary Advice. Available at: https://tinyurl.com/3kzmvxch [Date accessed: 25/06/26]

[97] Natural England (2014) Site Improvement Plan: The Wash and North Norfolk Coast (SIP245). Available at: https://publications.naturalengland.org.uk/publication/5327498292232192 [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
The Wash Ramsar	Two of the main waterbodies in and around the Plan area (the River Great Ouse and River Nene) discharge at The Wash Estuary, where The Wash Ramsar is located. The Ramsar[98] is designated for numerous breeding and non-breeding bird species (such as the Grey Plover, *Pluvialis squatarola)* that are noted as sensitive to changes in water quality[99]. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	The Wash & North Norfolk Coast Ramsar lies partly within the Nene ALS catchment and is vulnerable to changing water levels as a result of abstraction practices within the area. Increased abstraction rates to serve development within the Plan area (also partly located within this ALS catchment) has potential to alter water levels at the site, adversely affecting supporting habitats for the bird species for which it is designated. The site is also identified in the Ouse Upper and Bedford ALS as vulnerable to changing water levels due to abstraction practices within this catchment area (which covers approximately half of the Plan area). Therefore, the Ramsar is scoped into the HRA process based upon water quantity impact pathways.	Yes
Upper Nene Valley Gravel Pits SPA	Upper Nene Valley Gravel Pits SPA is designated for the Great Bittern, Gadwall, and European Golden Plover. The closest part of the European site to the Plan area is located approximately 3.5km from the eastern boundary. The SPA is positioned along the River Nene; however, it lies upstream of the Plan area. As such, LSEs upon water quality at the SPA are not anticipated to arise through development occurring under the Local Plan. Therefore, the SPA is scoped out of the HRA process for water quality impact pathways.	Upper Nene Valley Gravel Pits SPA is located within the Nene ALS catchment area. The site is noted as vulnerable to changing water levels due to abstraction within the Nene ALS. The Nene ALS catchment covers some of the northern and eastern parts of the Plan area. Increased abstraction rates to serve development within the Plan area may adversely affect the water levels of the habitats supporting qualifying bird species. As such, the site is scoped into the HRA process for water quantity impact pathways.	Yes

[98] Natural England (2018) European Site Conservation Objectives for The Wash & North Norfolk Coast SAC (UK0017075). Available at: https://publications.naturalengland.org.uk/publication/5950176598425600 [Date accessed: 25/06/26]

[99] Natural England (2024) The Wash & North Norfolk Coast SAC, Supplementary Advice. Available at: https://tinyurl.com/3kzmvxch [Date accessed: 25/06/26]

European sites with hydrological links to the Plan area	Potential water quality LSEs	Potential water quantity LSEs	Will the European site be scoped in for further assessment in the HRA process?
Upper Nene Valley Gravel Pits Ramsar	Upper Nene Valley Gravel Pits Ramsar is designated for a waterbird assemblage, including Mute Swans and Gadwall. The closest part of the European site to the Plan area is located approximately 3.5km from the eastern boundary. The Ramsar is positioned along the River Nene; however, it lies upstream of the Plan area. As such, LSEs upon water quality at the SPA are not anticipated to arise through development occurring under the Local Plan. Therefore, the SPA is scoped out of the HRA process for water quality impact pathways.	Upper Nene Valley Gravel Pits Ramsar is located within the Nene ALS catchment area. The site is noted as vulnerable to changing water levels as a result of abstraction within the Nene ALS. The Nene ALS catchment area covers some of the northern and eastern parts of the Plan area. Increased abstraction rates to serve development within the Plan area may adversely affect the water levels of the habitats supporting the qualifying bird species. As such, the site is scoped into the HRA process for water quantity impact pathways.	Yes
Woodwalton Fen Ramsar	Woodwalton Fen Ramsar is designated for its fenland habitat, which supports two species of British Red Data Book plants (Fen Violet (*Viola persicifolia*) and Fen Wood-rush (*Luzula pallidula*)), as well as many wetland invertebrates, aquatic beetles, flies and moths. Fenlands are notably sensitive to changes in water quality, with changes to nutrient levels and water chemistry easily able to offset the balance of the ecosystem[100,101]. The site is located within the Plan area; therefore, development under the Local Plan has the potential to adversely affect the Ramsar through changes to water quality. As such, the site is scoped in for further consideration in the HRA process based upon water quality impact pathways.	Woodwalton Fen Ramsar (and the northern half of the Plan area) lies in the Old Bedford including the Middle Level ALS catchment area. Increased abstraction rates to serve development within the Plan area may cause a decline in water levels, affecting the fenland habitat and supporting species for which the site is designated. Furthermore, the Woodwalton Fen area is vulnerable to changes to water levels via flooding[102], which may become more prevalent due to decreased permeability of land associated with development under the Local Plan. Fenlands are highly sensitive to changes in water quantity[103]; hence, activity within the Plan area has the potential to threaten the status of the fenland habitats and supported species. Therefore, the Ramsar is scoped into the HRA process for water quantity impact pathways.	Yes

[100] Natural England (2014) Site Improvement Plan: Fenland SAC (SIP084). Available at: https://publications.naturalengland.org.uk/publication/6024783481274368 [Date accessed: 25/06/26]

[101] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 25/06/26]

[102] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council. Big Ideas: Flood Protection. Available at: https://www.greatfen.org.uk/big-ideas/flood-protection#:~:text=Flooding%20is%20a%20particular%20risk,areas%20are%20below%20sea%20level. [Date accessed: 25/06/26]

[103] Ibid.

3.6 Recreational pressure

3.6.1 Increased recreational pressure at European sites can result in damage to habitats in a number of ways, including through erosion and compaction; troubling of grazing stock; causing changes in behaviour to animals such as birds at nesting and feeding sites; spreading invasive species; dog fouling; and tree climbing.

3.6.2 A common approach taken across the UK to address recreational impacts at European sites is to establish a buffer zone or Zone of Influence (ZoI) based on detailed visitor survey data. The ZoI is the area within which there are likely to be significant effects arising from recreational activities undertaken by additional residents due to growth. This is often calculated by taking the distance travelled to reach a particular site by 75% of the respondents to visitor surveys. Where available, buffer distances have been applied to determine potential pathways of recreational impacts from the Local Plan.

3.6.3 The broad principle of buffer zones is one component of the HRA screening process for recreational pressures. The recreational draw of a European site depends on a number of factors. These factors include the extent and range of facilities provided (in particular parking); accessibility, both within the European site and in terms of linkages to the wider area beyond the site; incorporation of a European site as part of a wider designation, such as a National Park; and promotion of the site. A review of Recreational Impact Assessments (RIAs) undertaken for other European sites across the UK indicates that visitors typically live within 4.2 km (overall median value) of nature conservation sites and that the majority (75%) live within 12.6 km[104]. However, this review recognises that some visitors are prepared to travel longer distances to visit particular sites, for instance coastal and wetland sites.

3.6.4 As such, a precautionary distance of 15km has been applied to the scoping of European sites which may be sensitive to potential recreational impact pathways. This scoping exercise draws on a review of NE data which identifies vulnerabilities at each of the European sites located within 15km of the Plan area (**Appendix B**).

3.6.5 The following 14 European sites are located within 15km of the Plan area:

- Barnack Hills & Holes SAC;
- Eversden & Wimpole Woods SAC;
- Fenland SAC[105];
- Nene Washes SAC,
- Nene Washes SPA;
- Nene Washes Ramsar;
- Orton Pit SAC;
- Ouse Washes SAC,

[104] Weitowitz, D, C. Panter, C. Hoskin, R. and Liley, D. (2019) The effect of urban development on visitor numbers to nearby protected nature conservation sites. Journal of Urban Ecology, 5(1). Available at: https://academic.oup.com/jue/article/5/1/juz019/5602629. [Date accessed: 25/06/26]

[105] Fenland SAC is split across three components which lie 27 miles apart. The component of the SAC within 10km of the Plan area is underpinned by Woodwalton Fen SSSI.

- Ouse Washes SPA;
- Ouse Washes Ramsar;
- Portholme SAC;
- Upper Nene Valley Gravel Pits SPA;
- Upper Nene Valley Gravel Pits Ramsar; and,
- Woodwalton Fen Ramsar.

3.6.6 Barnack Hills & Holes SAC[106] comprises semi-natural dry grassland and scrubland habitat on calcareous substrates within a disused medieval quarry and is an important orchid site. The SAC is also designated as an NNR. The features of the SAC have been identified as vulnerable to public access and disturbance, particularly from dog walkers which are compacting the grassland and increasing nitrogen loading and the spread of negative indicator species[107]. The HRA of the adopted Local Plan highlighted the risk of increased visitor pressure from the nearby village of Barnack[108]. A review of mapping data indicates that the site is only accessible on foot via a car park on Wittering Road to the north of the site. Given the site is a disused quarry it is steep in parts and paths are uneven. No visitor facilities are provided on the site itself and the visitor draw is likely to be limited, predominantly from the village of Barnack, but no further than 5km. Whilst Barnack does not lie within Huntingdonshire, as the European site is located just under 5km from the Plan area's northern boundary, it is possible that residential development concentrated in the north of the district could result in an increasing number of dog walkers visiting the SAC. Therefore, Barnack Hills & Holes SAC is scoped into the HRA process for further consideration of recreational pressures in the screening assessment.

[106] Natural England (2018) European Site Conservation Objectives for Barnack Hills & Holes SAC (UK0030031). Available at: https://publications.naturalengland.org.uk/publication/5111783597539328 [Date accessed: 25/06/26]

[107] Natural England (2014) Site Improvement Plan: Barnack Hills & Holes SAC (SIP009). Available at: https://publications.naturalengland.org.uk/publication/4529218465562624 [Date accessed: 25/06/26]

[108] Bodsey Ecology Limited (2017) Huntingdonshire's Local Plan to 2036 – Habitats Regulations Assessment 2017. Available at: https://www.huntingdonshire.gov.uk/media/2684/habitats-regulations-assessment-2017.pdf [Date accessed: 25/06/26]

3.6.7 The qualifying species of Eversden & Wimpole Woods SAC[109] is the Barbastelle Bat (*Barbastella barbastellus*). This SAC is situated approximately 4km to the south east of the Plan area. Public disturbance is not been identified as a threat to the SAC in the SIP[110,111]. Public access is permitted through the woods, however, the supplementary advice for the SAC notes that '*There is no evidence that daytime public access to woodland used by barbastelles causes disturbance to these bats. It seems very likely that light pollution during hours of darkness would be disturbing. Tree management that damaged actual or potential roosts, carried out for H&S reasons in areas used by the public, or indeed any other reason, would certainly cause serious disturbance to the bats'*[112]. South Cambridgeshire District Council has published a Biodiversity Supplementary Planning Document (SPD) which identifies a key conservation area around the SAC of 5km and a 10km sustenance or wider conservation area[113]. These zones reflect urbanisation effects upon bats at this SAC which are addressed in detail at **Section 3.7**. Based on details presented in the Supplementary Advice for the SAC and the accompanying SIP, Eversden & Wimpole Woods SAC is scoped out of the HRA process for further consideration in terms of recreational pressures.

3.6.8 Nene Washes SAC[114] and Ramsar[115] are designated for supporting the Spined Loach (**Appendix B**). The Spined Loach is restricted to five east-flowing rivers in eastern England. This species appears to have limited means of dispersal; therefore, distribution records are patchy[116]. The Nene Washes SAC and Ramsar contain the highest recorded density of Spined Loach. Recreation is, however, not identified as a threat to the SAC or Ramsar for this species due to a lack of angling interest[117,118] and, therefore, recreational impacts upon the Nene Washes SAC can be scoped out of any further assessment.

[109] Natural England (2018) European Site Conservation Objectives for Eversden and Wimpole Woods SAC (UK0030331). Available at: https://publications.naturalengland.org.uk/publication/6736081810620416 [Date accessed: 25/06/26]

[110] Natural England (2015) Site Improvement Plan: Eversden and Wimpole Woods SAC (SIP078). Available at: https://publications.naturalengland.org.uk/publication/5757354431741952 [Date accessed: 25/06/26]

[111] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Eversden and Wimpole Woods Special Area of Conservation (SAC) Site Code: UK0030331. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030331.pdf [Date accessed: 25/06/26]

[112] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Eversden and Wimpole Woods Special Area of Conservation (SAC) Site Code: UK0030331. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030331.pdf [Date accessed: 25/06/26]

[113] Greater Cambridge Shared Planning (2022) Biodiversity Supplementary Planning Document Adopted Final February 2022. Available at: https://www.greatercambridgeplanning.org/media/2504/gcsp-biodiversity-spd-final-copy-march-2022-1.pdf [Date accessed: 25/06/26]

[114] Natural England (2018) European Site Conservation Objectives for Nene Washes SAC (UK0030222). Available at: https://publications.naturalengland.org.uk/publication/5559224163631104 [Date accessed: 25/06/26]

[115] JNCC (1993) Information Sheet on Ramsar Wetlands (RIS): Nene Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11046.pdf [Date accessed: 25/06/26]

[116] JNCC. 1149 Spined loach *Cobitis taenia*. Available at: https://sac.jncc.gov.uk/species/S1149/ [Date accessed: 25/06/26]

[117] Natural England (2014) Site Improvement Plan: Nene Washes (SIP146). Available at: https://publications.naturalengland.org.uk/publication/5376938197647360 [Date accessed: 25/06/26]

[118] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Nene Washes (SAC) Site Code: UK0030222. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030222.pdf [Date accessed: 25/06/26]

3.6.9 The qualifying species of the Nene Washes SPA[119] include a number of internationally important species of birds which are reliant on the Washes seasonally flooded habitat for providing breeding and wintering habitat. The Nene Washes Ramsar is also designated for Tundra Swan and a number of breeding birds, raptors and nationally scarce plants and invertebrates (**Appendix B**). The Nene Way long distance path runs along the northern bank of the River Nene, providing public access from Peterborough eastwards past Whittlesey to Ring's End. The SPA and Ramsar designations have been identified as vulnerable to disturbance caused by human activity upon bird populations, specifically through visitors engaging in recreational activities such as angling, wildfowling, bird watching and skating at the site[120]. As the SPA and Ramsar are located approximately 2km from the northern boundary of the Plan area, residential development allocated in the Plan has the potential to increase recreational pressure upon the designation; therefore, both sites are scoped into the HRA process for further consideration of this impact pathway.

3.6.10 The Ouse Washes SAC[121] is designated for the Spined Loach. Consultation with NE has indicated that Spined Loach in the Ouse Washes SAC are particularly vulnerable to recreational impacts and therefore this impact pathway is scoped into the HRA process in terms of this impact pathway. The Ouse Washes SPA[122] is designated for supporting numerous breeding and non-breeding bird species. The Ouse Washes Ramsar[123] is also designated for supporting a number of bird species, as well as relict fenland fauna and "*several nationally scarce plants*", such as the Small Water Pepper. The conservation of habitats at the Ouse Washes SPA is noted to be dependent on control of access and recreational activities[124]. The Ouse Washes SPA and Ramsar designations extend into the eastern section of the Plan area. The Ouse Washes encompasses two canalised main river channels of the River Great Ouse that run along each side of its length, with an extensive area of wet grassland and field drains in between[125]. Public access is possible along both the main river channels and the open access land in the fields between. Given the location of these designations within the Plan area, the SPA and Ramsar will be scoped into the HRA process for further consideration of recreational impacts.

[119] Natural England (2019) European Site Conservation Objectives for Nene Washes SPA (UK9008031). Available at: https://publications.naturalengland.org.uk/publication/4894064390438912 [Date accessed: 25/06/26]

[120] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Nene Washes (SPA) Site Code: UK9008031. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008031.pdf [Date accessed: 25/06/26]

[121] Natural England (2018) European Site Conservation Objectives for Ouse Washes SAC (UK0013011). Available at: https://publications.naturalengland.org.uk/publication/4894882430713856 [Date accessed: 25/06/26]

[122] Natural England (2019) European Site Conservation Objectives for Ouse Washes SPA (UK9008041). Available at: https://publications.naturalengland.org.uk/publication/6636062256398336 [Date accessed: 25/06/26]

[123] JNCC (1976) Information Sheet on Ramsar Wetlands (RIS): Ouse Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11051.pdf [Date accessed: 25/06/26]

[124] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 25/06/26]

[125] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 25/06/26]

3.6.11 It is noted that qualifying bird species associated with the Nene Washes SPA and Ramsar and the Ouse Washes SPA and Ramsar may also use functionally linked land within the wider area, outside the designation boundaries. Functionally linked bird habitat associated with the SPA and Ramsar is likely to primarily consists of surrounding arable farmlands and pasturelands that host non-breeding wildfowl and waders. These off-site habitats serve as critical complementary areas for daytime foraging and nighttime roosting, particularly when the main washland is deep underwater. In addition to these areas, functionally linked habitat may include the interconnecting drainage ditch network that is located beyond the designations. Qualifying species of birds located within areas of functionally linked land may also be vulnerable to recreational impacts. NE's SSSI IRZs around these designations include the area immediately surrounding the Nene Washes SPA and Ramsar and the Ouse Washes SPA and Ramsar and extending up to several kilometers into the wider Cambridgeshire and Fens landscape and encompassing adjacent SSSI designations (such as Berry Fen SSSI) and RSPB reserves such as the Ouse Fen reserve, these areas are frequently referred to as "Goose and Swan Functional Land" IRZ.

3.6.12 Orton Pit SAC[126] is designated for its calcium-rich, nutrient-poor waters and the Great Crested Newt. The site is privately owned with no public access; therefore, recreational impact pathways can be scoped out of the HRA process[127].

3.6.13 Portholme SAC[128], designated for its lowland hay meadows, is located within the centre of the Plan area. The meadows have not been identified as vulnerable to recreational pressure[129,130] in the SIP or Supplementary Advice documents provided by NE; however, in their comments on the HRA for the adopted Local Plan, NE expressed concern surrounding the sensitivity of meadow flora communities to existing recreational activities such as walking and dog walking. The SAC is open access land with three Public Rights of Way, including the Ouse Valley Way, passing through the SAC with parking provided to its immediate north. Development under the Local Plan that is concentrated within walkable and drivable distance from the SAC has the potential to increase the extent of recreational pressure. Therefore, Portholme SAC is scoped into the HRA process based upon the recreational pressure impact pathway.

[126] Natural England (2018) European Site Conservation Objectives for Orton Pit SAC (UK0030053). Available at: https://publications.naturalengland.org.uk/publication/5289941760212992 [Date accessed: 02/06/26]

[127] Froglife. Hampton Nature Reserve (Private Site). Available at: https://www.froglife.org/what-we-do/improving-habitats/froglife-reserves/hampton-nature-reserve/ [Date accessed: 22/06/26]

[128] Natural England (2018) European Site Conservation Objectives for Portholme SAC (UK0030054). Available at: https://publications.naturalengland.org.uk/publication/4802651548024832 [Date accessed: 02/06/26]

[129] Natural England (2014) Site Improvement Plan: Portholme SAC (SIP177). Available at: https://publications.naturalengland.org.uk/publication/6533964571344896 [Date accessed: 02/06/26]

[130] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Portholme Special Area of Conservation (SAC) Site Code: UK0030054. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030054.pdf [Date accessed: 02/06/26]

3.6.14 Upper Nene Valley Gravel Pits SPA[131] and Ramsar[132] comprise a series of disused sand and gravel pits along the River Nene valley which provide valuable nesting and feeding conditions for major inland concentrations of wintering water birds. Disturbance from recreation (particularly walkers and dogs) affects wintering birds at these designations by reducing the time available for feeding and increasing energy expenditure when birds take flight to avoid sources of recreational disturbance[133]. North Northamptonshire Council, West Northamptonshire Council and Bedford Borough Council jointly commissioned a study on the recreational impacts at the Upper Nene Valley Gravel Pits designations to inform the HRAs of their respective Local Plans. This project consisted of two surveys:

- Visitor Access Survey[134]; and,
- Bird Disturbance Survey[135].

3.6.15 These surveys identified bird disturbance from walkers with dogs, walkers, watersports activities, wildfowling and anglers. Visitor survey results showed that 75% of visitors on a short visit, directly from home, during the winter, lived within a 5.9km ZoI of the SPA. This distance has informed a recommended zone within which new development is likely to have an adverse in-combination recreational effect upon the SPA. As the SPA and Ramsar sites are located approximately 3.5km from Huntingdonshire, the Plan area falls within this ZoI. Therefore, both designations are scoped into the HRA process for further consideration of recreational impacts.

[131] Natural England (2019) European Site Conservation Objectives for Upper Nene Valley Gravel Pits SPA (UK9020296). Available at: https://publications.naturalengland.org.uk/publication/5495529882517504 [Date accessed: 25/06/26

[132] JNCC (2011) Information Sheet on Ramsar Wetlands (RIS): Upper Nene Valley Gravel Pits. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11083.pdf [Date accessed: 25/06/26]

[133] Natural England (2014) Site Improvement Plan: Upper Nene Valley Gravel Pits SPA (SIP254). Available at: https://publications.naturalengland.org.uk/publication/6732225261338624 [Date accessed: 25/06/26]

[134] Panter, C., Bishop, E. & Liley, D. (2023) Upper Nene Valley Gravel Pits Visitor Access Study. Report by Footprint Ecology for West Northamptonshire, North Northamptonshire, and Bedford Borough Council. Available at: https://northnorthants.moderngov.co.uk/documents/s24657/Appendix%20C%20-%20Upper%20Nene%20Valley%20Gravel%20Pits%20Visitor%20Access%20Study.pdf [Date accessed: 25/06/26]

[135] Wild Frontier Ecology (2023) Upper Nene Valley Gravel Pits SPA Bird Disturbance Study, March 2023. Available at: https://www.wildlifebcn.org/sites/default/files/2024-03/Upper%20Nene%20Valley%20Gravel%20Pits%20Special%20Protection%20Area%20%E2%80%93%20Bird%20Disturbance%20Study%20%E2%80%93%20March%202023.pdf [Date accessed: 25/06/26]

3.6.16 Fenland SAC (where it is underpinned by Woodwalton SSSI and Woodwalton NNR)[136] and Woodwalton Ramsar[137] are located near the centre of the Plan area. The SAC is designated for its meadow and fen habitats, as well as Great Crested Newt and Spined Loach. The Ramsar is designated for Fen Violet and Fen Wood-rush, as well as numerous wetland invertebrates, aquatic beetles, flies and moths. The conservation of meadow habitats at Fenland SAC are noted to be dependent on recreation/visitor management[138]. The site is bound by watercourses including Wheatley's Drain and Great Raveley Drain and crossed by a number of smaller watercourses. Given the location of the SAC and Ramsar within the Plan area and availability of informal public access across promoted routes, these designations will be scoped into the HRA process for further consideration of recreational impacts.

3.6.17 Rutland Water SPA[139] and Ramsar[140] are designated for numerous breeding and non-breeding bird species. These designations lie just over 15km from the Plan area. However, advertising itself as the "*playground of the East Midlands*"[141], Rutland Water has a notable recreational draw and has been identified as vulnerable to associated recreational threats and pressures[142] from a range of activities, including watersports, dog walking, cycling, golfing, fishing, and bird watching[143]. Given the extent of recreational draw to this European site, it has also been included for assessment in this scoping assessment. However, the HRA[144] completed to inform the Rutland Local Plan established a recreational ZoI of 6-7km within which recreational impacts from new development were considered likely at Rutland Water SPA and Ramsar. The Huntingdonshire Plan area does not fall within 7km of Rutland Water, being located 15.1km to its southeast. It can, therefore, be concluded that development under the Local Plan will not increase recreational pressure upon the SPA or Ramsar site. As such, these designations have been scoped out of the HRA process based upon this impact pathway.

3.6.18 **Table 3.3** summarises European sites where recreational effects associated with the Local Plan will be considered further in the HRA process.

[136] Natural England (2018) European Site Conservation Objectives for Fenland SAC (UK0014782). Available at: https://publications.naturalengland.org.uk/publication/6712672527581184 [Date accessed: 25/06/26]

[137] JNCC (1995) Information Sheet on Ramsar Wetlands (RIS): Woodwalton Fen. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11078.pdf [Date accessed: 25/06/26]

[138] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 25/06/26]

[139] Natural England (2023) European Site Conservation Objectives for Rutland Water SPA (UK9008051). Available at: https://publications.naturalengland.org.uk/publication/4978639963684864 [Date accessed: 25/06/26]

[140] JNCC (1991) Information Sheet on Ramsar Wetlands (RIS): Rutland Water. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11062.pdf [Date accessed: 25/06/26]

[141] Discover Rutland (n.d.) Rutland Water. Available at: https://discover-rutland.co.uk/listing/rutland-water/ [Date accessed: 25/06/26]

[142] Natural England (2014) Site Improvement Plan: Rutland Water SPA (SIP208). Available at: https://publications.naturalengland.org.uk/publication/5985520903520256 [Date accessed: 25/06/26]

[143] Discover Rutland (n.d.) Rutland Water. Available at: https://discover-rutland.co.uk/listing/rutland-water/ [Date accessed: 25/06/26]

[144] Rutland County Council (2023) Local Plan 2021-2041 Habitats Regulations Assessment, Preferred Options (regulation 18) Consultation – HRA Review. Available at: https://www.rutland.gov.uk/sites/default/files/2023-11/Preferred%20Options%20HRA%20November%202023.pdf [Date accessed: 25/06/26]

Table 3.3: *Summary of recreational impact pathways for European sites within the influence of the Local Plan*

European sites within the influence of the Local Plan	Potential recreation LSEs	Will the European site be scoped in for further assessment in the HRA process?
Barnack Hills & Holes SAC	Barnack Hills & Holes SAC is also designated as a NNR and has been identified as being vulnerable to public access and disturbance. Recreation LSEs from the Local Plan are possible and will therefore be considered further in the HRA process.	Yes
Eversden & Wimpole Woods SAC	There is no evidence of daytime public access to the bat roosts and therefore recreational impacts from the Local Plan can be scoped out.	No
Fenland SAC	Given the location of Fenland SAC within the Plan area, the vulnerability of its meadow and fen habitats and access at the SAC, it will be scoped into the HRA process.	Yes
Nene Washes SAC	The qualifying features of the Nene Washes SAC are not sensitive to recreational impacts. Recreational LSEs will therefore be scoped out of the HRA process.	No
Nene Washes SPA	The qualifying features of the Nene Washes SPA are sensitive to recreational impacts associated with public access. Recreation LSEs are possible and will therefore be considered further in the HRA process. Consideration will be given to impacts on associated areas of FLL.	Yes
Nene Washes Ramsar	The qualifying features of the Nene Washes Ramsar are sensitive to recreational impacts associated with public access. Recreation LSEs are therefore possible and will be considered further in the HRA process.	Yes
Orton Pit SAC	There is no public access to Orton Pit SAC and therefore recreational LSEs will be scoped out of the HRA process.	No
Ouse Washes SAC	The qualifying features of the Ouse Washes SAC is noted by NE to be sensitive to recreational impacts. Recreational LSEs will therefore be scoped into the HRA process.	Yes
Ouse Washes SPA	The qualifying features of the Ouse Washes SPA are sensitive to recreational impacts associated with public access. Recreation LSEs are possible and will therefore be considered further in the HRA process. Consideration will be given to impacts on associated areas of FLL.	Yes
Ouse Washes Ramsar	The qualifying features of the Ouse Washes Ramsar are sensitive to recreational impacts associated with public access. Recreation LSEs are possible and will therefore be considered further in the HRA process.	Yes
Portholme SAC	Given the location of Portholme SAC within the Plan area, the vulnerability of its features to recreational impacts and public access at the site, this SAC will be scoped into the HRA process.	Yes
Rutland Water SPA	Given the Plan area is located outside the recreational ZoI for Rutland Water, the SPA will be scoped out of the HRA process as recreational LSEs are considered unlikely.	No

European sites within the influence of the Local Plan	Potential recreation LSEs	Will the European site be scoped in for further assessment in the HRA process?
Rutland Water Ramsar	Given the Plan area is outside the recreational ZoI for Rutland Water, this Ramsar will be scoped out of the HRA process as recreational LSEs are considered unlikely.	No
Upper Nene Valley Gravel Pits SPA	Given the location of the Plan area within the recreational pressure ZoI for the SPA this site will be scoped into the HRA process.	Yes
Upper Nene Valley Gravel Pits Ramsar	Given the location of the Plan area within the recreational pressure ZoI for the Ramsar this site will be scoped into the HRA process.	Yes
Woodwalton Fen Ramsar	Given the location of Woodwalton Ramsar within the Plan area, the vulnerability of its meadow and fen habitats and access at the Ramsar, it will be scoped into the HRA process.	Yes

3.7 Urbanisation effects

3.7.1 Urbanisation effects typically occur when development is located close to a European site boundary. Impacts may include noise disturbance, lighting effects, cat predation, fly-tipping, wildfire, littering and vandalism. Strategic mitigation schemes elsewhere in the UK have set out to limit development (i.e. avoid a net increase in residential dwellings) on the basis of site-specific evidence on how to safeguard against these impacts.

3.7.2 As with recreational impacts, it is common practice for urbanisation mitigation strategies in the UK to involve the implementation of a buffer zone. Typically, these zones extend around 400m from the edge of a designation. This accounts for likely impacts from pets (e.g. cat predation) and the distance from which people tend to access a site on foot. However, urbanisation effects may also take place at FLL (see definition in **paragraph 3.3.9**), which is especially relevant for European sites which are designated for species which rely on the wider landscape for activities such as feeding, commuting and foraging. For instance, certain species of birds use a variety of habitats outside the designation boundary of a European site as feeding or roosting habitat and bats may use the wider landscape for foraging and commuting. These habitats may be functionally linked where they play an important role in maintaining or restoring the population of a qualifying species at a favourable conservation status. The tests set out in the Habitats Regulations need to be applied to plans which may significantly affect FLL. This scoping exercise focuses upon European sites falling within 400m of the Plan area, but also takes FLL into consideration.

3.7.3 Portholme SAC is located within the Plan area, immediately south of Huntingdon and north west of Godmanchester, two of the district's towns, and also in close proximity to key roads and public transport routes. As outlined in **paragraph 3.6.13**, the grasslands for which Portholme SAC is designated are sensitive to recreational impacts, such as trampling by walkers and dog walkers (see **Section 3.6**). Urbanisation effects, such as noise and light pollution, are unlikely to affect the conservation status of the lowland hay meadow beyond those impacts associated with recreational pressure and direct footfall from home. Urbanisation effects are not therefore identified as a threat in either the SIP for the SAC or NE's supplementary conservation advice. As such, the Portholme SAC will be scoped out of the HRA process based upon the urbanisation effects impact pathway.

3.7.4 The three Ouse Washes designations are all located within 400m of the Plan area, with a small portion of each site falling within the Plan area, to the east. The Spined Loach for which Ouse Washes SAC is designated is unlikely to be adversely impacted by urbanisation effects; therefore, the SAC will be scoped out of the HRA process in terms of urbanisation effects. Many birds are particularly sensitive to urbanisation effects, such as noise and light pollution which can disrupt breeding and nesting habits[145]. As such, the Ouse Washes SPA and Ramsar will be scoped into the HRA process based upon the urbanisation effects impact pathway.

3.7.5 Consideration will also be given to urbanisation impacts upon qualifying species of bird associated with the Ouse Washes SPA and Ramsar and the Nene Washes SPA and Ramsar sites when located outside the designation boundaries (on areas of FLL) as discussed in **paragraph 3.6.11**.

3.7.6 Orton Pit SAC is located approximately 550m from the Plan area's northern boundary. Great Crested Newts for which the SAC is designated have been known to travel approximately 500m from their breeding pond habitat during the terrestrial phase of their lifecycle[146]. Newts forage, disperse and rest on land. Depending on the location of the ponds within the SAC, the terrestrial habitat of this species may include land outside the SAC boundary. Therefore, any development within 500m of this SAC has the potential for urbanisation effects. Whilst the SAC is not accessible to the public (see **paragraph 3.6.12**), it is vulnerable to illegal activities including off-roading, vandalism, arson and disturbance from dogs jumping into ponds[147]. Given the proximity of the SAC to the Plan area, it will be scoped into the HRA process based upon the urbanisation effects impact pathway.

[145] U.S. National Science Foundation (2020) Noise and light pollution affect breeding habits in birds. Available at: https://www.nsf.gov/news/noise-light-pollution-affect-breeding-habits-birds [Date accessed: 25/06/26]

[146] Langton, T.E.S.; Beckett, C. L.; Foster, J. P. (2001) Great Crested Newt Conservation Handbook, Froglife, Halesworth. Available at: https://www.froglife.org/wp-content/uploads/2013/06/GCN-Conservation-Handbook_compressed.pdf [Date accessed: 25/06/26].

[147] Natural England (2014) Site Improvement Plan: Orton Pit SAC (SIP159). Available at: https://publications.naturalengland.org.uk/publication/5570370673311744 [Date accessed: 25/06/26]

3.7.7 Fenland SAC is designated for its meadows and fen habitats, and species including the Spined Loach and Great Crested Newt. With the exception of the Spined Loach, these qualifying features, and functionally linked habitat which supports them, has the potential to be affected by urbanisation effects due to its location in the Plan area. Great Crested Newts may be vulnerable to urbanisation effects where habitat within 500m of a breeding pond is affected (as described above in **paragraph 3.7.6**). The meadow and fen qualifying habitats may be vulnerable to impacts such as fly-tipping, anti-social behaviour and littering. Fenland SAC is, therefore, scoped into the HRA process for further consideration of urbanisation effects.

3.7.8 Woodwalton Fen Ramsar, which has the same geographical location as Fenland SAC (where it is underpinned by Woodwalton SSSI and Woodwalton NNR), is designated for fen habitat, invertebrates and nationally scarce plants. Research by Ganguly and Candolin (2023)[148] highlights the potential for artificial light at night (ALAN) to affect ecologically important invertebrates which are themselves responsible for providing key ecosystem functions. The invertebrates for which Woodwalton Fen Ramsar is designated may be adversely affected by illumination and fen habitat and plants affected by fly-tipping and littering as a result of development under the Local Plan. As such, Woodwalton Fen Ramsar is scoped into the HRA process based upon urbanisation effects. As set out in **Section 3.5**, consideration of the wider context of the Fenland SAC and Woodwalton Fen Ramsar will be of great importance during the next stages of the HRA process. These designations lie within the Great Fen area, which provides a range of habitats of significant ecological importance, and for which there are aspirations to restore and reconnect the wider landscape thorough the Great Fen Project[149]. It is important that urbanisation effects from the Local Plan do not compromise the aims of this project and maximise restoration to ensure functionally linked and supporting habitat plays a role in their long-term conservation.

[148] Ganguly, A., Candolin, U. (2023) 'Impact of light pollution on aquatic invertebrates: Behavioural responses and ecological consequences', Behavioural Ecology and Sociobiology, 77(104), https://doi.org/10.1007/s00265-023-03381-z

[149] Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, Environment Agency, Natural England, and Huntingdonshire District Council (n.d.) About the Great Fen. Available at: https://www.greatfen.org.uk/about-great-fen [Date accessed: 25/06/26]

3.7.9 The Upper Nene Valley Gravel Pits SPA and Ramsar are not located within 400m of the Plan area; however, these designations must be considered on the basis of FLL. The SPA and Ramsar are designated for a breeding bird assemblage of lowland open waters and their margins, wintering waterbird species and an assemblage of over 20,000 waterbirds in the non-breeding season[150]. Qualifying bird species of the Upper Nene Valley Gravel Pits SPA and Ramsar designations use a variety of habitats outside the SPA and Ramsar boundary for nocturnal and diurnal foraging and roosting. These areas of habitat are considered to be FLL. Golden Plover and Lapwing (*Vanellus vanellus*)[151] are qualifying features of the Upper Nene Valley Gravel Pits SPA and Ramsar designations. These species often spend time feeding or roosting on grassland, wetland and arable land outside the designation boundaries. The British Trust for Ornithology (BTO) Wetland Bird Survey (WeBS) Alert for the Upper Nene Valley Gravel Pits SPA[152] reports that Golden Plover have shown a 76% decline since baseline analysis, (high alert, red). Lapwing, which are part of the waterbird assemblage, have shown a 45% decline since baseline analysis, and the waterbird assemblage a 26% decline (medium alert, amber).

3.7.10 There is limited information regarding the use of FLL by Golden Plover and Lapwing within surrounding area to the SPA. However, due to the continued decline in Golden Plover and Lapwing populations, NE has been involved in a partnership project with the Wildlife Trust in surveying and analysing potential FLL within 10km of the SPA. The mapping is based on field criteria for Golden Plover and Lapwing and historic biological records and will be progressively enhanced by additional records obtained from Golden Plover and Lapwing records in an ongoing manner[153].

3.7.11 The Plan area falls within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar sites. Therefore, both designated sites will be scoped into the HRA process due to potential urbanisation effects upon areas of FLL.

[150] Natural England (2019) European Site Conservation Objectives for Upper Nene Valley Gravel Pits SPA (UK9020296). Available at: https://publications.naturalengland.org.uk/publication/5495529882517504 [Date accessed: 25/06/26]

[151] Lapwing are part of the waterbird assemblage

[152] WeBS Report Online. Available at: https://app.bto.org/webs-reporting/alerts.jsp [Date accessed: 25/06/26]

[153] Natural England (2025) E-mail to Lepus Consulting, 25 July

3.7.12 Whilst Eversden & Wimpole Woods SAC is not located within 400m of the Plan area, urbanisation effects upon its qualifying species, the Barbastelle Bat, have been taken into consideration. Barbastelle bats are rare within the UK, with few breeding sites currently known[154]. Maternity colonies use cracks and crevices within woodlands or buildings for breeding, with caves and underground structures used for hibernation. The majority of Barbastelles tend to forage up to 7km from their woodland roosts[155], however, they will travel up to 20km from roost sites to reach productive hunting grounds[156]. As noted in **paragraph 3.6.7**, South Cambridgeshire District Council has published a Biodiversity SPD which identifies a key conservation area around the SAC of 5km and a 10km sustenance or wider conservation area, which has been reflected in the NE SSSI IRZs for this SAC.

3.7.13 Development set out in the Local Plan has the potential to disrupt FLL upon which bats rely for foraging or commuting. Potential impacts from development on FLL can include:

- Loss of / damage to roost sites;
- Loss of flyways used for commuting/foraging;
- Strategic loss or disruption of key flyways between different roosts;
- Loss of/degradation to foraging habitat; and,
- Artificial lighting and noise.

3.7.14 In addition to direct loss or degradation of habitat (designated or FLL), development has the potential to result in the fragmentation of connecting wildlife corridors which would hinder bat movements. Diverse habitat corridors of wetland, grassland, scrub, hedgerow and woodland habitats are also likely to provide an abundance of insects and prey upon which bats may feed. As well as being sensitive to development, bats are also vulnerable to impacts associated with renewable energy projects.

3.7.15 Core Sustenance Zones (CSZ), or core areas, are the defined areas surrounding bat roosts which link to connecting flightlines and foraging zones for bats[157]. The CSZ for Barbastelle Bats is 7km. Given the Plan area lies approximately 4km from Eversden & Wimpole Woods SAC, urbanisation effects upon the SAC will be scoped in for further consideration in the HRA process.

3.7.16 **Table 3.4** summarises European sites where urbanisation effects associated with the Local Plan, either at European sites or upon areas of FLL, will be considered further in the HRA process.

[154] Bat Conservation Trust. Barbastelle Bat. Available at: https://www.bats.org.uk/about-bats/what-are-bats/uk-bats/barbastelle [Date accessed: 22/07/25]

[155] Cambridge Approaches (2020) Barbastelle bat. Available at: https://cambridgeapproaches.org/barbastelle-bats-are-they-important-when-considering-ewr-route/#:~:text=Barbastelles%20forage%20on%20average%20up.afield%20within%20the%20surrounding%20countryside [Date accessed: 22/07/25]

[156] Natural England (2024) Definition of Favourable Conservation Status for barbastelle bat Defining Favourable Conservation Status Project. Available at: https://publications.naturalengland.org.uk/file/5434520078385152#:~:text=Foraging%20requirements,and%20others%202009%2C%202012) [Date accessed: 23/07/25]

[157] Bat Conservation Trust. Core Sustenance Zones. Available at: https://www.bats.org.uk/our-work/landscapes-for-bats/core-sustenance-zones [Date accessed: 22/07/25]

Table 3.4: *Summary of urbanisation impact pathways for European sites within the influence of the Local Plan*

European sites within the influence of the Local Plan	Potential urbanisation LSEs	Will the European site be scoped in for further assessment in the HRA process?
Eversden & Wimpole Woods SAC	Development set out in the Local Plan has the potential to have urbanisation effects upon areas of FLL associated with this SAC and it will therefore be scoped into the HRA process.	Yes
Fenland SAC	Given the location of this SAC within the Plan area urbanisation LSEs are possible, and it will therefore be scoped into the HRA process.	Yes
Orton Pit SAC	Whilst this SAC is not located within 400m of the Plan area, given its susceptibility to illicit activities it will be scoped into the HRA process.	Yes
Nene Washes SPA	The qualifying features of the SPA are vulnerable to urbanisation LSEs. Given the potential for areas of FLL to be located within 400m of the Plan area this SPA will therefore be scoped into the HRA process.	
Nene Washes Ramsar	The qualifying features of the Ramsar are vulnerable to urbanisation LSEs. Given the potential for FLL to be located within 400m of the Plan area this Ramsar will therefore be scoped into the HRA process.	
Ouse Washes SAC	The qualifying features associated with the SAC are not vulnerable to urbanisation LSEs and this SAC will therefore be scoped out of the HRA process.	No
Ouse Washes SPA	The qualifying features of the SPA are vulnerable to urbanisation LSEs. Given its location within 400m of the Plan area this SPA will therefore be scoped into the HRA process. Consideration will also be given to urbanisation impacts upon birds when using areas of associated FLL.	Yes
Ouse Washes Ramsar	The qualifying features of the Ramsar are vulnerable to urbanisation LSEs. Given its location within 400m of the Plan area this Ramsar will therefore be scoped into the HRA process. Consideration will also be given to urbanisation impacts upon birds when using areas of associated FLL.	Yes
Portholme SAC	Lowland hay meadows are not sensitive to urban impacts such as noise and visual disturbance and urbanisation effects are not identified in the SIP or NE's conservation advice for the SAC.	No
Upper Nene Valley Gravel Pits SPA	There is potential for FLL associated with this SPA designation to be present within the Plan area and therefore it will be scoped in for further consideration in the HRA process.	Yes
Upper Nene Valley Gravel Pits Ramsar	There is potential for FLL associated with this Ramsar designation to be present within the Plan area and therefore it will be scoped in for further consideration in the HRA process.	Yes
Woodwalton Fen Ramsar	Given the location of this Ramsar within the Plan area urbanisation LSEs are possible, and it will therefore be scoped into the HRA process.	Yes

3.8 European sites threats and pressures

3.8.1 The impact pathways with potential to affect European sites are summarised in **Table 3.5**. European sites identified as vulnerable to threats and pressures will form the basis of the HRA screening process and are mapped in **Figures 3.1** and **3.2**.

Table 3.5: *Summary of impact pathways to European sites which may be associated with the Local Plan*

European site name	Air Pollution Impact Pathway?	Water Quality Impact Pathway?	Water Quantity Impact Pathway?	Recreational Pressure Impact Pathway?	Urbanisation Effects Impact Pathway?
Barnack Hills & Holes SAC	No	No	No	Yes	No
Eversden & Wimpole Woods SAC	No	No	No	No	Yes
Fenland SAC	No	Yes	Yes	Yes	Yes
Nene Washes SAC	Yes	Yes	Yes	No	No
Nene Washes SPA	No	Yes	Yes	Yes	Yes
Nene Washes Ramsar	Yes	Yes	Yes	Yes	Yes
Orton Pit SAC	No	No	Yes	No	Yes
Ouse Washes SAC	Yes	Yes	Yes	Yes	No
Ouse Washes SPA	No	Yes	Yes	Yes	Yes
Ouse Washes Ramsar	Yes	Yes	Yes	Yes	Yes
Portholme SAC	Yes	Yes	Yes	Yes	No
Rutland Water SPA	No	No	No	No	No
Rutland Water Ramsar	No	No	No	No	No
The Wash & North Norfolk Coast SAC	No	Yes	Yes	No	No
The Wash SPA	No	Yes	Yes	No	No
The Wash Ramsar	No	Yes	Yes	No	No
Upper Nene Valley Gravel Pits SPA	No	No	Yes	Yes	Yes
Upper Nene Valley Gravel Pits Ramsar	No	No	Yes	Yes	Yes
Woodwalton Fen Ramsar	No	Yes	Yes	Yes	Yes

4 Screening of Proposed Submission Local Plan

4.1 Policy and allocations screening

4.1.1 This section of the report screens the Proposed Submission Local Plan for LSEs at European sites. Each policy and allocation which forms the Local Plan was evaluated against the HRA screening criteria (see **Table 2.1**), taking into consideration case law and best practice (see **Section 2.2**). The screening assessment concluded LSEs in-combination at a number of European sites. **Appendix C** and **Appendix D** provide the output of this screening exercise which has informed the test of likely significance i.e. will the Local Plan have an LSE, alone or in-combination, at a European site.

4.1.2 It is concluded that LSEs, either from the Local Plan alone, or in-combination with other plans or projects, could be screened out for most policies. This is because the policies fall into the following categories (see **Table 2.1** for a description of each category):

- **Category A:** General statements of policy/general aspirations
- **Category B:** Policies listing general criteria for testing the acceptability/sustainability of proposals
- **Category D:** Environmental protection/site safeguarding
- **Category F:** Policies or proposals that cannot lead to development or other change

4.1.3 A number of policies were, however, considered likely to have an LSE as they fell into **Category L** – Policies or proposals which might be likely to have a significant effect in combination and **Category M –** Bespoke area, site or case-specific policies or proposals intended to avoid or reduce harmful effects on a European site. All allocations were screened in under **Category L** because they had the potential for LSEs in combination.

4.1.4 The following policies (**Table 4.1**) and all allocations will, therefore, be explored in the AA (Stage 2 of the HRA process) in more detail.

Table 4.1: *Summary of screened in policies*

*(Note: only policies screened into the HRA process have been included in the summary table below. The screening outcome for all policies is provided in **Appendix C**).*

Policy Number	Policy Name
Policy LP1	How much development do we expect?
Policy LP2	Our strategy for change
Policy LP3	Distribution of growth
Policy LP6	Market Towns
Policy LP7	Service Centres
Policy LP8	Local Services Villages
Policy LP9	Villages

Policy Number	Policy Name
Policy LP10	Hamlets and the Countryside
Policy LP16	Approach to renewable energy schemes
Policy LP23	Managing surface water
Policy LP35	Protecting and enhancing established employment areas
Policy LP36	Expansion and diversification of rural businesses
Policy LP37	Shaping new businesses in the countryside
Policy LP38	Enabling key clusters and innovation-led growth
Policy LP39	Enabling logistics and distribution
Policy LP40	Helping tourism and recreation in the countryside
Policy LP41	Defining our retail hierarchy
Policy LP42	Promoting town centre vitality and viability
Policy LP43	Supporting local centres
Policy LP44	Services and facilities outside designated centres
Policy LP51	Gypsies, travellers and travelling showpeople
Policy LP57	Water-related development

4.1.5 Whilst no site allocation falls within the 5.9km recreational ZOI associated with the Upper Nene Valley Gravel Pits SPA and Ramsar, potential windfall developments within this zone over the Plan period must be considered. In addition, potential urbanisation LSEs within the wider 10km buffer zone surrounding these designations must also be assessed, particularly in relation to impacts of windfall and renewable energy schemes on Golden Plover and Lapwing habitat. Therefore, the Upper Nene Valley Gravel Pits SPA and Ramsar will be screened into the HRA process.

4.1.6 Based on the location of site allocations outside an area with potential for recreation and urbanisation LSEs (impact risk areas are discussed in **sections 3.6** and **3.7**), a number of LSEs can be screened out of the HRA process. These include recreational LSEs at Barnack Hills & Holes SAC and urbanisation LSEs at Fenland SAC, Orton Pit SAC and Woodwalton Fen Ramsar.

4.2 Screening Conclusion

4.2.1 The Local Plan is not directly connected with, or necessary, to the management of any European site. Therefore, as required under the Habitats Regulations, an assessment of LSEs of the Local Plan upon European sites has been undertaken. The screening checks (**Appendix C** and **Appendix D**) indicate that the Local Plan has the potential to have LSEs upon the following European sites:

- **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC.

- **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar.
- **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar.
- **Recreational pressure:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar.
- **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.

4.2.2 The screening assessment takes no account of mitigation measures that the Local Plan may incorporate to mitigate adverse impacts upon European sites. It is, therefore, concluded that the Local Plan will be screened into the HRA process. The next stage of the HRA process will be an AA.

5 Air quality appropriate assessment

5.1 Introduction

5.1.1 The HRA screening process in **Chapter 4** concluded that a number of Local Plan policies (**Appendix C**) and all allocations when taken cumulatively (**Appendix D**) have the potential to result in LSEs at Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC due to changes in air quality. These European sites contains qualifying habitats, or supporting habitats for qualifying species, which are sensitive to atmospheric nitrogen deposition and associated acidification.

5.1.2 To inform this Appropriate Assessment, Huntingdonshire District Council commissioned air quality modelling following Natural England's standard methodology for assessing traffic-related air pollution under the Habitats Regulations. The modelling assessed changes in nitrogen oxides (NOx), ammonia (NH_3), nitrogen deposition and acid deposition associated with the proposed submission Local Plan.

5.1.3 The Appropriate Assessment follows Natural England's Standard Advice for Local Plans together with guidance published by the Institute of Air Quality Management (IAQM) and the Chartered Institute of Ecology and Environmental Management (CIEEM). The role of this chapter is to interpret the modelling outputs in an ecological context and determine whether the Local Plan would adversely affect the integrity of any European site, either alone or in combination with other plans and projects.

5.2 Appropriate Assessment

5.2.1 Air quality modelling undertaken by AQC follows Natural England's recommended staged approach. The modelling considers future traffic associated with the Local Plan and compares predicted concentrations and deposition rates against relevant Critical Levels (CLe) and Critical Loads (CLo). Consistent with Natural England's guidance, exceedance of the precautionary 1% screening threshold does not automatically indicate an adverse effect on site integrity but identifies where further ecological assessment is required. Where Process Contributions exceed 1% of the relevant CLe or CLo, this chapter considers the ecological significance of the predicted changes, including the spatial extent of effects, the location of qualifying habitats and supporting habitats, existing background conditions, predicted future trends in emissions and the conservation objectives of each European site.

5.2.2 The modelling concludes that NOx and acid deposition can be screened out for all assessed European sites (see Appendix G). Ammonia requires further assessment for Nene Washes SAC/Ramsar and Ouse Washes SAC/Ramsar, whilst nitrogen deposition requires further assessment for Portholme SAC, Nene Washes SAC/Ramsar and Ouse Washes SAC/Ramsar. The Appropriate Assessment presented below focuses on those pollutants requiring further ecological interpretation.

5.3 Portholme SAC

Baseline

5.3.1 Portholme SAC is designated for its lowland hay meadows (*Alopecurus pratensis* and *Sanguisorba officinalis*), which are sensitive to atmospheric nitrogen deposition. Increased nitrogen inputs have the potential to alter soil nutrient availability, favour competitive grasses and reduce the diversity and composition of the qualifying habitat. The conservation objectives for the SAC therefore require the extent, distribution, structure and function of the qualifying habitat to be maintained or restored.

Appropriate Assessment

5.3.2 Air quality modelling demonstrates that the Local Plan will not result in exceedances of the Critical Levels (CLe) for nitrogen oxides (NOx) or ammonia (NH_3), whilst acid deposition remains below the relevant Critical Load (CLo).

5.3.3 Nitrogen deposition exceeds the precautionary 1% screening threshold within a limited area adjacent to the affected road network and therefore requires further ecological assessment. The accompanying isopleth map (**Figure 5.1**) demonstrates that the greatest increases in nitrogen deposition are confined to the area immediately adjacent to the affected road and decline rapidly with increasing distance from the carriageway. The spatial extent and magnitude of the predicted change therefore provide important context for the Appropriate Assessment but, as the qualifying lowland hay meadow is sensitive to increased nitrogen inputs, further consideration is required of whether the predicted deposition could affect the composition, structure and function of the qualifying habitat.

5.3.4 The lower Critical Load for the qualifying lowland hay meadow habitat at Portholme SAC is 10 kg N/ha/yr. At the worst-case modelled location, 44 m from the road, total nitrogen deposition is predicted to decrease from 17.6 kg N/ha/yr in the 2023 baseline to 15.1 kg N/ha/yr in the 2046 With Local Plan scenario. The Local Plan alone contributes 0.036 kg N/ha/yr at this location, equivalent to 0.36% of the Critical Load and therefore below the 1% screening threshold. In combination with other plans and projects, the predicted contribution is 0.46 kg N/ha/yr, equivalent to 4.6% of the Critical Load. The Critical Load is therefore exceeded under both existing and future conditions, and the in-combination contribution exceeds the 1% screening threshold. Further ecological consideration is consequently required through Appropriate Assessment.

Distance from road	2023 baseline	2046 Zero Growth	2046 Base	2046 With Local Plan	Local Plan PC	In-combination PC
44 m	**17.6 (176% CL)**	14.6 (146%)	15.0 (150%)	**15.1 (151%)**	**0.036 (0.36% CL)**	**0.46 (4.6% CL)**
65 m	16.9 (169%)	14.3 (143%)	14.6 (146%)	**14.6 (146%)**	0.029 (0.29%)	0.33 (3.3%)
129 m	15.9 (159%)	13.9 (139%)	14.0 (140%)	**14.1 (141%)**	0.018 (0.18%)	0.16 (1.6%)
200 m	15.4 (154%)	13.7 (137%)	13.8 (138%)	**13.8 (138%)**	0.012 (0.12%)	0.09 (0.9%)

Table 5.1: *Nitrogen deposition at the worst-case modelled transect (Transect A), Portholme SAC*

5.3.5 The modelling also demonstrates that overall nitrogen deposition is predicted to decrease between the 2023 baseline and the 2046 assessment year as a consequence of improvements in vehicle emissions and wider emissions reduction policies. Appendix A3 of the air quality modelling considers whether the Local Plan would retard these predicted improvements. At the worst-case transect within Portholme SAC, the Local Plan alone is predicted to delay reductions in nitrogen deposition by between 0.16 and 0.27 years, whilst the Local Plan in combination with other plans and projects is predicted to delay reductions by between 1.3 and 3.5 years. However, the modelling concludes that these estimates are highly precautionary and are likely to overestimate any delay because they do not account for continued improvements in vehicle technology and emissions beyond those incorporated within the assessment. Overall nitrogen deposition under the Local Plan scenario remains lower than existing (2023) conditions across the site.

5.3.6 Taking account of the limited spatial extent of the predicted exceedance, the small contribution of the Local Plan to overall nitrogen deposition, the absence of any predicted measurable change to the extent, distribution, structure or function of the qualifying habitat, the reduction in future background deposition, and the findings of the retardation assessment, it is concluded that the Huntingdonshire Local Plan would not undermine the conservation objectives of Portholme SAC. Accordingly, the Appropriate Assessment concludes that the Local Plan will not result in an adverse effect on the integrity of Portholme SAC through changes in air quality, either alone or in combination with other plans and projects.

5.3.7 It is also worth noting that Portholme SAC comprises lowland hay meadow within the functional floodplain of the Great Ouse. The ecological functioning of the qualifying habitat is therefore influenced by its hydrological regime, including periodic inundation, as well as by traditional meadow management. The influence of floodplain processes and meadow management on nutrient cycling could be investigated further if necessary.

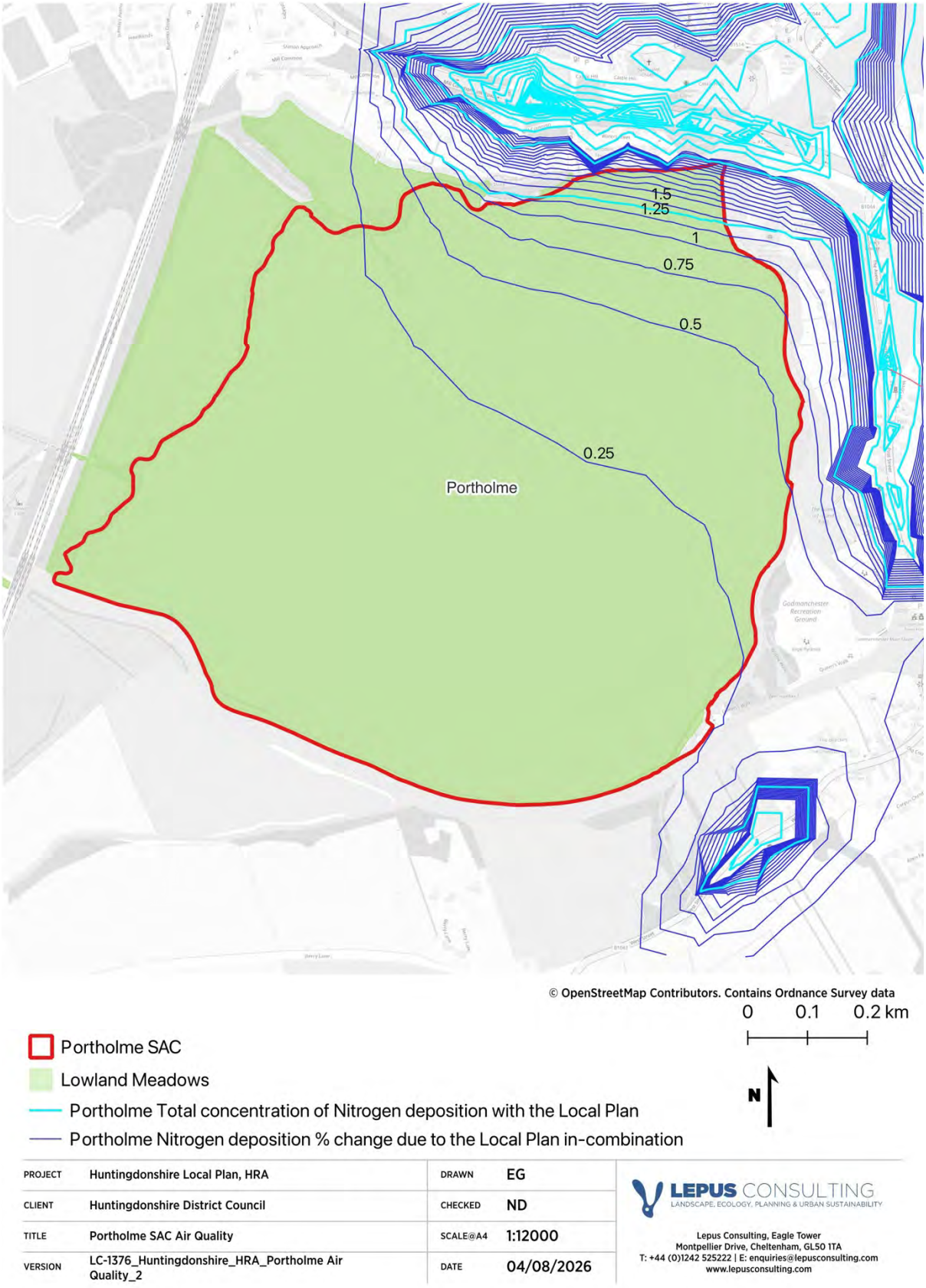

***Figure 5.1**: Isopleth map for Portholme SAC*

5.4 Nene Washes Ramsar

Baseline

5.4.1 The Nene Washes Ramsar Site is designated for its internationally important floodplain wetland, associated plant and invertebrate communities, and assemblages of breeding and wintering waterbirds. Whilst the qualifying bird species are not themselves directly affected by atmospheric pollutants, the wetland habitats that contribute to the ecological character of the Ramsar Site may be sensitive to elevated ammonia concentrations and nitrogen deposition.

Appropriate Assessment

5.4.2 Air quality modelling demonstrates that the predicted environmental concentration (PEC) for nitrogen oxides (NOx) remains below the relevant Critical Level (CLe), whilst total acid deposition remains below the relevant Critical Load (CLo; see Tables 4 and 7 of the air quality modelling report in **Appendix G**). The PEC represents the total predicted environmental concentration or deposition, taking account of the Local Plan and other sources. NOx and acid deposition therefore do not require further assessment.

5.4.3 For ammonia (NH_3) concentration and nitrogen deposition, the process contribution from the Local Plan alone remains below the precautionary 1% screening threshold; however, the in-combination contribution exceeds the 1% threshold and these pollutants are therefore taken forward for Appropriate Assessment (see Tables 5, 6 and 8 of the air quality modelling report in **Appendix G**).

5.4.4 The Nene Washes Ramsar Site includes qualifying wetland habitats and plant communities that are potentially sensitive to atmospheric ammonia and nitrogen deposition. The modelling demonstrates that annual mean ammonia concentrations are below the Critical Level of 3 µg/m³ at all modelled receptors except the closest receptor on Transect G, where the 2023 baseline concentration is 3.25 µg/m³. Nitrogen deposition exceeds the relevant Critical Load of 10 kg N/ha/yr across all modelled transects and distances. The spatial extent of these in-combination exceedances is shown in **Figures 5.2 to 5.4**. The implications of the predicted in-combination changes for the ecological character of the Ramsar Site are therefore considered below.

5.4.5 In terms of overall nitrogen deposition, the modelling predicts a decrease between the 2023 baseline and the 2046 assessment year as a consequence of improvements in vehicle emissions and wider emissions reduction policies. Appendix A3 of the air quality modelling report in **Appendix G** considers the extent to which the Local Plan would retard these predicted improvements. At the worst-case Nene Washes transect (Transect E), the Local Plan alone is predicted to delay reductions in nitrogen deposition by between 0.17 and 1.09 years, whilst the Local Plan in combination with other plans and projects is predicted to delay reductions by between 1.5 and 13 years. These retardation periods are precautionary modelled estimates rather than predictions of the period for which existing deposition levels would persist.

5.4.6 The calculation assumes a linear trajectory in nitrogen deposition between 2023 and 2046 which continues thereafter, whilst the assessment of future background deposition incorporates reductions only to 2030 because the Nitrogen Futures modelling does not extend beyond that date. The air quality modelling therefore identifies the calculated retardation periods as particularly worst-case. Notwithstanding the calculated retardation, nitrogen deposition under the 2046 With Local Plan scenario is lower than under the 2023 baseline across Transect E, the worst-case transect within the Nene Washes.

5.4.7 Taking account of the spatial extent of the predicted in-combination exceedances, the fact that the Local Plan alone contribution remains below the precautionary 1% screening threshold, the predicted reduction in nitrogen deposition between 2023 and 2046, and the findings of the retardation assessment, it is concluded that the Huntingdonshire Local Plan would not undermine the ecological character of the Nene Washes Ramsar Site. The Appropriate Assessment therefore concludes that the Huntingdonshire Local Plan will not result in an adverse effect on the integrity of the Nene Washes Ramsar Site or its ecological character through changes in air quality, either alone or in combination with other plans and projects.

5.5 Nene Washes SAC

Baseline

5.5.1 Nene Washes SAC is designated solely for spined loach (*Cobitis taenia*). The conservation objectives seek to maintain or restore the extent, distribution, structure and function of the habitats supporting the qualifying species, together with the ecological processes on which it relies, including appropriate hydrological conditions, water quality, substrate and aquatic vegetation.

Appropriate Assessment

5.5.2 Air quality modelling demonstrates that the predicted environmental concentration (PEC) for nitrogen oxides (NOx) remains below the relevant Critical Level (CLe), whilst total acid deposition remains below the relevant Critical Load (CLo; see Tables 4 and 7 of the air quality modelling report in Appendix G). The PEC represents the total predicted environmental concentration or deposition, taking account of the Local Plan and other sources.

5.5.3 For ammonia (NH_3) concentration and nitrogen deposition, the predicted process contribution from the Local Plan alone is below the precautionary 1% screening threshold. When considered in combination with other plans and projects, the predicted process contribution exceeds the 1% screening threshold for both ammonia concentration and nitrogen deposition and therefore requires Appropriate Assessment (see Tables 5, 6 and 8 of the air quality modelling report in Appendix G). The isopleth mapping (**Figures 5.2 to 5.4**) demonstrates that the area over which the 1% threshold is exceeded is very restricted in spatial extent and confined to land closest to the affected road network.

5.5.4 The Nene Washes SAC is designated solely for Spined Loach (*Cobitis taenia*), which occurs within the drainage channels and associated aquatic habitats of the washlands. The conservation status of the qualifying feature depends upon the maintenance of appropriate hydrology, water quality, channel morphology, substrate and aquatic vegetation. The air quality assessment has therefore considered the potential for effects upon the aquatic vegetation supporting the qualifying feature. However, the predicted in-combination exceedances of the 1% screening threshold relate to atmospheric NH_3 concentrations and nitrogen deposition to vegetation. The qualifying feature and its supporting aquatic vegetation occur within the aquatic environment and are not exposed to these effects in the same manner as terrestrial vegetation. The modelled exceedances therefore do not provide a mechanism by which the conservation status of Spined Loach, or the aquatic habitat supporting the species, would be adversely affected. Accordingly, no adverse effect on the integrity of the Nene Washes SAC is predicted through this pathway.

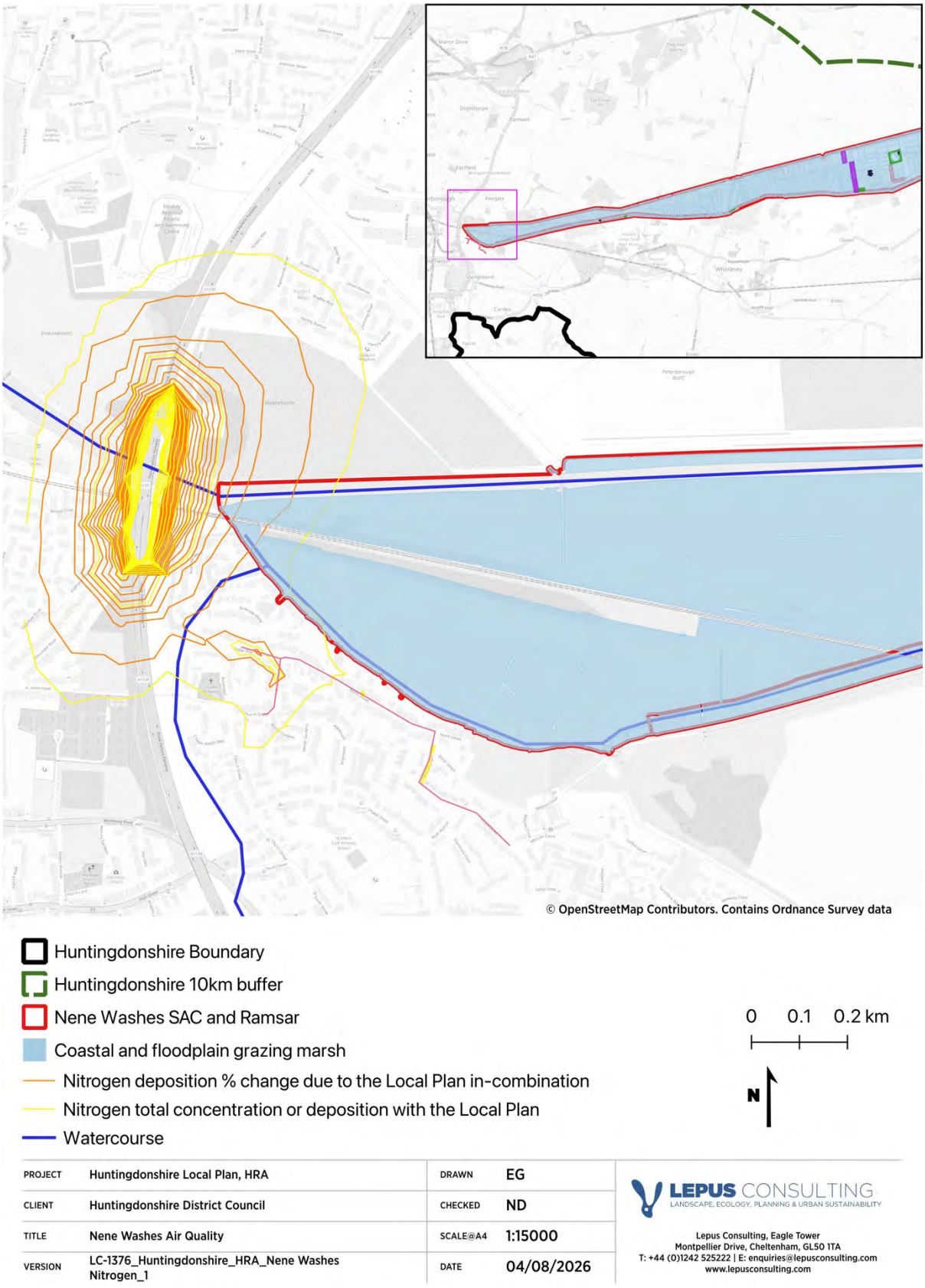

***Figure 5.2**: Isopleth map of the west of Nitrogen deposition in the west of Nene Washes SAC and Ramsar*

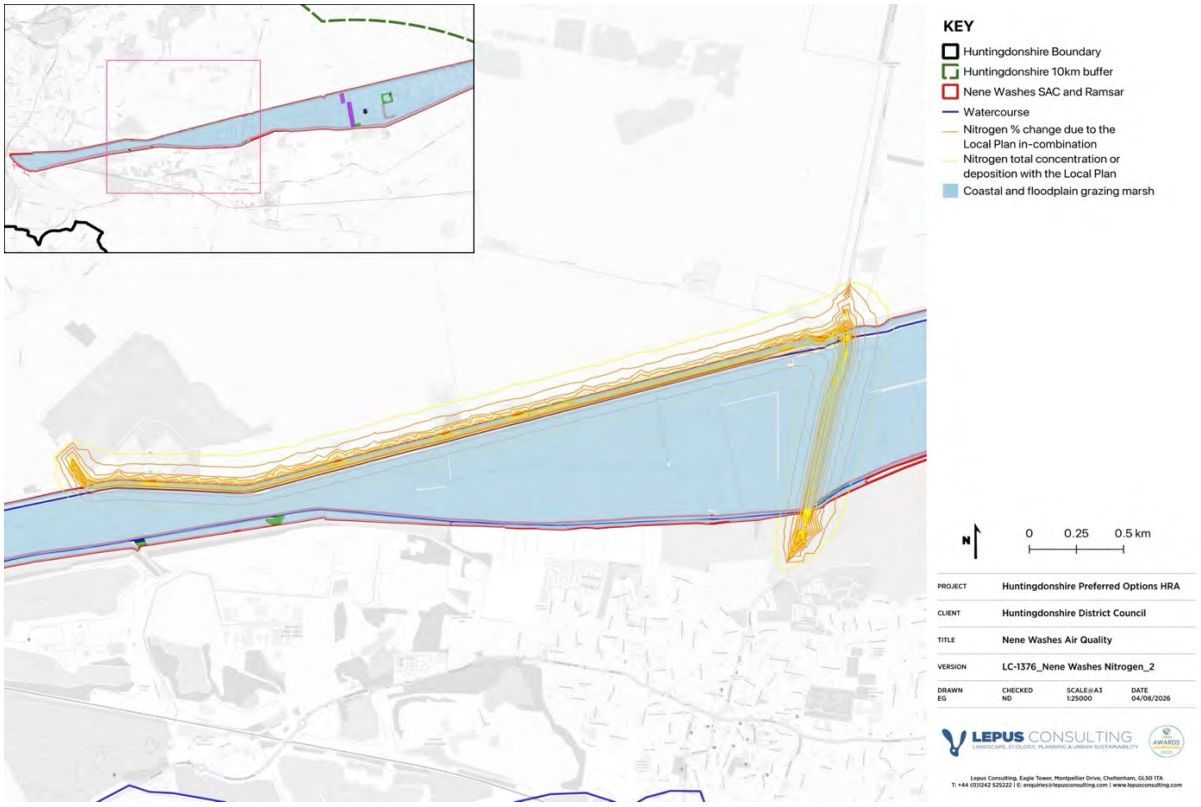

Figure 5.3: *Isopleth map of Nitrogen deposition in Nene Washes SAC and Ramsar*

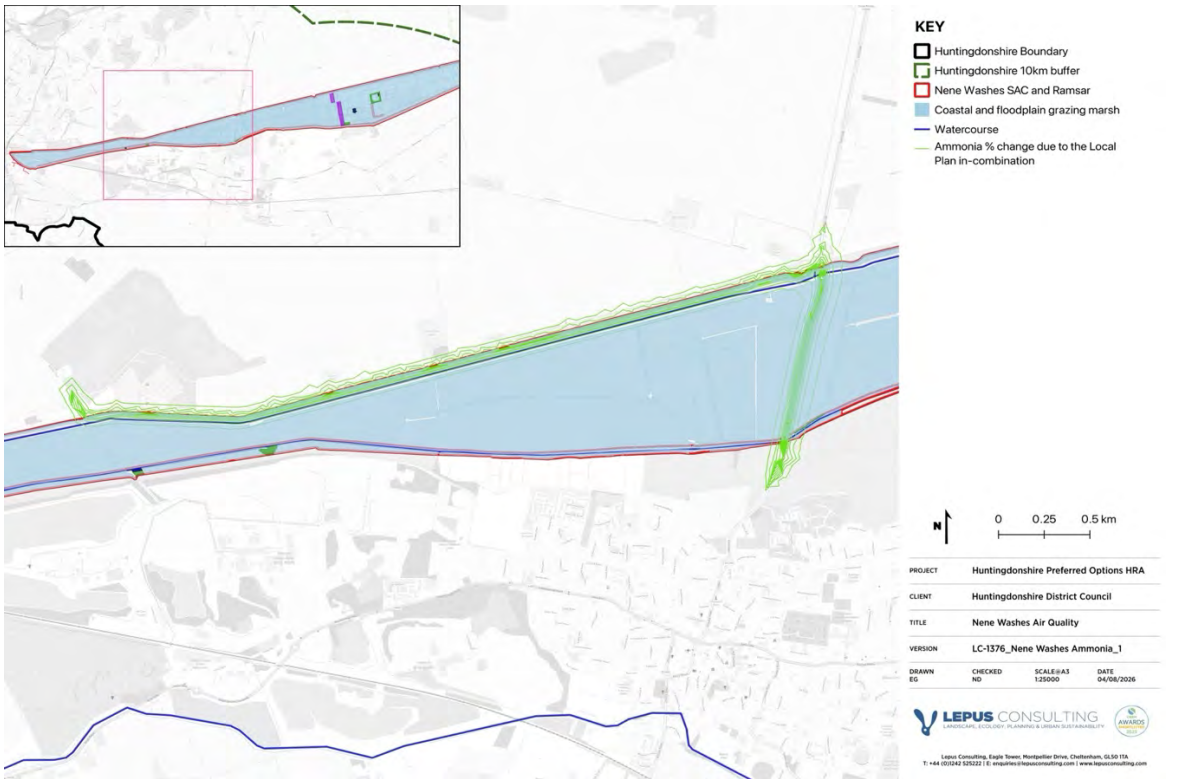

Figure 5.4: *Isopleth Map of Ammonia in Nene Washes SAC and Ramsar Ouse Washes Ramsar*

5.6 Ouse Washes Ramsar

Baseline

5.6.1 The Ouse Washes Ramsar Site is designated for its internationally important floodplain wetland, associated wetland plant and invertebrate communities, and assemblages of breeding and wintering waterbirds. Whilst the qualifying bird species are not themselves directly affected by atmospheric pollutants, the wetland habitats that underpin the ecological character of the Ramsar site may be sensitive to elevated ammonia concentrations and nitrogen deposition where increases are of sufficient magnitude and duration.

Appropriate Assessment

5.6.2 Air quality modelling demonstrates that the predicted environmental concentration (PEC) for nitrogen oxides (NOx) remains below the relevant Critical Level (CLe), whilst acid deposition remains below the relevant Critical Load (CLo). Predicted process contributions for ammonia (NH_3) concentration and nitrogen deposition exceed the precautionary 1% screening threshold at limited locations immediately adjacent to affected road links and therefore require Appropriate Assessment. The modelling demonstrates that pollutant concentrations and deposition decline rapidly with increasing distance from the carriageway. The accompanying isopleth maps (**Figures 5.5 to 5.8**) show that only a limited proportion of the Ouse Washes SAC and Ramsar site falls within the area where the Local Plan contribution exceeds the precautionary 1% screening threshold, with the substantial majority of both designated sites lying outside the affected area.

5.6.3 The isopleth mapping demonstrates that the predicted exceedances of the 1% screening threshold are confined to narrow strips immediately adjacent to the affected road network and do not extend across the majority of the designated sites (**Figures 5.5 to 5.8**). Although the precautionary screening threshold is exceeded at limited locations, the predicted increases in ammonia concentration and nitrogen deposition are highly localised and represent a relatively small contribution to overall pollutant concentrations and deposition. The assessment therefore considers whether these localised increases represent a credible impact pathway to the qualifying features of the Ouse Washes SAC and Ramsar Site.

5.6.4 The Ouse Washes SAC is designated solely for the Spined Loach (*Cobitis taenia*). The qualifying feature occurs within the Counter Drain and associated aquatic habitat, with aquatic vegetation forming part of its supporting habitat. Natural England identified this supporting aquatic vegetation as the reason for considering air quality effects at the SAC. The air quality assessment has therefore considered this potential pathway. However, the predicted exceedances of the 1% screening thresholds relate to atmospheric NH_3 concentrations and nitrogen deposition to short vegetation. The qualifying feature and its supporting aquatic vegetation occur within the aquatic environment and are not exposed to these effects in the same manner as terrestrial vegetation. The modelled exceedances therefore do not provide a mechanism by which the conservation status of Spined Loach, or the aquatic habitat supporting the species, would be adversely affected. Accordingly, no adverse effect on the integrity of Ouse Washes SAC is predicted through this pathway.

5.6.5 The Ouse Washes Ramsar Site includes qualifying wetland habitats and plant communities that are, in principle, sensitive to atmospheric ammonia and nitrogen deposition. However, the Appropriate Assessment considers the Local Plan's contribution to pollutant concentrations and deposition rather than existing background exceedances alone. Whilst Critical Levels and Critical Loads may already be exceeded under baseline conditions, the magnitude of the Local Plan contribution reduces rapidly with increasing distance from the affected road network, and exceedances of the 1% screening threshold are restricted to limited areas adjacent to existing road infrastructure, as shown by the isopleth mapping **(Figures 5.5 to 5.8).**

5.6.6 The modelling also demonstrates that nitrogen deposition is generally predicted to decrease between the 2023 baseline and the 2046 assessment year as a consequence of improvements in vehicle emissions and wider emissions reduction policies. Appendix A3 of the air quality modelling report considers the extent to which the Local Plan could retard these predicted improvements. At the worst-case transect within the Ouse Washes SAC and Ramsar Site, the Local Plan alone is predicted to delay reductions in nitrogen deposition by between 0.15 and 0.53 years, whilst the Local Plan in combination with other plans and projects is calculated to delay reductions by between 7.2 and 24 years.

5.6.7 These figures represent a theoretical delay in the rate of improvement, calculated by dividing the predicted process contribution by the assumed annual rate of reduction in nitrogen deposition; they do not represent a predicted duration of ecological effect. The air quality modelling report identifies this calculation as highly precautionary because the assumed future reduction in background deposition is itself likely to be underestimated. At the closest receptors on the worst-case transect, nitrogen deposition under the 2046 Local Plan scenario is predicted to be broadly comparable with the 2023 baseline, with reductions predicted with increasing distance from the road.

5.6.8 Taking account of the limited spatial extent of the predicted exceedances of the 1% screening threshold, the rapid reduction in predicted contributions with increasing distance from the affected road network, the absence of a credible impact pathway to the sole qualifying feature of the Ouse Washes SAC, the spatially limited exposure of Ramsar wetland habitats, the wider forecast reductions in nitrogen deposition, and the findings of the precautionary retardation assessment, it is concluded that the Huntingdonshire Local Plan would not undermine the conservation objectives of Ouse Washes SAC or the ecological character of the Ouse Washes Ramsar Site. The Appropriate Assessment therefore concludes that the Huntingdonshire Local Plan will not result in an adverse effect on the integrity of Ouse Washes SAC or the ecological character of the Ouse Washes Ramsar Site through changes in air quality, either alone or in combination with other plans and projects.

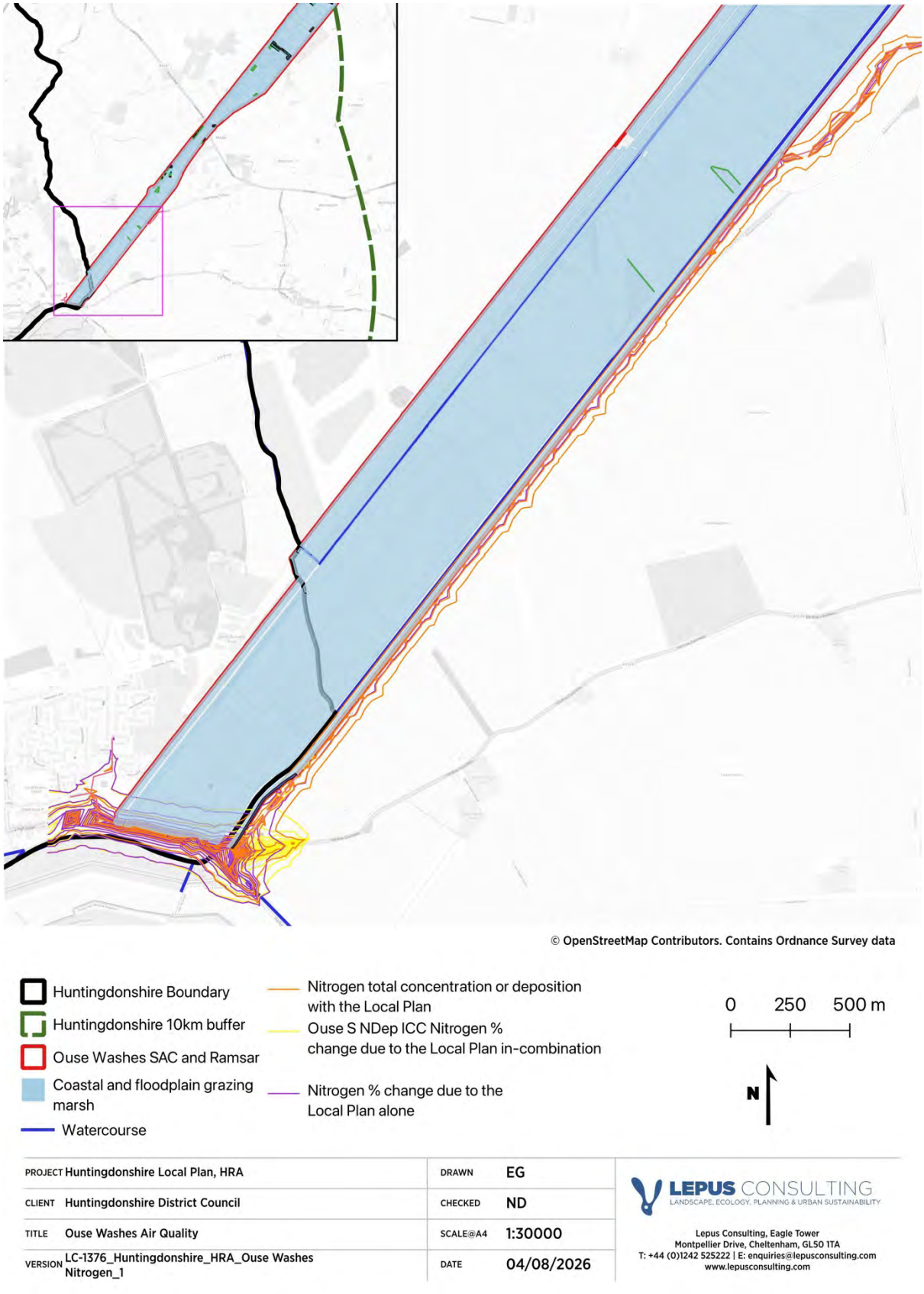

Figure 5.5: *Isopleth Map of Nitrogen deposition in the south of Ouse Washes SAC and Ramsar*

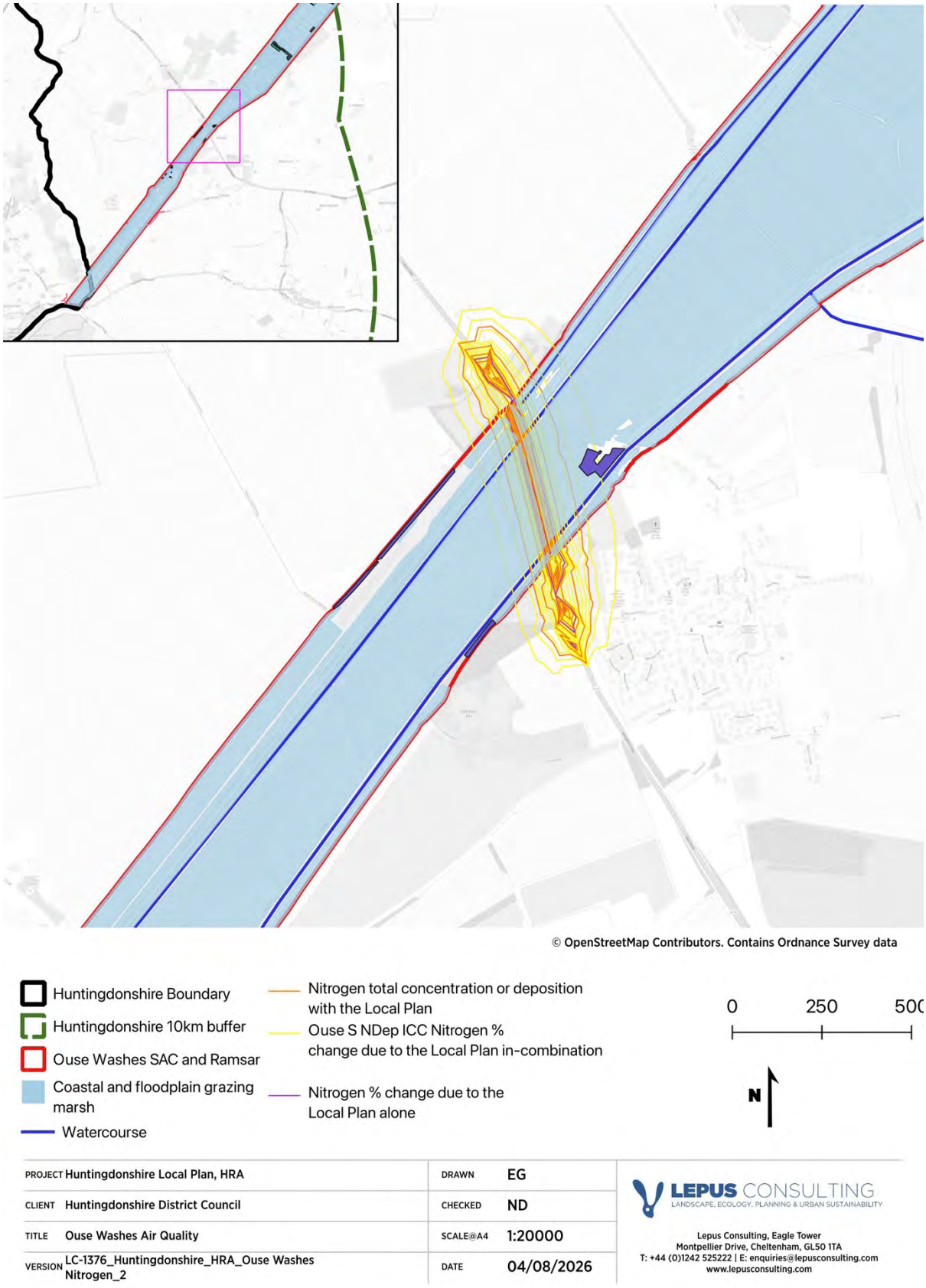

Figure 5.6: *Isopleth Map of Nitrogen deposition in the centre of Ouse Washes SAC and Ramsar*

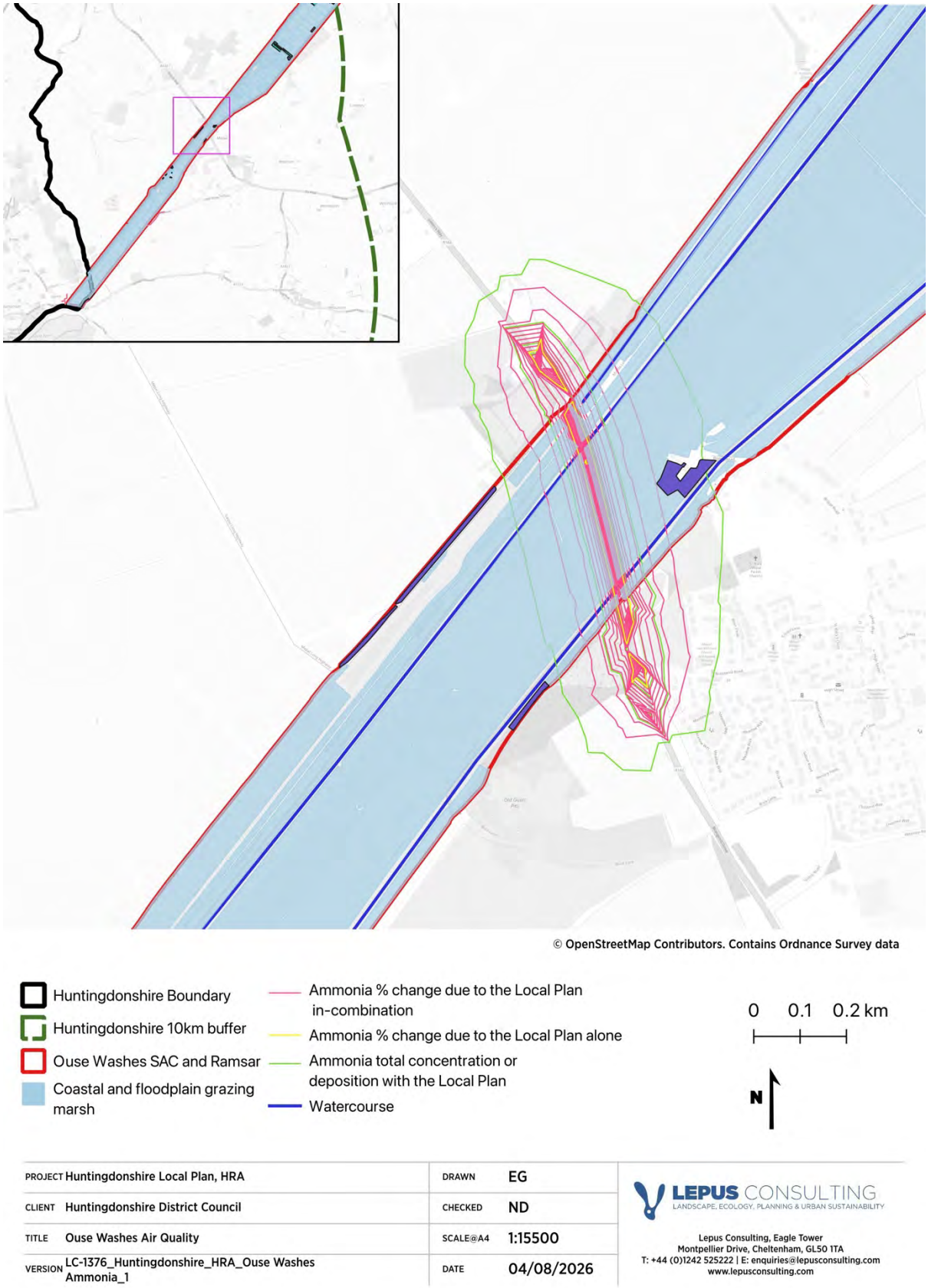

Figure 5.7: *Isopleth Map of Ammonia in the centre of Ouse Washes SAC and Ramsar*

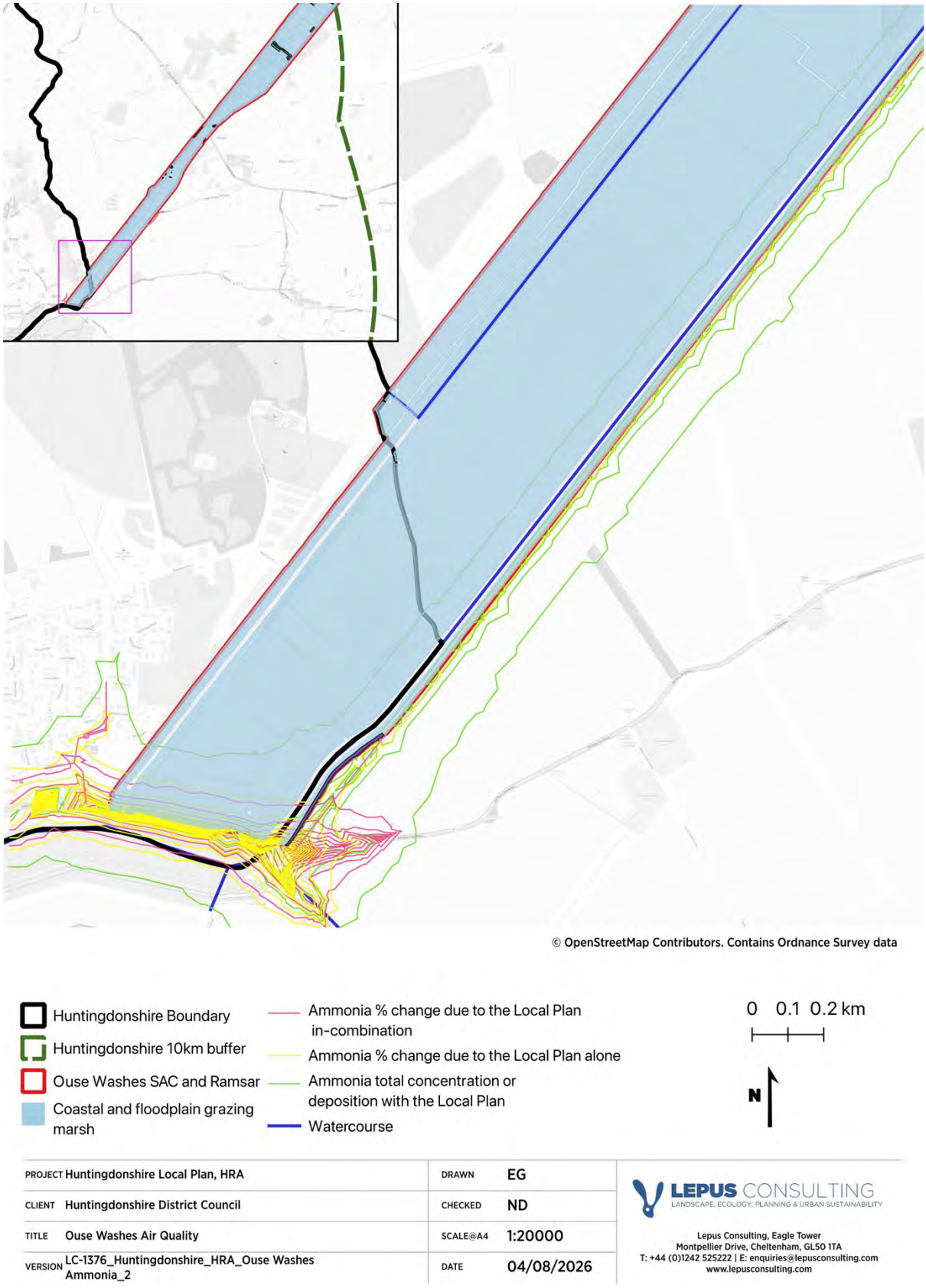

Figure 5.8: *Isopleth Map of Ammonia in the south of Ouse Washes SAC and Ramsar*

5.7 Ouse Washes SAC

Baseline

5.7.1 The Ouse Washes SAC is designated solely for Spined Loach (*Cobitis taenia*). The conservation objectives seek to maintain or restore the extent, distribution, structure and function of the habitats supporting the qualifying species, together with the ecological processes on which they rely, including appropriate water quality, hydrology and aquatic vegetation.

Appropriate Assessment

5.7.2 Natural England identified aquatic vegetation supporting Spined Loach as the reason for considering air quality effects at the SAC. The qualifying feature occurs within the Counter Drain and associated aquatic habitat, with aquatic vegetation forming part of its supporting habitat. The air quality assessment has therefore considered this potential pathway. However, the predicted exceedances of the 1% screening thresholds relate to atmospheric NH_3 concentrations and nitrogen deposition to short vegetation. The qualifying feature and its supporting aquatic vegetation occur within the aquatic environment and are not exposed to these effects in the same manner as terrestrial vegetation. The modelled exceedances therefore do not provide a mechanism by which the conservation status of Spined Loach, or the aquatic habitat supporting the species, would be adversely affected. No adverse effect on the integrity of Ouse Washes SAC is therefore predicted through this pathway.

5.8 Conclusions

5.8.1 The HRA screening assessment identified the potential for likely significant effects on Nene Washes SAC and Ramsar, Ouse Washes SAC and Ramsar, and Portholme SAC as a result of changes in air quality associated with development proposed through the Huntingdonshire Local Plan.

5.8.2 The Appropriate Assessment has considered the findings of the air quality assessment, including detailed dispersion modelling, isopleth mapping and the retardation assessment of future nitrogen deposition. The assessment demonstrates that predicted exceedances of the precautionary screening threshold for ammonia and nitrogen deposition are limited in extent, represent a small contribution to overall pollutant concentrations and deposition, and are not sufficient to adversely affect the qualifying features, supporting habitats or ecological character of the designated sites.

5.8.3 Accordingly, it can be concluded that the Huntingdonshire Local Plan will not result in adverse effects on the integrity of Nene Washes SAC and Ramsar, Ouse Washes SAC and Ramsar, Portholme SAC or Woodwalton Fen Ramsar through changes in air quality, either alone or in combination with other plans and projects.

6 Water quality appropriate assessment

6.1 Introduction

6.1.1 As noted in **Section 3.5**, development has the potential to affect the quality of water entering a catchment through processes including sedimentation, accidental spillages of chemicals and materials, operational surface water runoff and increased effluent discharges from WwTWs. Increased nutrient inputs can lead to algal blooms, reduced dissolved oxygen and increased turbidity, potentially affecting the condition of receiving waterbodies and hydrologically connected European sites and their qualifying features.

6.1.2 The HRA screening process (see **Appendix C**) identified the potential for LSEs from changes in water quality at a number of European sites. Screening considered the hydrological connectivity between the Plan area and European sites, together with the potential for development supported by the Local Plan to affect water quality.

6.1.3 The following European designations are located downstream of the Plan area and were considered to be potentially hydrologically connected.

- Fenland SAC;
- Nene Washes SAC;
- Nene Washes SPA;
- Nene Washes Ramsar;
- Ouse Washes SAC;
- Ouse Washes SPA;
- Ouse Washes Ramsar;
- Portholme SAC;
- The Wash & North Norfolk Coast SAC;
- The Wash SPA;
- The Wash Ramsar; and
- Woodwalton Fen Ramsar.

6.2 Appropriate Assessment

Overview

6.2.1 Water quality modelling undertaken by JBA Consulting as part of the Huntingdonshire Water Cycle Study has been used to inform this Appropriate Assessment. The modelling considered three scenarios:

- Baseline – representing existing conditions using the latest version of the SIMCAT model, with wastewater treatment works serving growth updated using flow data from 2021–2025;
- Future – representing the increase in treated effluent flows associated with growth over the Local Plan period; and
- Technically Achievable Limit (TAL) – representing a scenario where wastewater treatment works are upgraded to achieve technically achievable limits to investigate whether deterioration in water quality could be prevented.

6.2.2 The modelling assessed ammonia, biochemical oxygen (BOD), dissolved oxygen (DO), nitrate and phosphate against the water quality standards provided by Natural England. The results are presented in **Table 6.1**.

6.2.3 Additional modelling was undertaken for dissolved oxygen and nitrate to support the HRA. Outputs were obtained from the latest version of the water quality model to provide further evidence in relation to the potential effects on designated sites.

6.2.4 The modelling results for each hydrologically connected European site are presented in **Table 6.1**. The implications of these results are considered separately below for each European site and its qualifying features.

***Table 6.1**: Water quality modelling results*

Sites	Standard	Baseline Concentration (mg/l)	Future Concentration (mg/l)	Technically Achievable Limit result (mg/l)
Fenland SAC (Woodwalton Ramsar)				
Ammonia	0.6	0.3313	0.3305	0.3131
BOD	5	5.2939	5.2866	5.2646
Dissolved O_2 (DO)	5 – (0.028 x (salinity))	5.31 (5th Percentile) 5.62 (10th Percentile)	5.32 (5th Percentile) 5.62 (10th Percentile)	5.36 (5th Percentile) 5.66 (10th Percentile)
Nitrate	N/A	29.3	29.1	29.1
Total P	An annual mean of less than 0.1mg/L total phosphorus	0.2105	0.211	0.1832
Nene Washes SAC, SPA & Ramsar				
Ammonia	0.6	0.075	0.075	0.049
BOD	5	3.1278	3.129	2.9739
Dissolved O_2 (DO)	5 – (0.028 x (salinity))	8.11 (5th Percentile) 8.59 (10th Percentile)	8.11 (5th Percentile) 8.59 (10th Percentile)	8.33 (5th Percentile) 8.71 (10th Percentile)
Nitrate	N/A	9.10	9.11	9.11

Sites	Standard	Baseline Concentration (mg/l)	Future Concentration (mg/l)	Technically Achievable Limit result (mg/l)
Total P	An annual mean of less than 0.1mg/L total phosphorus	0.1491	0.1499	0.0694
Ouse Washes SAC, SPA & Ramsar				
Ammonia	0.6	0.1201	0.147	0.0576
BOD	5	2.8613	2.8681	2.7131
Dissolved O_2 (DO)	5 – (0.028 x (salinity))	8.10 (5th Percentile) 8.41 (10th Percentile)	8.05 (5th Percentile) 8.32 (10th Percentile)	8.36 (5th Percentile) 8.58 (10th Percentile)
Nitrate	N/A	8.78	8.91	8.91
Total P	An annual mean of less than 0.1mg/L total phosphorus	0.2519	0.2541	0.1403
Portholme SAC				
Ammonia	0.6	0.1274	0.2975	0.0815
BOD	5	3.4381	3.3988	3.3934
Dissolved O_2 (DO)	4.0 mg/l (at 35 salinity)	5.55 (5th Percentile) 5.83 (10th Percentile)	5.51 (5th Percentile) 5.76 (10th Percentile)	5.51 (5th Percentile) 5.78 (10th Percentile)
Nitrate	N/A	9.55	9.40	9.40
Total P	0.12	0.3303	0.369	0.3599
The Wash and North Norfolk SAC and the Wash SPA & Ramsar				
Ammonia	0.6	0.1195	0.1259	0.0961
BOD	5	2.0721	2.0743	2.0086
Dissolved O_2 (DO)	Levels equating to High Ecological Status (specifically ≥ 5.7mg L-1 (at 35 salinity) for 95% of year).	8.50 (5th Percentile) 8.83(10th Percentile)	8.49 (5th Percentile) 8.81 (10th Percentile)	8.64 (5th Percentile) 8.93 (10th Percentile)
Nitrate	N/A	8.79	8.81	8.81
Total P	0.12	0.1506	0.1513	0.0866

6.3 Fenland SAC and Woodwalton Fen Ramsar

Fenland SAC Baseline

6.3.1 Fenland SAC is designated for *Calcareous fens with Cladium mariscus and species of the Caricion davallianae*. Within the Huntingdonshire area, the hydrologically connected component of the SAC is Woodwalton Fen.

6.3.2 The qualifying habitat is dependent upon maintaining suitable hydrological conditions and good water quality. Increases in nutrient concentrations, organic loading or reductions in dissolved oxygen have the potential to alter the structure and function of the fen communities and adversely affect the integrity of the SAC.

6.3.3 The conservation objectives for Fenland SAC are to maintain or restore the extent and distribution of the qualifying habitat, together with its structure, function and supporting processes. This includes maintaining the hydrological and hydrochemical conditions necessary to support the qualifying calcareous fen habitat.

Woodwalton Fen Ramsar

6.3.4 Woodwalton Fen Ramsar Site is designated under Ramsar Criterion 1 as a near-natural remnant of the East Anglian fens, supporting a range of open fen and swamp communities. The site also qualifies under Ramsar Criterion 2 for its nationally rare wetland plants, including fen violet (*Viola persicifolia*), fen wood-rush (*Luzula pallidula*) and fen ragwort (*Senecio paludosus*), together with an important wetland invertebrate assemblage that includes 20 British Red Data Book species. Aquatic beetles, flies and moths are particularly well represented.

6.3.5 The ecological character of the Ramsar Site is dependent upon maintaining the hydrological and hydrochemical conditions that support these fen and swamp communities and their associated plant and invertebrate assemblages. Changes in nutrient concentrations, organic loading or dissolved oxygen therefore have the potential to alter vegetation communities and associated habitat conditions and adversely affect the features for which the Ramsar Site is designated.

Appropriate Assessment for Fenland SAC and Woodwalton Fen Ramsar

6.3.6 The modelling indicates that ammonia concentrations remain below the Natural England assessment standard under all scenarios. Dissolved oxygen concentrations remain above the relevant standard, whilst nitrate concentrations decrease slightly from 29.3 mg/l under the baseline scenario to 29.1 mg/l under the future scenario. These results demonstrate that Local Plan growth would not result in deterioration in these water quality parameters.

6.3.7 BOD exceeds the agreed assessment standard of 5 mg/l under all scenarios, with a baseline concentration of 5.2939 mg/l and a future concentration of 5.2866 mg/l. Total phosphorus also exceeds the Natural England target of 0.1 mg/l under baseline and future conditions, increasing slightly from 0.2105 mg/l to 0.211 mg/l. Under the TAL scenario, phosphorus reduces to 0.1832 mg/l but remains above the Natural England target.

6.3.8 For total phosphorus, the modelled increase between the baseline and future scenarios is 0.0005 mg/l, from 0.2105 mg/l to 0.211 mg/l. Implementation of TAL upgrades would reduce the modelled concentration to 0.1832 mg/l, below both the baseline and future scenarios, although it would remain above the Natural England target of 0.1 mg/l.

6.3.9 Total phosphorus concentrations under existing baseline conditions are substantially above the Natural England target of 0.1 mg/L. This reflects existing nutrient pressures within the wider catchment, including diffuse agricultural inputs. Against this existing position, the Local Plan would result in a negligible increase in total phosphorus of 0.0005 mg/L, from 0.2105 mg/L to 0.211 mg/L. Improvements to wastewater treatment infrastructure under the TAL scenario would reduce the modelled concentration to 0.1832 mg/L by the end of the Plan period. The improvements associated with the TAL scenario would therefore more than offset the negligible increase arising from Local Plan growth, resulting in a lower total phosphorus concentration than under existing baseline conditions.

6.3.10 Taking account of these results and the mitigation measures set out in **Section 6.8**, it is concluded that the Huntingdonshire Local Plan would not result in an adverse effect on the integrity of Fenland SAC through changes in water quality, either alone or in combination with other plans and projects.

6.4 Nene Washes

Nene Washes Ramsar Baseline

6.4.1 Nene Washes Ramsar comprises an internationally important floodplain wetland supporting nationally scarce plants, rare invertebrates and important populations of waterbirds. The site qualifies under Ramsar Criterion 2 for its assemblage of nationally rare breeding birds, nationally scarce plants and rare invertebrates, and under Criterion 6 for its internationally important population of Bewick's swan (*Cygnus columbianus bewickii*).

6.4.2 The ecological character of the Ramsar site is dependent upon the hydrological and water quality conditions that maintain its wetland habitats and associated plant and invertebrate communities. Changes in nutrient concentrations, organic loading or dissolved oxygen therefore have the potential to alter the habitats and ecological processes supporting the Ramsar features.

Nene Washes SAC Baseline

6.4.3 Nene Washes SAC is designated solely for Spined Loach (*Cobitis taenia*). The species occurs within the drainage channels of the washlands, with Moreton's Leam supporting the highest recorded density of Spined Loach in the UK and populations also occurring within smaller ditches.

6.4.4 The conservation status of Spined Loach is dependent upon the maintenance of suitable aquatic habitat and supporting processes. Water quality is therefore relevant insofar as changes in nutrient concentrations, organic loading or dissolved oxygen could affect the aquatic habitat and vegetation supporting the qualifying species.

Nene Washes SPA Baseline

6.4.5 Nene Washes SPA supports an internationally important assemblage of breeding and non-breeding waterbirds, including Bewick's Swan (*Cygnus columbianus bewickii*), Wigeon (*Mareca penelope*), Gadwall (*Mareca strepera*), Teal (*Anas crecca*), Pintail (*Anas acuta*), Garganey (*Spatula querquedula*), Shoveler (*Spatula clypeata*) and Black-tailed Godwit (*Limosa limosa*).

6.4.6 The qualifying bird species are dependent upon the wetland habitats of the Nene Washes for feeding, breeding and roosting. Water quality is therefore relevant principally through its potential to affect the extent, structure and function of these supporting habitats and the ecological processes upon which the qualifying bird populations depend. Natural England's conservation objectives specifically require the maintenance or restoration of the habitats of the qualifying features and the supporting processes upon which those habitats rely.

Appropriate Assessment for Nene Washes Ramsar, SAC and SPA

6.4.7 The modelling demonstrates that ammonia concentrations remain below the Natural England assessment standard of 0.6 mg/L under the baseline, future and TAL scenarios. BOD also remains below the relevant standard of 5 mg/L under all three scenarios. The change between the baseline and future scenarios is negligible for both parameters.

6.4.8 Total phosphorus exceeds the Natural England target of less than 0.1 mg/L under baseline conditions. The future scenario increases the modelled annual mean concentration from 0.1491 mg/L to 0.1499 mg/L, an increase of 0.0008 mg/L. This represents a negligible increase attributable to Local Plan growth.

6.4.9 Under the TAL scenario, improvements to wastewater treatment infrastructure reduce the modelled total phosphorus concentration to 0.0694 mg/L. The TAL scenario therefore more than offsets the negligible increase associated with Local Plan growth, reduces phosphorus concentrations below existing baseline levels and, importantly, achieves the Natural England target of less than 0.1 mg/L.

6.4.10 Taking account of these results, the Local Plan would not result in deterioration in the water quality conditions supporting the qualifying features of Nene Washes SAC, the qualifying bird populations and supporting habitats of Nene Washes SPA, or the ecological character of Nene Washes Ramsar Site. With the implementation of the mitigation measures set out in **Section 6.8**, the modelled phosphorus concentration at the end of the Plan period would be lower than the existing baseline and below the Natural England target. It is therefore concluded that the Huntingdonshire Local Plan would not result in an adverse effect on the integrity of Nene Washes SAC or SPA, or the ecological character of Nene Washes Ramsar Site, through changes in water quality, either alone or in combination with other plans and projects.

6.5 Ouse Washes

Ouse Washes Ramsar Baseline

6.5.1 Ouse Washes Ramsar Site qualifies under Ramsar Criterion 1 as an extensive example of seasonally flooded washland, and under Criterion 2 for its nationally scarce wetland plants, rare invertebrates and nationally rare breeding waterbirds. The site also qualifies under Criterion 5 for its internationally important assemblage of wintering waterbirds and Criterion 6 for internationally important populations including Bewick's Swan (*Cygnus columbianus bewickii*), Whooper Swan (*Cygnus cygnus*), Wigeon (*Mareca penelope*), Gadwall (*Mareca strepera*), Teal (*Anas crecca*), Pintail (*Anas acuta*) and Shoveler (*Spatula clypeata*).

6.5.2 The ecological character of the Ramsar Site is dependent upon the hydrological and water quality conditions that maintain its wetland habitats and associated plant, invertebrate and waterbird communities. Changes in nutrient concentrations, organic loading or dissolved oxygen therefore have the potential to affect the habitats and ecological processes supporting the Ramsar features.

Ouse Washes SAC Baseline

6.5.3 Ouse Washes SAC is designated for Spined Loach (*Cobitis taenia*). The species occurs within the extensive network of drainage channels within the washlands, with the Counter Drain providing particularly important habitat characterised by clear water and abundant aquatic vegetation.

6.5.4 Water quality is relevant to the qualifying feature because changes in nutrient concentrations, organic loading and dissolved oxygen have the potential to affect the aquatic habitats and vegetation upon which Spined Loach depends.

Ouse Washes SPA Baseline

6.5.5 Ouse Washes SPA supports internationally important populations and assemblages of breeding and non-breeding waterbirds associated with the seasonally flooded washland and its network of wet grassland, open water and drainage channels. Qualifying species include Bewick's Swan (*Cygnus columbianus bewickii*), Whooper Swan (*Cygnus cygnus*), Wigeon (*Mareca penelope*), Gadwall (*Mareca strepera*), Teal (*Anas crecca*), Pintail (*Anas acuta*) and Shoveler (*Spatula clypeata*).

6.5.6 The qualifying bird species are dependent upon the wetland habitats of the Ouse Washes for feeding, breeding and roosting. Water quality is therefore relevant principally through its potential to affect supporting habitats, associated invertebrate communities and the availability of food resources upon which the qualifying bird populations depend.

Appropriate Assessment

6.5.7 The modelling demonstrates that ammonia concentrations remain below the Natural England assessment standard of 0.6 mg/L under the baseline, future and TAL scenarios. BOD also remains below the relevant standard of 5 mg/L under all three scenarios. Additional modelling undertaken by JBA demonstrates that dissolved oxygen remains above the relevant Natural England standard under the baseline, future and TAL scenarios, with negligible variation between scenarios. The change between the baseline and future scenarios is small for ammonia and BOD.

6.5.8 Total phosphorus exceeds the Natural England target of less than 0.1 mg/L under baseline conditions. The future scenario increases the modelled annual mean concentration from 0.2519 mg/L to 0.2541 mg/L, an increase of 0.0022 mg/L. The elevated phosphorus concentration is therefore principally an existing water quality pressure, with Local Plan growth resulting in a small additional increase.

6.5.9 Under the TAL scenario, improvements to wastewater treatment infrastructure reduce the modelled total phosphorus concentration to 0.1403 mg/L. Whilst this remains above the Natural England target, it represents a substantial improvement compared with both the baseline and future scenarios. The TAL improvements therefore more than offset the increase associated with Local Plan growth, such that total phosphorus concentrations at the end of the Plan period would be lower than under existing baseline conditions. This is consistent with the WCS modelling, which identifies a reduction in phosphorus under the TAL scenario at Ouse Washes.

6.5.10 Total phosphorus concentrations at the Ouse Washes are already substantially above the Natural England target under existing baseline conditions, reflecting existing nutrient pressures within the wider catchment, including diffuse agricultural inputs. Against this existing baseline, the Local Plan would result in only a small increase in total phosphorus. With implementation of the mitigation measures set out in **Section 6.8**, including improvements to wastewater treatment infrastructure under the TAL scenario, total phosphorus concentrations at the end of the Plan period would be lower than under existing baseline conditions, although they would remain above the Natural England target.

6.5.11 Taking account of these results, the Local Plan would not result in deterioration in the water quality conditions supporting Spined Loach within Ouse Washes SAC, the qualifying bird populations and supporting habitats of Ouse Washes SPA, or the ecological character of Ouse Washes Ramsar Site. It is therefore concluded that the Huntingdonshire Local Plan would not result in an adverse effect on the integrity of Ouse Washes SAC or SPA, or the ecological character of Ouse Washes Ramsar Site, through changes in water quality, either alone or in combination with other plans and projects.

6.6 Portholme SAC

Baseline

6.6.1 Portholme SAC is designated for Lowland Hay Meadows, characterised by Meadow Foxtail (*Alopecurus pratensis*) and Great Burnet (*Sanguisorba officinalis*). The site comprises an extensive area of traditionally managed floodplain meadow associated with the River Great Ouse and is subject to seasonal flooding.

6.6.2 The qualifying grassland habitat is dependent upon the maintenance of appropriate hydrological and nutrient conditions. Water quality is therefore relevant through the potential for floodwater to influence nutrient inputs to the meadow, which could affect the composition, structure and function of the qualifying vegetation.

6.6.3 The conservation objectives for Portholme SAC are to maintain or restore the extent, distribution, structure and function of the qualifying habitat together with the supporting natural processes upon which it relies. This includes maintaining the hydrological regime and appropriate water quality necessary to sustain the characteristic floodplain meadow vegetation and prevent deterioration of the site's ecological condition.

Appropriate Assessment

6.6.4 The modelling demonstrates that ammonia concentrations remain below the Natural England assessment standard of 0.6 mg/L under the baseline, future and TAL scenarios. BOD also remains below the relevant standard of 5 mg/L under all three scenarios. Additional modelling undertaken by JBA demonstrates that dissolved oxygen remains above the relevant Natural England standard under the baseline, future and TAL scenarios, with only limited variation between scenarios.

6.6.5 Total phosphorus is substantially above the Natural England target of 0.12 mg/L under existing baseline conditions, with a modelled concentration of 0.3303 mg/L. The future scenario increases the concentration to 0.369 mg/L. Under the TAL scenario, improvements to wastewater treatment infrastructure reduce the modelled concentration to 0.3599 mg/L. Whilst this reduces the increase associated with Local Plan growth, the resulting concentration remains above both the Natural England target and the existing baseline concentration.

6.6.6 Portholme SAC is designated for Lowland Hay Meadows rather than an aquatic habitat. The qualifying vegetation is influenced by river water principally during periods of flooding, when floodwater may introduce nutrients to the floodplain meadow. The modelled increase in phosphorus concentration within the River Great Ouse is unlikely to translate directly into an equivalent increase in nutrient availability within the meadow soils or vegetation. The ecological effect will depend upon the frequency, volume, duration and extent of inundation, together with nutrient retention and cycling within the floodplain meadow.

6.6.7 Taking account of the terrestrial nature of the qualifying habitat, the intermittent pathway through flooding, and the reduction in phosphorus concentrations achieved under the TAL scenario compared with the unmitigated future scenario, the predicted change in river-water phosphorus concentration would not result in a change in nutrient conditions sufficient to alter the composition, structure or function of the Lowland Hay Meadows qualifying habitat. Taking account of these results and the mitigation measures set out in **Section 6.8**, it is therefore concluded that the Huntingdonshire Local Plan would not result in an adverse effect on the integrity of Portholme SAC through changes in water quality, either alone or in combination with other plans and projects.

6.7 The Wash and North Norfolk Coast SAC, The Wash SPA and Ramsar

6.7.1 The Wash and North Norfolk Coast SAC, The Wash SPA and The Wash Ramsar Site are located a considerable distance downstream of the Huntingdonshire Local Plan area. Although hydrologically connected to the Plan area via the River Great Ouse and River Nene catchments, the considerable distance downstream, together with the associated dilution and attenuation of any changes in water quality arising from Local Plan development, substantially limits the potential for effects upon these designations. The modelling results are considered below.

Appropriate Assessment

6.7.2 The modelling demonstrates that ammonia and BOD remain below the relevant Natural England standards under the baseline, future and TAL scenarios. Additional modelling undertaken by JBA demonstrates that dissolved oxygen remains above the standard required to maintain High Ecological Status under all three scenarios, with negligible variation between them.

6.7.3 Total phosphorus exceeds the Natural England target of 0.12 mg/L under baseline conditions. Local Plan growth results in a negligible increase from 0.1506 mg/L to 0.1513 mg/L. Under the TAL scenario, improvements to wastewater treatment infrastructure reduce the modelled concentration to 0.0866 mg/L, which is below both the existing baseline concentration and the Natural England target.

6.7.4 Given the considerable distance downstream, the negligible change associated with Local Plan growth and the reduction in total phosphorus below both baseline conditions and the Natural England target under the TAL scenario, the Local Plan would not result in deterioration in the water quality conditions supporting these designations. Taking account of the mitigation measures set out in **Section 6.8**, it is concluded that the Huntingdonshire Local Plan would not result in an adverse effect on the integrity of The Wash and North Norfolk Coast SAC or The Wash SPA, or the ecological character of The Wash Ramsar Site, through changes in water quality, either alone or in combination with other plans and projects.

6.8 Mitigation

6.8.1 The Water Cycle Study identifies improvements to wastewater treatment infrastructure as necessary to ensure that growth proposed through the Huntingdonshire Local Plan can be accommodated without unacceptable deterioration in water quality. The Technically Achievable Limit (TAL) modelling demonstrates the water quality improvements that can be achieved through upgrades to relevant wastewater treatment works (**Table 6.1**). At Portholme SAC, where phosphorus concentrations remain above baseline conditions under the TAL scenario, the implications for the qualifying Lowland Hay Meadows habitat have been considered separately in the Appropriate Assessment above.

6.8.2 Natural England has advised that sufficient hydraulic and environmental capacity should be demonstrated before development is permitted[158]. The phasing of development should therefore be aligned with the delivery of the necessary wastewater infrastructure. Where sufficient capacity or appropriate mitigation cannot be demonstrated, development should not proceed until the necessary measures are in place.

6.8.3 The Statement of Common Ground between Huntingdonshire District Council and Anglian Water confirms that the Water Cycle Study has informed Anglian Water's strategic planning and that future wastewater infrastructure requirements will be considered through its investment planning processes[159]. Wastewater discharges will also remain subject to environmental permitting and regulation by the Environment Agency.

6.8.4 These measures ensure that development will be linked to the availability of sufficient wastewater treatment capacity and the delivery of the infrastructure necessary to avoid adverse effects on the integrity of hydrologically connected European sites.

6.9 Water quality conclusion

6.9.1 Taking account of the findings of the Water Cycle Study, the site-specific Appropriate Assessments set out above and the mitigation measures identified in **Section 6.8**, it is concluded that the Huntingdonshire Local Plan will not result in an adverse effect on the integrity of any European site, either alone or in combination with other plans and projects, as a result of changes in water quality.

[158] Huntingdonshire District Council and Anglian Water (2026) Statement of Common Ground Between Huntingdonshire District Council and Anglian Water. Available at: https://huntingdonshire.gov.uk/media/lb5dchgh/statement-of-common-ground-between-hdc-and-anglian-water.pdf [Date accessed: 19/08/26]

[159] Ibid.

7 Water quantity appropriate assessment

7.1 Introduction

7.1.1 As noted in **Section 3.5**, development can reduce catchment permeability and the presence of drainage networks may be expected to remove runoff from urbanised catchments. This may result in changes in run off rates from urbanised areas to European sites or watercourses which connect to them and therefore a change in water levels. Water mains leakage and sewer infiltration may also affect water levels. In addition, supply to meet water demand associated with new development (residential and employment development supported by the Local Plan) also has the potential to affect water balances at hydrologically sensitive European sites which are connected to the Plan area.

7.1.2 European sites which are located within an ALS area within which the Local Plan is also located have been screened in for further consideration in this AA (see **Table 3.2** for scoping outputs).

7.1.3 The following European sites have the potential to be impacted by water quantity effects as a result of the Local Plan:

- Fenland SAC
- Nene Washes SAC
- Nene Washes SPA
- Nene Washes Ramsar
- Orton Pit SAC
- Ouse Washes SAC
- Ouse Washes SPA
- Ouse Washes Ramsar
- Portholme SAC
- The Wash & North Norfolk Coast SAC
- The Wash SPA
- The Wash Ramsar
- Upper Nene Valley Gravel Pits SPA
- Upper Nene Valley Gravel Pits Ramsar
- Woodwalton Fen Ramsar

7.2 Mitigation and Appropriate Assessment

7.2.1 Together the Government, the EA and the water companies are responsible for preparing plans and strategies and implementing a regulatory framework to ensure there is enough water for the future needs of both people and the environment. This is undertaken through a catchment-based approach and provides protection for European sites and ensures compliance with the WFD[160].

7.2.2 Anglian Water's 2024 WRMP[161] identifies the potential for a water supply shortfall of 571 megalitres per day by 2050 if no action is taken, with deficits anticipated across 25 of its 27 Water Resource Zones (WRZs). The WRMP identifies measures to maintain sustainable supplies, including smart metering, leakage reduction and strategic resource options. The Anglian Water WRMP was supported by an HRA[162] which recommended mitigation measures that, if implemented, should help to avoid adverse impacts upon the integrity of any European sites either alone, or in-combination.

7.2.3 Cambridge Water's WRMP [163] also demonstrates the potential for a growing supply/demand deficit in the absence of effective management planning. The WRMP also places emphasis on leakage reduction, in addition to reducing household and non-household water consumption, and enforcing universal metering by 2030. The Cambridge Water WRMP was supported by an HRA[164] which concluded that, alone, the WRMP would have LSEs upon a number of European sites, if the recommended mitigation measures were not implemented including the Ouse Washes SAC, SPA and Ramsar, Fenland SAC and Eversden & Wimpole Woods SAC.

7.2.4 The Local Plan has been supported by an IWMS (Phase 2 WCS)[165] which provides an assessment of water resources in relation to Local Plan growth. This concludes that the growth forecast in each of the Water Resource Zones which feed the Plan area exceeds the forecast number of properties throughout the WRMP24 plan period, suggesting planned combined demand from growth is likely to be ahead of supply. Anglian Water and Cambridge Water were consulted through the preparation of the IWMS (however no reply was received from Cambridge Water).

[160] European Commission. Water Framework Directive. Available at: https://environment.ec.europa.eu/topics/water/water-framework-directive_en [Accessed 11.06.24].

[161] Anglian Water (2023) Our Water Resources Management Plan 2024. Available at: https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp/revised-draft-wrmp24-main-report-v2.pdf [Date accessed: 01/06/26]

[162] Mott MacDonald (2023) Anglian Water Revised Draft Water Resource Management Plan 2024 Environmental Report Sub-Report A: Habitats Regulations Assessment (HRA). Available at: https://www.anglianwater.co.uk/SysSiteAssets/household/about-us/wrmp/revised-draft-wrmp24-environmental-report-sub-report-a---hra.pdf [Accessed 20/06/26].

[163] Cambridge Water (2025) Final Water Resources Management Plan 2024. Available at: https://www.cambridge-water.co.uk/media/zadnmcfe/cam-water-resources-management-plan-2024-final.pdf [Date accessed: 01/06/26]

[164] Ricardo (2023) Habitats Regulations Assessment: Draft Water Resources Management Plan 2024. Available at: https://www.cambridge-water.co.uk/media/twqh2ovj/cambridge-water-draft-wrmp24-hra-issue-3.pdf [Date accessed: 01/06/26]

[165] JBA Consulting (2026) Huntingdonshire Integrated Water Management Strategy: Stage 2 Water Cycle Study Final Report.

7.2.5 Anglian Water has commenced preparation of WRMP29 for the period from 2030 onwards. Local Plan growth projections, including major strategic development, will need to be reflected in future water resource planning. The IWMS identifies a need for further engagement with Cambridge Water to establish whether growth within AMP8 can be accommodated within existing plans and whether subsequent plans can be adapted to reflect Local Plan growth.

7.2.6 The IWMS recommends continued engagement between HDC, neighbouring authorities within the same WRZs, Anglian Water and Cambridge Water to ensure that planned growth is reflected in future water resource planning. This is particularly important where Local Plan growth is forecast to exceed the growth assumptions currently incorporated within WRMP24. The Council should therefore continue to work with the water companies, through cooperative work such as the 2026 Statement of Common Ground with Anglian Water[166], to align Local Plan growth with future water resource planning and infrastructure delivery.

7.2.7 As set out in **Section 3.5**, abstractions for water supply are managed by the EA through licences issued in line with their CAMS process.

7.2.8 Water supply issues will also be addressed through the higher-level water planning framework and licensing process (RBMP, WRMP, Drought Plans and CAMS). Local Plan policies to improve water efficiency (Policy LP 24 - Water Efficiency) will also ensure water supplies at European sites can be met to meet the requirements of European sites. Policy LP 24 (Water Efficiency) sets a water efficiency target of 90L per person per day.

7.3 Conclusion

7.3.1 To minimise strain placed upon water quantity by development coming forward through the Local Plan, there has been pursuit of both water policies, such as LP24 on water efficiency, and ongoing dialogue with water companies regarding infrastructure delivery, illustrated by outputs such as the 2026 Statement of Common Ground[167]. It can be concluded on the basis of such policies and cooperative efforts that there will be no adverse impacts on the integrity of any European site, either alone or in-combination, due to a change in water quantity as a result of the Local Plan.

[166] Huntingdonshire District Council and Anglian Water (2026) Statement of Common Ground Between Huntingdonshire District Council and Anglian Water. Available at: https://huntingdonshire.gov.uk/media/lb5dchgh/statement-of-common-ground-between-hdc-and-anglian-water.pdf [Date accessed: 19/08/26]

[167] Ibid.

8 Recreational pressure appropriate assessment

8.1 Introduction

8.1.1 The following section of the AA focuses on assessing the ecological impacts of increased recreational pressures from the Local Plan upon the qualifying features of the following European sites which were screened into the HRA process (**Chapter 4**):

- Fenland SAC;
- Nene Washes SAC;
- Nene Washes SPA;
- Nene Washes Ramsar;
- Ouse Washes SAC;
- Ouse Washes SPA;
- Ouse Washes Ramsar;
- Portholme SAC;
- Upper Nene Valley Gravel Pits SPA;
- Upper Nene Valley Gravel Pits Ramsar; and
- Woodwalton Fen Ramsar.

8.1.2 Policies with the potential to have LSE recreational impacts and therefore which will be assessed in the recreational pressure AA include the following:

- LP1- How much development do we expect?
- LP2 – Our strategy for change
- LP3 – Distribution of growth
- LP6 – Market towns
- LP7 – Service centres
- LP8 – Local service villages
- LP9 - Villages
- LP10 – Hamlets and the countryside
- LP51 – Gypsies, Travellers and Travelling Showpeople

8.1.3 Development, and specifically housing growth, has the potential to increase recreational pressure at European sites. These pressures can cause the loss of, or damage to, the features for which a European site is designated[168]. Recreational activities can lead to impacts such as:

- Habitat loss
- Habitat fragmentation
- Habitat damage through trampling and erosion

[168] Natural England. Public Access and Disturbance Theme Plan A strategic approach to identifying and addressing significant effects on the features of Natura 2000 sites.

- Disturbance to plants and animals from increased numbers of people undertaking a range of different open air recreational activities
- Disturbance to plants and animals from dogs
- Pollution and contamination caused by dog fouling (eutrophication)

8.1.4 **Appendix D** identifies all proposed allocations that could have a LSE arising from recreational pressure on designated sites, as they promote new housing.

8.2 Fenland SAC and Woodwalton Fen Ramsar

Baseline information

8.2.1 As noted in **Section 3.6**, Fenland SAC (where it is underpinned by Woodwalton SSSI and Woodwalton NNR)[169] and Woodwalton Ramsar[170] are located near the centre of the Plan area. The SAC is designated for its meadow and fen habitats, as well as Great Crested Newt and Spined Loach. The Ramsar is designated for Fen Violet and Fen Wood-rush, as well as numerous wetland invertebrates, aquatic beetles, flies and moths.

8.2.2 The underpinning SSSI is designated for seven features of which five are in an 'unfavourable - no change' condition (ditches, floodplain fen (lowland), lowland moor grassland and rush pasture, Fen Woodrush and vascular plant assemblage), one is 'unrecorded' (Fen Violet) and one is in a 'favourable' condition (wet woodland)[171]. The unfavourable condition status is not attributed to recreational pressure but potentially linked to water quality.

8.2.3 The conservation of meadow habitats at Fenland SAC are noted to be dependent on recreation/visitor management[172]. Fenland SAC and Woodwalton Fen Ramsar are both sensitive to recreational pressure due to the vulnerability of their fen, meadow and wetland habitats[173].

[169] Natural England (2018) European Site Conservation Objectives for Fenland SAC (UK0014782). Available at: https://publications.naturalengland.org.uk/publication/6712672527581184 [Date accessed: 18/06/26]

[170] JNCC (1995) Information Sheet on Ramsar Wetlands (RIS): Woodwalton Fen. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11078.pdf [Date accessed: 18/06/26]

[171] Natural England. Designated Sites View: Woodwalton Fen SSSI.

[172] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782.

[173] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782.

Appropriate Assessment

8.2.4 Woodwalton Fen is a large, 209ha site managed by Natural England and owned by the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire[174]. A site visit was undertaken in January 2026 to assess the existing baseline recreational use at the site and impacts currently taking place upon its qualifying features. The output of these site visits is summarised in **Appendix E**. These site surveys indicated that there are no official Public Rights of Way (PRoW) across the site due to private ownership, however there is public access on promoted and managed routes. Parking provision at the site is limited, with no formal car park present. However, informal parking was observed at the time of the survey along a track off Chapel Road, which could accommodate approximately 20 vehicles. Access to the site is provided via a bridge crossing the Great Raveley Drain and access to the designated sites is limited to small tracks and lanes. Extensive signage is present at the main entrance, including site information and clear notices prohibiting access for dogs, bicycles, and unauthorised vehicle within the site.

8.2.5 The results of the baseline recreation study walkover indicated that evidence of path erosion at the site was minimal. Access management by Natural England was evident with promoted routes being clearly signposted throughout the site. The baseline recreation study concluded that there was no evidence of recreational adverse impacts upon the qualifying features of the SAC or Ramsar at the time of the survey.

8.2.6 The closest residential and mixed-use allocations to the SAC and Ramsar are located in the settlements of Abbots Ripton to the south, Bury to the east, Holme to the north west and Sawtry to the west. Allocations within approximately 5km of the SAC and Ramsar are listed below and illustrated in **Appendix D**, **Figure D.1**. The closest of these allocations is 3.7km in Bury (Bury 3). All other allocations made in the Local Plan are considerably further away from these designated sites close to Huntingdon which is located over 8.5km to the south. Access from all Local Plan allocations to the SAC and Ramsar is limited to small tracks and lanes.

- Abbots Ripton 1: 15 residential units – approximately 5.5km to the south
- Bury 1: 30 residential units – approximately 5.1km to the east
- Bury 3: 170 residential units – approximately 3.7km to the east
- Holme 1: 50 residential units – approximately 3.8km to the north west
- Ramsey 2: 20 residential units – approximately 6.1km to the east
- Sawtry 1: 330 residential units – approximately 6.1km to the west
- Sawtry 2: 170 residential units – approximately 5.8km to the west
- Sawtry 3: 330 residential units – approximately 4.8km to the west

8.2.7 The Local Plan contains policies which protect and secure open spaces and local greenspace for recreation as summarised below:

- Policy LP 4 – Green and Blue Infrastructure Priority Areas. This policy recognises the importance of green and blue infrastructure priority areas across Huntingdonshire as identified in the Local Nature Recovery Strategy for

[174] https://www.greatfen.org.uk/woodwalton-fen

Cambridgeshire and Peterborough[175] and the Huntingdonshire Nature Recovery Network Report[176]. It also recognises the requirement for development in the Local Plan to contribute positively to the Great Fen Masterplan (see **paragraph 5.2.21**). Priority Areas identified in Policy LP 2 include the locations listed below. These locations include the Great Fen within which Fenland SAC and Woodwalton Ramsar are located. In addition, proposals at Paxton Pits will be supported by Policy LP 4 where they help to deliver the objectives of the Nature Reserve Management Plan (2017) or successor documents and/ or the objectives of the Reserve Management Strategy for the planned extension to Paxton Pits Nature Reserve (2007) or successor documents[177].

  - Fen-edge Woodlands
  - Folksworth-Elton-Ashton Wold
  - Grafham-Brampton-River Kym
  - Great Fen
  - Great Ouse Valley
  - Hail Weston-Bushmead
  - Holme-Conington
  - West Cambridgeshire Hundreds
  - Nene Valley
  - River Corridors (Kym, Alconbury Brook, Ellington Brook & Fen Rivers)

- Policy LP 12 – How will infrastructure be provided. This policy sets out requirements for new development and links to the Infrastructure Delivery Study which supports the Local Plan and sets requirements in terms of green space provision.
- Policy LP 13 – Securing infrastructure provision. This policy sets provisions for securing funding for infrastructure costs set out in the Infrastructure Delivery Study which include recreation provision and green infrastructure.
- Policy LP 19 – Green and blue infrastructure. This policy sets out the role that provision and enhancement of strategic green and blue infrastructure have in achieving the strategy and balancing built development. This policy also sets out the Council's approach to protecting and enhancing Huntingdonshire's green and blue infrastructure for the benefit of biodiversity and the environment as well as for local residents for recreation and leisure. The supporting text to this policy notes that the Local Plan is pursuing the Fields in Trust plus the National Allotment and Leisure Gardeners Society standard for open spaces.
- Policy LP 52 – Protecting our open spaces, outdoor sport and recreational facilities. This policy seeks to protect areas of open space, sports and

[175] Local Nature Recovery Strategy for Cambridgeshire and Peterborough https://naturalcambridgeshire.org.uk/local-nature-recovery-strategy-for-cambridgeshire-and-peterborough-now-live/

[176] The Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire (2024) An Interim Nature Recovery Network for Huntingdonshire. Draft report.

[177] https://paxton-pits.org.uk/about-paxton-pits/habitat-management/

recreational facilities from development that would lead to their partial or complete loss.

8.2.8 As set out in the above policy requirements (Policy LP 19) Open Space Standards have been developed by the Council based on the Fields in Trust (FIT) Standard plus the National Allotment and Leisure Gardeners Society Standard. This is a nationally recognised standard that seeks a total overall quantum of open space of 3.2ha/1,000 people and when considered alongside outdoor sport and play standard space this rises to a total of 5.35ha/1,000 people. The requitement to achieve this standard is set out in Policy LP 19. This standard provides a greater overall level of provision of accessible natural greenspace (when compared to the NE GI Framework standard of 3ha/1000) and it is support by the Local Plan infrastructure and viability evidence base.

8.2.9 There are a number of alternative recreational options located within close proximity to site allocations within the Plan area. These include the following which provide alternative recreational destinations with a range of visitor facilities.

- Hinchingbrooke Country Park which covers 150 acres of open grasslands, mature woodland and lakes. Visitor facilities include a range of promoted routes, a café, play areas, toilets, a countryside centre and parking.
- Holt Island Nature Reserve which comprises a 2.8 ha reserve includes the remnants of the once-worked Osier beds, native tree species and beds of phragmites reed mixed with sedge. Visitors are directed across the site on a raised boardwalk with promoted routes and Holt Cabin.
- Riverside Park Huntingdon which extends over approximately 14ha and includes 2km paths along the riverbank, from the bridge over the River Great Ouse near the Old Bridge Hotel to Hartford Church. Visitor facilities include promoted walking routes, parking and a children's play area
- Grafham Water is an 800-hectare reservoir and SSSI, managed by Anglian Water, and nature reserve which offers outdoor activities like walking, cycling, sailing, and fishing and contains a nature reserve, cafes, and family-friendly play areas. Visitor facilities include a visitor centre, toilets, parking, cafes, nature trails, cycle hire and cycling routes, water sport activities, angling opportunities, play areas,
- Barford Road Pocket Park is located in Eynesbury, St Neots and covers approximately 45 acres of grassland, wildflower meadows, woodland, hedgerows, and reedbeds along the River Great Ouse. Visitor facilities include fitness and play trails and promoted routes including a board walk.
- Paxton Pits is a Local Nature Reserve (LNR) and a SSSI which is managed by Huntingdonshire District Council and The Friends of Paxton Pits. It comprises a series of lakes, meadows and woodland rich in wildlife, with guided, accessible trails. Facilities include a visitor centre including café and free parking for cars and bikes.

8.2.10 Taking into consideration the outputs from the results of the baseline recreation study walkover and the Local Plan policies regarding the protection and requirements for open space, and alternative areas of open space closer to Local Plan allocations, it can be concluded that there will be no adverse recreational impacts upon Fenland SAC and Woodwalton Ramsar from the Local Plan alone or in-combination.

8.3 Nene Washes SPA and Ramsar

Baseline information

8.3.1 The Nene Washes SPA and Ramsar designated sites are located at their closest point approximately 2km to the north of the Plan area. As noted in **Section 3.6**, the qualifying species of the Nene Washes SPA[178] include a number of internationally important species of birds which are reliant on the Washes seasonally flooded habitat for providing breeding and wintering habitat. The Nene Washes Ramsar is also designated for Tundra Swan and a number of breeding birds, raptors and additionally nationally scarce plants and invertebrates (**Appendix B**).

8.3.2 The Nene Washes SPA and Ramsar are underpinned by the Nene Washes SSSI. The SSSI is designated for 14 features of waterfowl, one of which is in an 'unfavourable – declining' condition. It is also designated for ditches ('unfavourable - recovering' condition), Lowland wet neutral grassland (MG11, MG13) ('unfavourable - no change' condition), and lowland wet neutral grassland ('unfavourable – recovering'). The unfavourable condition status of these SSSI features is not attributed to recreational pressure but is noted to be potentially linked to climate change and milder winters on the continent.

8.3.3 The SIP for the SPA (and SAC) does not identify recreational impacts as a threat[179]. Natural England's conservation advice notes that: '*Although visitor numbers aren't accurately measured, human disturbance should be low due to the remoteness of the site and lack of infrastructure. It is popular with bird watchers particularly from nearby counties. Parts of the site are also used for wildfowling, angling and skating. Wildfowling causes disturbance to wintering birds until the end of January, particularly in the Low Wash and the High Wash*'[180]. The conservation advice also notes that: '*Anglers are able to use Moreton's Leam, but aren't thought to cause a disturbance problem. Public access is along a footpath on the South Barrier Bank; it is little used and far enough away from the centre of the washes to be unlikely to cause significant disturbance*.'

Appropriate Assessment

8.3.4 As noted in **Section 3.6**, the Nene Way long distance path runs along the northern bank of the River Nene, providing public access from Peterborough eastwards past Whittlesey to Ring's End.

[178] Natural England (2019) European Site Conservation Objectives for Nene Washes SPA (UK9008031). Available at: https://publications.naturalengland.org.uk/publication/4894064390438912 [Date accessed: 18/06/26]

[179] Natural England (2014) Site Improvement Plan Nene Washes SAC and SPA.

[180] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Nene Washes SPA Site Code: UK9008031.

8.3.5 A review of allocations indicates that the closest residential allocation to the SPA and Ramsar is located within the settlement of Stilton. one for eight residential units (Stilton 1) and 55 residential units on Stilton 2. These allocations are more than 8.5km to the south west of the SPA and Ramsar and are bound on all sites by residential development and the A1(M) on their eastern boundary. There are also a number of small residential allocations located in Sawtry and Ramsey (as listed in **paragraph 8.2.6**), however, all other Local Plan allocations are situated significantly further away from the SPA and Ramsar and more than 22km to the south around the town of Huntingdon.

8.3.6 A review of SSSI IRZ data associated with the underpinning Nene Washes SSSI indicates that no Local Plan allocation either triggers consultation with Natural England or is located within an IRZ associated with the Nene Washes SSSI.

8.3.7 The local plan contains a number of policies which protect and secure open spaces and local greenspace for recreation as summarised in **paragraphs 8.2.7 to 8.2.10**. In addition, as listed in **paragraph 8.2.11** there are a number of alternative recreational options located within close proximity to site allocations within the Plan area.

8.3.8 Taking into consideration the location of allocations in relation to the Nene Washes SPA and Nene Washes Ramsar, the Local Plan policies regarding the protection and requirements for open space and alternative areas of open space closer to Local Plan allocations, it can be concluded that there will be no adverse recreational impacts upon the Nene Washes SPA and Nene Washes Ramsar from the Local Plan either alone or in-combination.

8.4 Ouse Washes SAC, SPA and Ramsar

8.4.1 The Ouse Washes comprise one of the most extensive areas of seasonally flooded washland in the UK. The SPA and Ramsar designations encompass two canalised main river channels of the River Great Ouse that run along each side of its length, with an extensive area of wet grassland and field drains in between[181]. The SAC designation covers the Old Bedford River Counter Drain only. These designations are linear in nature and predominantly located outside the Plan area, however they extend for approximately 1.2km into the eastern edge of the Plan area close to Earith (**Figure 3.6**).

8.4.2 The Ouse Washes supports a wide range of wetland habitats, including open water, ditches and wet grassland. The SAC is designated for Spined Loach (*Cobitis taenia*) and the SPA for the large assemblages of breeding and non-breeding waterbirds, including internationally important wintering populations of Swans and wildfowl. The features of the Ramsar include the internationally important bird assemblages, the extensive area of seasonally-flooded washland, relict fenland invertebrates and several nationally scarce plants, such as the Small Water Pepper (*Polygonum minus*).

[181] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 05/02/26].

8.4.3 The Ouse Washes SAC, SPA and Ramsar are underpinned by the Ouse Washes SSSI. This SSSI is designated for 21 bird features (both breeding and non-breeding) eight of which are in an 'unfavourable – no change' condition. It is also designated for ditches ('unfavourable - recovering' condition), lowland wet neutral grassland (MG11, MG13) ('unfavourable - no change' condition), and a vascular plant assemblage. The unfavourable condition status of these features is not noted on NE's designated site viewer to be attributed to recreational pressure.

8.4.4 The SIP for the SPA and SAC does not identify recreational impacts as a threat[182]. The conservation advice for the SPA however notes that: '*The nature, scale, timing and duration of some human activities can result in the disturbance of birds at a level which may significantly affect their behaviour, and consequently impact on the long-term viability of their populations. ….. The location of birds will depend on the flood conditions, with swans preferring deeper water for roosting. The section closest to Earith tends to be least preferred, probably because of disturbance by walkers and dogs on footpaths along the flood banks. There are footpaths along the barrier banks. In general these are quiet because of the location of the site and difficult access, but there is significant disturbance immediately north of Earith, particularly from dog walkers. Numbers of visitors to the RSPB reserve at Manea are small and are unlikely to result in disturbance. Numbers of visitors to the WWT reserve at Welney are larger but access is restricted and disturbance is also unlikely there.* [183]'. Whilst recreation is not identified in the conservation advice for the SAC as a threat to its qualifying feature (Spined Loach), in their Regulation 18 consultation response, NE raised the potential adverse impacts associated with activities such as angling on Spined Loach populations and requested consideration of this in the AA.

8.4.5 It is noted that qualifying bird species associated with the Ouse Washes SPA and Ramsar may also use functionally linked land within the wider area, outside the designation boundaries. Functionally linked bird habitat associated with the SPA and Ramsar is likely to primarily consists of surrounding arable farmlands and pasturelands that host non-breeding wildfowl and waders. These off-site habitats serve as critical complementary areas for daytime foraging and nighttime roosting, particularly when the main washland is deep underwater. In addition to these areas, functionally linked habitat may include the interconnecting drainage ditch network that is located beyond the designations. Qualifying species of birds located within areas of functionally linked land may also be vulnerable to recreational impacts. NE's SSSI IRZs around these designations include the area immediately surrounding the Nene Washes SPA and Ramsar and the Ouse Washes SPA and Ramsar and extending up to several kilometers into the wider Cambridgeshire and Fens landscape and encompassing adjacent SSSI designations (such as Berry Fen SSSI) and RSPB reserves such as the Ouse Fen reserve, these areas are frequently referred to as "Goose and Swan Functional Land" IRZ.

[182] Natural England (2014) Site Improvement Plan Nene Washes SAC and SPA.

[183] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 05/02/26].

8.4.6 A strategic approach to mitigation was set out in the Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy ('GIRAMS')[184] for a number of European sites located in Norfolk including the Ouse Washes SAC, SPA and Ramsar designations. This Strategy built on visitor survey results[185] to establish mitigation approaches. The current GIRAMS strategy has been in place since 2020 in Norfolk. In 2024 the GIRAMS strategy was revisited to reflect changes in public access and recreation patterns following COVID and also a study of the North Norfolk Coast and the Wash[186] which identified a new direction for visitor management and highlighted the need to reduce visitor numbers in a strategic way. The Norfolk Recreational Impact Avoidance and Mitigation Action Plan was prepared in 2024[187]. This covers a number of European sites within Norfolk which have a varying levels of accessibility.

8.4.7 The Norfolk Action Plan includes the Ouse Washes SPA, SAC and Ramsar designations. However, due to a lack of visitor survey data, the Action Plan notes that there is uncertainty around the scale of any ZoI associated with these designations. A preliminary ZoI of 7km is noted in the Action Plan for the Ouse Washes. The Action Plan sets out measures, with associated approximate costs, that provide a package of mitigation for all the European sites, including the Ouse Washes. For the Ouse Washes mitigation measures comprise monitoring surveys for detection/spread of invasive species (e.g. Floating Pennywort) and a watching brief on recreation use. The combined costs attributed to this package sets a suitable per dwelling tariff that can be applied across Norfolk in order to fund the mitigation for cumulative and in-combination recreational impacts from housing growth in Norfolk. It is noted that no costs are included for the Ouse Washes in the Action Plan.

8.4.8 The Action Plan notes that mitigation will also need to include measures away from the European sites. These largely comprise measures that relate to providing alternative recreation provision, typically referred to as Suitable Alternative Natural Greenspace (SANG) and whilst these are part of the overall 2020 GIRAMS approach they were outside the scope of the Norfolk Action Plan.

Appropriate Assessment

8.4.9 The Ouse Washes is large linear site approximately 330ha in area and 30km in length with multiple landowners, including areas managed by the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, the Royal Society for the Protection of Birds (RSPB), and the Wildfowl & Wetlands Trust. A number of towns and villages surround the site. Of note is the town of Earith in the south, as this is the only town local to the Ouse Washes which is located within the Huntingdonshire Plan area. Recreational access from this town is noted in NE's SIP for the SPA (**paragraph 8.4.4**). Much of the designated site is surrounded by open agricultural fields.

[184] Hooton, S. and Mills, R. (2020) Norfolk Green Infrastructure and Recreational Impact Avoidance and Mitigation Strategy. Report by Place Services for Norfolk Strategic Planning Framework.

[185] Panter, C., Liley, D. and Lowen, S. (2017) Visitor surveys at European Protected Sites across Norfolk in 2015 and 2016. Unpublished report by Footprint Ecology for Norfolk County Council.

[186] Liley, D. et al. (2022) The Wash and North Norfolk Coast Limits of Acceptable Change Study. 682. Footprint Ecology / Norfolk County Council.

[187] Liley, D., Saunders, P., Bishop, R., Rush, E. & Panter, C. (2024) Norfolk Recreational Impact Avoidance and Mitigation Strategy Action Plan. Report by Footprint Ecology.

8.4.10 As set out in the Baseline Study of Recreational Use and Impact (**Appendix E**), the southern extent of the site, at Earith, provides formalised public access in the form of two car parks: a small car park at Earith Sluice on the River Delph, which can accommodate approximately five vehicles, and a second car park to the east at the Earith Bridge Picnic Area, which can accommodate approximately 20 vehicles.

8.4.11 At Earith, PRoWs are located on the raised banks of both river channels enclosing the Ouse Washes, with one well signposted PRoW running along the eastern boundary of the site adjacent to the River Delph. This route is clearly signed, with kissing gates at access points, and showed a significant level of use, including footprints and dog fouling. This footpath is separated from the Ouse Washes by a hedgerow and tree line, providing a physical and visual buffer that reduces potential disturbance from recreational users to birds using the central section.

8.4.12 Stretches of PRoW which are accessible from the A1123 are similarly screened from the Ouse Washes by hedgerow, scrub, and trees; however, this screening is not however continuous along the full length of the road where it borders the site, leaving some areas more exposed. The bridge at the Earith Sluice and the Earith Bridge, crossing the River Delph and the New Bedford River respectively, provides no screening.

8.4.13 PRoW which are accessible along the B1381, which runs parallel to the New Bedford River on the eastern side of the site, are screened by a low scrub barrier from the designations. A further PRoW along the eastern side of the site, beginning at the Earith Bridge Picnic Area, appears to have been historically well used. Although access was blocked at the time of the site walkover, there was evidence of continued informal use. Whilst no formal access exists onto the washlands, vehicular gates for land management purposes are present, with signs of limited unofficial recreational access beyond these points.

8.4.14 Parking was noted to be informal and recreational access more limited in other areas of the designations moving in a north easterly direction away from Earith. With intermittent vegetation in places screening PRoW from the designated sites.

8.4.15 On the whole, walkovers undertaken as part of the Baseline Study (**Appendix E**) indicate that public access and recreational use to the Ouse washlands is limited, with most of the PRoWs being located along the boundaries of the designated site, running along the banks of the River Delph and the New Bedford River. These river banks are raised along the length of the designated site.

8.4.16 The Baseline Study (**Appendix E**) concluded that recreational pressure at the Ouse Washes is generally low and largely constrained to PRoWs, with very limited evidence of access into the washlands that support the SPA and Ramsar bird assemblages. The linear nature of the site means that most recreational use occurs along riverbanks and site boundaries, where PRoWs, roads and access points are located, rather than within the core washland itself. Hedgerows, tree lines, embankments and topography provide visual and physical screening between recreational routes and the washlands, reducing the potential for disturbance to birds. However, this screening is not continuous, and there are localised sections where views across the Ouse Washes are unobstructed and disturbance from the presence of people and dogs could occur. Flooding at the time of survey limited the assessment of unofficial access onto the Washes, though this flooding is likely to act as a natural deterrent for much of the year. Overall, while recreational use is evident and locally concentrated, its effects appear spatially limited, with the majority of the Ouse Washes remaining relatively undisturbed.

8.4.17 Angling activity was noted to be present along parts of the site, although none was observed during the visit. Fishing rights for the Ouse Washes and the wider River Great Ouse are leased to local angling clubs and preservation societies. In order to fish, membership must be obtained or a valid day ticket purchased. Spined Loaches are a small bottom dwelling species which is rarely directly affected by angling because they are of no commercial or angling interest. They are tiny bottom-dwellers with very small mouths which makes them difficult to catch on a standard rod and line. In addition, given they are a legally protected species listed in the Habitats Directive, deliberately targeting the Spined Loach requires a special licence. Indirect impacts associated with angling may include predation by large coarse fish stocks, trampling of bankside vegetation and submerged water plants by anglers and disturbance of sediments[188]. Fishing and coarse fish stocks on the Ouse Washes are managed through a dual structure divided between statutory government regulation and local angling club enforcement. Local angling groups enforce strict club rules to prevent fishermen from accidentally harming the Spined Loach or disrupting their ecosystem in terms of areas of access and fishing timings. This is likely to provide mitigation for indirect angling impacts upon Spined Loach populations.

8.4.18 A review of allocations indicates that the closest residential allocation to the SAC, SPA and Ramsar are located within the settlements of Bluntisham, Colne, Somersham and Needlingworth as listed below. Other Local Plan allocations are located more than 7km[189] from these designations to the west and south beyond St Ives.

- Bluntisham 1: 35 residential units located approximately 1.5km to the west
- Bluntisham 2: 85 residential units located approximately 1.9km to the west
- Colne 1: 15 residential units located approximately 1.4km to the north west
- Needingworth 1: 1750 residential units located approximately 6km to the west
- Needingworth 2: 100 residential units located approximately 4.7km to the west

[188] English Nature (1998) The habitat and management requirements of spined loach *Cobitis taenia* No. 244 - English Nature Research Reports.

[189] 7km reflects the ZoI for the Ouse Washes as provided in the Norfolk Action Plan – see **paragraph 8.4.7**

- Somersham 1: 120 residential units located approximately 4.3km to the north west
- Somersham 2: 50 residential units located approximately 3.5km to the north west
- Somersham 3: 45 residential units located approximately 4.6km to the north west

8.4.19 The above allocations are located either directly adjacent to or in close proximity to FLL associated with the SPA and Ramsar; potential Goose and Swan Functional Land SSSI IRZ (**paragraph 8.4.6**). A review of SSSI IRZ data flags up rural residential development of more than 10 units in Colne and Bluntisham, and of more than 50 units in Somersham and Needlingworth, outside existing settlements/urban areas as requiring consultation with NE.

8.4.20 The local plan contains a number of policies which protect and secure open spaces and local greenspace for recreation as summarised in **paragraphs 8.2.7 to 8.2.10**. Priority Areas identified in Policy LP 4 include the Great Ouse Valley and River Corridors. Site allocation policy wording for Bluntisham 1 and Bluntisham 2 notes that development must include provision of amenity and open space to mitigate recreational impacts on nearby nature sites. Policy wording for Needingworth 1 will include approximately 65.5ha of green infrastructure, sustainable drainage and flood mitigation use. In addition, as listed in **paragraph 8.2.9** there are a number of alternative recreational options located within close proximity to site allocations within the Plan area.

8.4.21 Taking into consideration the location of allocations in relation to the SPA and Ramsar, local angling group codes of conduct and rules in place to protect the Spined Loach, Local Plan policies regarding the protection and requirements for open space and alternative areas of open space closer to Local Plan allocations, it can be concluded that there will be no adverse recreational impacts upon the Ouse Washes SPA and Ouse Washes Ramsar from the Local Plan alone or in-combination.

8.5 Portholme SAC

8.5.1 Portholme SAC is one of the largest remaining examples of traditionally managed lowland hay meadow in England and is designated for its species-rich grassland habitat, specifically *H6510 Lowland hay meadows* (Annex I habitat, EU Habitats Directive). The site supports characteristic plant communities associated with periodically flooded meadows along the River Ouse. Conservation objectives seek to maintain or restore the extent, distribution, structure and function of the qualifying habitat, including its typical species, and to protect the natural processes, particularly appropriate flooding and management regimes, that sustain its ecological value. Portholme SAC is underpinned by Porthholme SSSI. The neutral lowland grassland feature is assessed as being in an 'unfavourable - recovering' condition.

8.5.2 The grasslands for which Portholme SAC is designated may be impacted by recreational impacts due to its location within the Plan area, the sensitivity of its lowland hay meadow habitat, and the availability of public access. These pressures may include trampling, soil compaction, erosion, disturbance to grazing management, nutrient enrichment from dog fouling and the spread of invasive species, such as trampling by walkers and dog walkers which can damage vegetation and soils.

8.5.3 The SIP for Portholme SAC does not identify recreational impacts as a threat[190]. The conservation advice for the SAC notes that management of visitor access is likely to be a conservation measure for the site but does not identify threats associated with current levels of access[191].

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8.5.4 Portholme SAC is a large, 90ha open field of floodplain hay meadow bordered on two sides by the River Great Ouse and mostly owned by the London Angling Society, with a small 4 acre portion in the south west owned by The Thomas Miller Charity[192]. Huntingdon is located to the north of Portholme SAC, with Godmanchester to the east and agricultural fields to the south.

8.5.5 As set out in the Baseline Study of Recreational Use and Impact (**Appendix E**) the entirety of the site is open access, with three PRoWs, including the Ouse Valley Way, forming a triangle across the site with further unofficial routes leading across the centre of the site.

8.5.6 The central area of the site was inundated at the time of the baseline site survey which meant it was not possible to follow the PRoW across the site and made it difficult to see evidence of recreational impacts in that area.

8.5.7 Access to the site is provided via three main access points. The primary access point is located on the eastern side of the site from Godmanchester. Two car parks serve this access: Post Street Car Park, which provides 29 marked parking spaces, including two disabled bays, with free parking available for up to 23 hours, and a smaller car park adjacent to Queen Elizabeth School and Colman Creative Academy on Post Street, which can accommodate approximately 15 vehicles and includes a public toilet. Both car parks provide access to Queen's Walk, a paved public footpath that runs along the River Great Ouse and includes benches, numerous litter and dog waste bins, and areas of open green recreational space and play provision. Queen's Walk is well signed and includes portage points along the River Great Ouse, with clear directional signage leading users towards a pedestrian crossing over Godmanchester Lock. Beyond this point, access to Portholme SAC is facilitated via a kissing gate.

8.5.8 A second access point is located to the north of the SAC, off Mill Common in Huntingdon. An unofficial car park is present at this location and was observed to be in heavy use during the site visit, with capacity for approximately 15 vehicles. Footpath signage directs users towards the PRoW network across Portholme SAC, and access is provided via a bridge crossing the River Great Ouse, followed by a kissing gate and with information signage provided at the site entrance.

[190] Natural England (2014) Site Improvement Plan Portholme SAC.

[191] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Portholme Special Area of Conservation (SAC) Site Code: UK0030054.

[192] https://www.brampton-cambs-pc.gov.uk/uploads/portholme-meadows-summary.pdf

8.5.9 The third access point is located to the west of the SAC and is accessible on foot only, linking Portholme to the Ouse Valley Way walking route. This access point was flooded at the time of the site survey, and was therefore not fully assessed past the kissing gate onto the SAC itself. This path also connects to a PRoW running north adjacent to the SAC, however, due to the flooded access, this footpath was not walked.

8.5.10 Information boards outlining the importance and history of the Portholme SAC are present at each of the main access points. Outside of these formal access locations, no additional recreation site management measures were evident across Portholme.

8.5.11 The Baseline Survey concludes that whilst a network of PRoWs and informal routes are present across the SAC, evidence of path erosion was minimal and largely confined to the perimeter of the site at the time of the survey. Signs of path use displayed in the form of minor trampled vegetation but little to no erosion was evident. This is likely attributed to the open access nature of the site which allows multiple routes to be taken and therefore no specific paths becoming significantly eroded. In addition, seasonal flooding and inundation of the central areas of Portholme SAC appeared to limit recreational access across much of the site interior. Although dog walking was common and dogs were observed off lead, dog fouling was infrequently observed, and no evidence of littering was recorded. The baseline study concluded that whilst recreational activity at Portholme SAC was evident, it did not appear to be resulting in significant adverse effects on the qualifying hay meadow habitat at the time of survey.

8.5.12 A review of allocations indicates that there are a number of allocations within close proximity to the SAC in Huntingdon and Godmanchester as set out below. The majority of allocations are separated from the SAC by major routes connecting Huntingdon including the A1307, B1043 and B1514.

- Brampton 1: 10 residential units located approximately 2.6km to the north west
- Brampton 2: Open space and car parking facilities
- Godmanchester 1: 85 residential units located approximately 250m to the north
- Godmanchester 2: 550 residential units located approximately 875m to the south east
- Hemingford Abbots 1: 3,800 residential units located approximately 2.5km to the south east
- Huntingdon 2: 12 residential units located approximately 1.4km to the north east
- North Huntingdon 3: 4,900 residential units located approximately 2.6km to the north east

8.5.13 The Local Plan contains a number of policies which protect and secure open spaces and local greenspace for recreation as summarised in **paragraphs 8.2.7 to 8.2.10**. Site allocation policy wording for Brampton 1 requires provision of 0.4ha of open space. Brampton 2 adjoins and is located south of Hinchingbrooke Country Park County Wildlife Site and policy wording includes requirements to enhance opportunities in relation to green infrastructure and nature conservation sites through enhanced biodiversity net gain and natural and open space as well as providing infrastructure such as car parking to enable the enjoyment of the park.

8.5.14 Policy wording for Godmanchester 1 requires the provision of amenity and open space for users to mitigate the recreational impacts on nearby nature sites. Policy wording for Godmanchester 2 requires development to provide at least 0.8ha of land for an extension to Godmanchester Lawn Cemetery on land immediately adjoining the existing cemetery and green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. In the north western part of the Godmanchester 2 site, in the area comprising all land around Stoneyhill Brook and bordering Silver Street, policy wording requires the provision of natural green space or biodiversity net gain totalling a minimum of 6.8ha.

8.5.15 Policy wording for Hemingford Abbots 1 requires the provision of green infrastructure appropriate to the scale of development to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, and land for biodiversity net gain including about 26ha to be established as a country park.

8.5.16 Policy wording for North Huntingdon 3 requires strategic green infrastructure, public open space uses, biodiversity net gain and other planting appropriate to the scale of development. In addition, and as listed in **paragraph 8.2.9** there are a number of alternative recreational options located within close proximity to site allocations within the Plan area.

8.5.17 Taking into consideration the location of allocations in relation to the SAC, the Local Plan policies regarding the protection and requirements for open space and alternative areas of open space closer to Local Plan allocations, it can be concluded that there will be no adverse recreational impacts upon Portholme SAC from the Local Plan alone or in-combination.

8.6 Upper Nene Valley Gravel Pits SPA and Ramsar

Baseline information

8.6.1 As noted in **Section 3.6**, the Upper Nene Valley Gravel Pits SPA[193] and Ramsar[194] comprise a series of disused sand and gravel pits along the River Nene valley which provide valuable nesting and feeding conditions for major inland concentrations of wintering water birds. These bird species are sensitive to recreation disturbance. A bird disturbance survey and visitor survey commissioned by North Northamptonshire Council, West Northamptonshire Council and Bedford Borough Council indicates that recreational impacts have the potential to take place within a 5.9km ZoI of the SPA. A 5.9km radius from the SPA coincides with the western section of the Plan area.

[193] Natural England (2019) European Site Conservation Objectives for Upper Nene Valley Gravel Pits SPA (UK9020296). Available at: https://publications.naturalengland.org.uk/publication/5495529882517504 [Date accessed: 18/06/26]

[194] JNCC (2011) Information Sheet on Ramsar Wetlands (RIS): Upper Nene Valley Gravel Pits. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11083.pdf [Date accessed: 18/06/26]

8.6.2 North Northamptonshire Council and West Northamptonshire Council produced the Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy in 2026 which replaces previous guidance in relation to the SPA[195]. This document is non-statutory guidance but sets out how the Upper Nene Valley Gravel Pits SPA should be considered and is intended to be a material consideration in the determination of planning applications and to assist the Councils in discharging their duties as competent authorities under the Conservation of Habitats and Species Regulations 2017 (as amended).

8.6.3 This guidance notes that new residential units and overnight accommodation within this 5.9km ZoI (**Figure 8.1**) will be required to mitigate in-combination effects of the development through contributions to a series of SPA Strategic Access Management and Monitoring (SAMM) Strategy measures designed to mitigate recreational impacts of development upon the SPA. Where development is considered likely to have an 'alone' effect on the SPA due to its size, location and availability (or lack thereof) of surrounding semi-natural greenspace, the guidance requires that Suitable Alternative Natural Greenspace (SANG) may also be required to provide an alternative recreation space for new residents, or an alternative package of SANG-like mitigation agreed with Natural England and the planning authority where it can be demonstrated that the alternative mitigation solution is sufficient. The guidance notes that developments of approximately 500 dwellings and greater should consider the possibility of 'alone' effects: applicants for these large proposals are advised to contact Natural England through its Discretionary Advice Service as early as possible.

8.6.4 It is however possible that windfall may come forward in areas of Huntingdonshire that lie within the 5.9km ZoI. The supporting text for Policy LP 52 notes the requirement for new development within the 5.9km ZoI to consider recreational impacts upon the SPA and Ramsar in compliance with the North Northamptonshire Council and West Northamptonshire Council Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy[196].

8.6.5 A review of local plan allocations indicates that there are no allocations with the 5.9km Zone of Influence.

[195] North Northamptonshire Council and West Northamptonshire Council (2026) Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy. Available at: https://www.northnorthants.gov.uk/planning-strategies-and-plans/upper-nene-valley-gravel-pits-special-protection-area [Date Accessed: 17/06/26].

[196] North Northamptonshire Council and West Northamptonshire Council (2026) Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy. Available at: https://www.northnorthants.gov.uk/planning-strategies-and-plans/upper-nene-valley-gravel-pits-special-protection-area [Date Accessed: 17/06/26].

8.7 Recreation effects conclusion

8.7.1 The Appropriate Assessment has considered the potential for recreational pressure associated with growth proposed through the Local Plan to affect European sites. Taking account of the location and scale of proposed growth, the available visitor evidence, relevant Local Plan policy provisions and the strategic mitigation measures identified within the Cambridgeshire and Peterborough Recreational Mitigation Strategy, it can be concluded that the Local Plan will not result in an adverse effect on the integrity of any European site through recreational pressure, either alone or in-combination with other plans and projects.

8.7.2 Compliance with mitigation policy wording set out in LP 52 (and the Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy) will ensure no adverse impacts upon the SPA or Ramsar due to increased recreational pressure from the Local Plan either alone or in-combination with other plans and projects.

9 Urbanisation effects appropriate assessment

9.1 Introduction

9.1.1 This AA focuses on assessing the ecological in-combination urbanisation effects from development set out in the Local Plan upon the following European sites and associated areas of functionally linked land (FLL).

- Eversden & Wimpole Woods SAC
- Nene Washes SPA and Ramsar
- Ouse Washes SPA and Ramsar
- Upper Nene Valley Gravel Pits SPA and Ramsar

9.1.2 The HRA screening process (**Chapter 4**) concluded that the several policies have the potential to result in LSEs on this SPA and Ramsar as a result of urbanisation effects on areas of FLL.

9.1.3 In addition, a number of allocations were also screened in including:

- Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue
- Somersham 2: Dews Bus and Coach Depot, Chatteris Road
- Bluntisham 1: Land off 18 Holliday's Road
- Great Gransden 1: South of Caxton Road
- Houghton and Wyton 1: Ruddles Lane
- Bythorn 1: Home Farm, Bythorn
- Waresley 1: Land between West Lodge and Home Farm

9.1.4 As noted in **Section 3.7,** urbanisation effects may include the direct loss / damage to European themselves and areas of associated FLL, construction and operation related noise pollution, light pollution, vibration, visual disturbance, dumping of waste, predation from domestic pets, vandalism, spread of invasive plant species and encroachments from properties among other impacts.

9.1.5 Species such as bats are particularly sensitive to noise disturbance and artificial sources of light pollution, which can disrupt bat echolocation. Bird species are also vulnerable to disturbance from noise, vibration, lighting and visual impacts. An increase in these sources of disturbance has the potential to cause birds to fly away, resulting in energy expenditure and abandonment of feeding or resting places.

9.1.6 In addition to direct impacts upon areas of FLL, urbanisation also has the potential to cause the fragmentation of connecting habitat (such as hedgerows and water features) between designated sites and other areas of FLL. Fragmentation can lead to the isolation of habitat and an increase in urban edge effects. Habitat loss, including that of FLL, can lead directly to the mortality of qualifying species, whereby a minimum amount of habitat is required to thrive and survive. Habitat size is also directly linked to species diversity. In other instances, the continued survival of displaced species relies on their capacity to find new suitable habitats. FLL, including ecological corridors, is crucial to supporting qualifying species and preventing the fragmentation of habitats.

9.1.7 The tests set out under the Habitats Regulations need to be applied in respect of plans which may significantly affect FLL that plays an important role in contributing to the favourable conservation status of the relevant species for which a European site is designated.

9.1.8 Both direct and indirect impacts upon species may include the following:

- Physical loss of habitats both within a designation boundary and at areas of FLL
- Habitat fragmentation through loss of habitat or visual barriers to movement
- Increased disturbance from human activity e.g. noise, lighting, visual disturbance etc
- Direct mortality e.g. collision with structures

9.1.9 In addition to being sensitive to urban development, species such as bats and birds are also vulnerable to impacts arising from renewable energy development. Such projects can result in direct mortality**,** as well as the fragmentation of key commuting and foraging routes, thereby affecting how species use and navigate the landscape. For instance, there is emerging evidence that solar farms may negatively affect bats. Studies indicate that solar installations can alter the quality of foraging habitats, thereby reducing prey availability and disrupting normal hunting behaviour[197,198,199]. Furthermore, the physical layout of solar arrays may contribute to habitat fragmentation, further impeding bat movement across the landscape. NE has commissioned a body of research into the ecological effects of solar farms, in particular on birds[200]. This literature review notes that the polarising effect of solar panels has the potential to induce drinking behaviour in some bird taxa, where the birds mistake the panels for water. It also highlights potential collision risks to birds from the infrastructure associated with solar farms. Both NE (through their SSSI IRZs) and the RSPB flag up potential issues associated with development of solar farms in sensitive locations but support renewable energy where located on sites which are not important for wildlife[201].

9.2 Eversden & Wimpole Woods SAC

Baseline information

9.2.1 Eversden & Wimpole Woods SAC consists of an ancient coppice woodland (Eversden Wood) and high forest woodland (Wimpole Wood) set within a landscape which includes copses, green lanes, ancient woodland and parkland. A colony of barbastelle bats, *Barbastella barbastellus*, is associated with this site and is the sole reason for the SAC designation on Eversden and Wimpole Woods. The evidence suggests that trees in Wimpole Wood are used as a summer maternity roost. The bats also use the whole site as a foraging area. Some of the woodland is also used as a flight path when bats forage outside the site[202].

[197] Barré, K., Baudouin, A., Froidevaux, J. S. P., Chartendrault, V. and Keribiriou, C. (2023) Insectivorous bats alter their flight and feeding behaviour at ground-mounted solar farms. *Journal of Applied Ecology*. 61(2). Available online: https://besjournals.onlinelibrary.wiley.com/doi/10.1111/1365-2664.14555.

[198] Tinsley, E., Froidevaux, J. S. P., Zsebők, S., Szabadi, K. L. and Jones, G. (2023) Renewable energies and biodiversity: Impact of ground-mounted solar photovoltaic sites on bat activity. *Journal of Applied Ecology*. 60(9). Available online: https://besjournals.onlinelibrary.wiley.com/doi/10.1111/1365-2664.14474.

[199] Bat Conservation Trust. Climate change mitigation position statement, Renewable energy. Available at: https://www.bats.org.uk/our-work/biodiversity-policy-advocacy/position-statements-1/climate-change-mitigation-position-statement [Date accessed: 01/08/25]

[200] Natural England (2017) Evidence review of the impact of solar farms on birds, bats and general ecology (NEER 012). Available at: http://publications.naturalengland.org.uk/publication/6384664523046912 [Date Accessed: 30/06/25].

[201] RSPB (2024) Solar Power Briefing Note. Available at: https://www.rspb.org.uk/helping-nature/what-we-do/influence-government-and-business/nature-and-climate-emergency/solar-energ [Date Accessed: 30/06/25].

[202] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Eversden and Wimpole Woods SAC Site Code: UK0030331.

9.2.2 Barbastelle bats forage over a wide area, with a typical nightly foraging radius of 7km depending on habitat suitability in the wider area. They are fast, agile flyers and specialist foragers in a range of habitats beyond the woodland and into the wider countryside including more open habitats such as wood pasture, parklands, wetlands and herb-rich meadows. Bats also typically forage and commute along linear features, such as hedgerows, rivers and woodland edges. They consume mainly small moths, but also flies and beetles[203]. This wider area of habitat is often defined by The Bat Conservation Trust as the "Core Sustenance Zones" (CSZ) which refers to the area surrounding a communal bat roost within which habitat availability and quality will have a significant influence on the resilience and conservation.

9.2.3 The conservation advice for the SAC in relation to supporting off-site habitat including flight lines and foraging areas notes the requirement to '*Maintain the presence, structure and quality of any linear landscape features which function as flight-lines between the SAC and surrounding foraging areas used by Barbastelles and maintain core areas of feeding habitat outside of the SAC boundary that are critical to Barbastelle bats during their breeding period*'.

9.2.4 As noted in **paragraph 3.6.7**, a draft protocol has been prepared by the Greater Cambridgeshire Shared Planning Service to facilitate sustainable development and secure a diverse and healthy landscape for bats, people and other wildlife. This is contained in the Greater Cambridgeshire Shared Planning Biodiversity SPD at Biodiversity Issue B9 – Eversden and Wimpole Woods Special Area of Conservation Bat Protocol). The protocol identifies a key conservation area around the SAC of 5km and a 10km sustenance or wider conservation area which is reflected in NE's SSSI IRZs (**Figure 9.1**). All new development within this CSZ has the potential to have an adverse impact upon the qualifying features of the SAC when located outside the designation and using areas of FLL.

[203] Buglife in partnership with Plantlife and the Bat Conservation Trust. Back from the Brink. Species Information Guide. Barbastelle *Barbastella barbastellus*

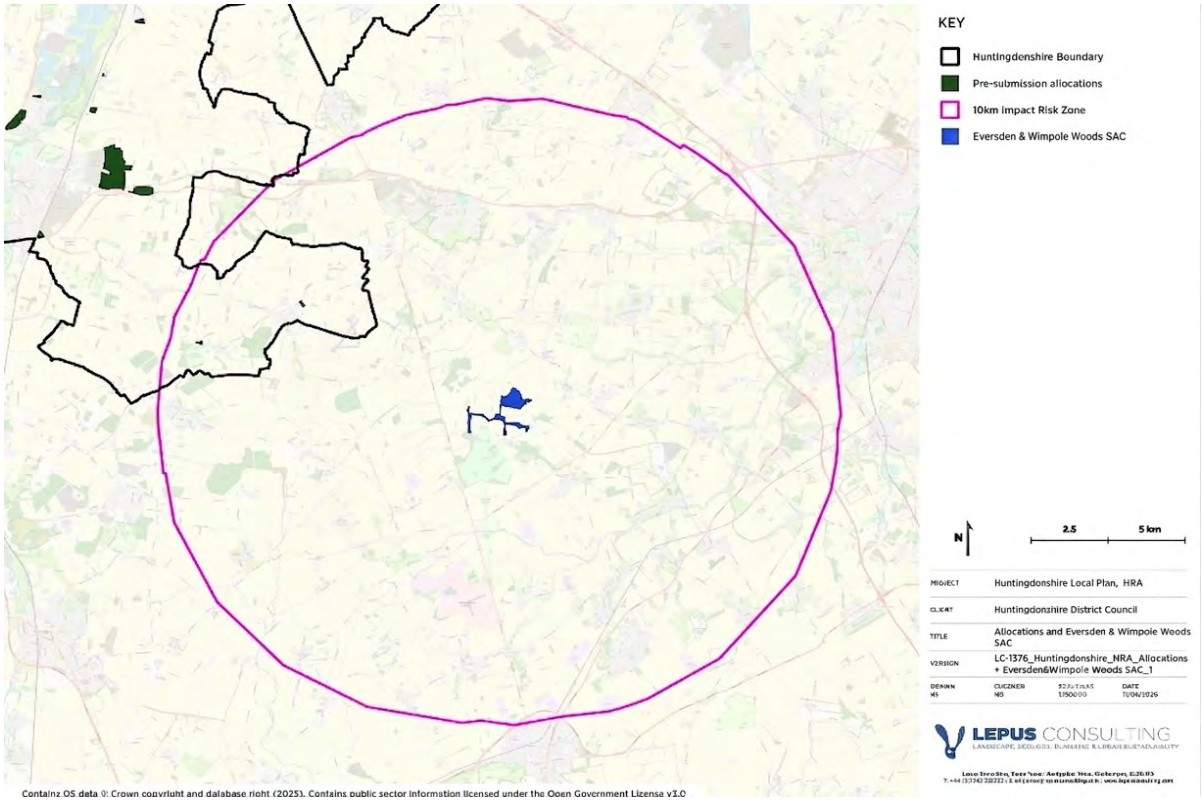

Figure 9.1: *Allocations within 10km of Eversden and Wimpole Woods SACAppropriate Assessment*

9.2.5 No allocations are located within the 5km key conservation area for the SAC. Two allocations are however located within the 10km sustenance or wider conservation area associated with Eversden and Wimpole Woods SAC as listed below and illustrated on **Figure 9.1**. Both sites comprise an area of grassland with tree boundaries.

- Waresley 1: Land between the West Lodge and Home Farm, Wareley – allocated for 8 residential units; and
- Great Gransden 1: South of Caxton Road – allocated for commercial development.

9.2.6 There is also potential for windfall development located within 5km and 10km of the SAC to have an adverse impact on site integrity.

9.2.7 In their Regulation 18 response, NE recommended that development at these allocations should avoid impacting potentially FLL (e.g. trees, hedgerows, watercourses, wet grassland) which may be used by foraging, roosting or commuting bats (particularly Barbastelle bats). NE also recommended that the allocation policy should include a requirement for an ecologically sensitive lighting strategy to be implemented, in line with the Institute of Lighting Professionals' Guidance Note 8 - GN08 Bats and Artificial Lighting (2023)[204] or successor documents. In addition, all development proposals within this area, including windfall, with the exception of householder applications, should aim to retain mature trees, woods and copses, and to provide new habitat linkages through new tree planting and the integration of existing hedgerow networks with new ones in line with the Greater Cambridgeshire Eversden & Wimpole Woods Special Area of Conservation protocol.

9.2.8 In response to NE's recommendations wording has been included within both site allocation policies to specify the requirement for the retention and conservation of key habitat features and that the lighting design be prepared in accordance with GN08 or successor documents.

9.2.9 In addition, Policy LP52 – Protecting our nature conservation sites – sets out detailed mitigation requirements for development that may be located within either the 5km or 10km zone established for the SAC. This includes a requirement retain mature trees, woods and copses, and to provide new habitat linkages through new tree planting and the integration of existing hedgerow networks with new one and comply with requirements for ecologically sensitive lighting, in line with GN08 or successor documents.

9.2.10 The Local Plan includes one allocation for ground mounted solar voltaic panels at Houghton and Wyton 1. Given the location of this allocation outside the 10km area associated with the Eversden & Wimpole Woods SAC CSZ it is unlikely to have an adverse impact on the integrity of the SAC, or areas of associated FLL, either alone or in-combination.

Conclusion

9.2.11 Taking into consideration the policy provisions set out in the Local Plan, it can be concluded that there will be no adverse impacts on the integrity of the Eversden and Wimpole Woods SAC, either alone or in-combination, as a result of urbanisation effects.

[204] Bat Conservation Trust and the Institute of Lighting Professionals' (2023) Bats and Artificial Lighting at Night.

9.3 Nene Washes SPA and Ramsar and Ouse Washes SPA and Ramsar

Baseline information

9.3.1 The Nene Washes comprise an extensive mosaic of low lying wet grassland and rough pasture. They total around 15 square kilometres and are located on the lower reaches of the River Nene, extending eastwards from Peterborough towards and past Whittlesey, ending at Ringsend. The grasslands associated with the Nene Washes play a land drainage role as a flood water storage area, and this washland, is therefore subject to regular winter flooding[205]. These habitats support internationally significant populations of wintering wildfowl and providing a crucial breeding ground for rare and at-risk wetland birds (**Appendix B**). The Nene Washes SPA and Ramsar are located approximately 2km from the Plan area and therefore direct urbanisation effects upon these designations are not likely.

9.3.2 The Ouse Washes comprise a flood storage reservoir, approximately 30km long and 1km wide constructed to drain an extensive area of the fens. It encompasses two canalised main river channels of the River Great Ouse that run each side of its length, and an extensive area of wet grassland and field drains in between[206]. It comprises a washland habitat which is subject to regular winter flooding. The extensive network of field drains, and high groundwater levels, keeps the low-lying grassland wet in the summer months. The SPA and Ramsar support high numbers of wintering wildfowl and breeding waders (**Appendix B**). The Ouse Washes SPA and Ramsar extends into the eastern section of the Plan area. Urbanisation effects upon the qualifying features associated with these designations are therefore possible.

9.3.3 As noted at **paragraph 3.6.11**, the qualifying bird species associated with the Nene Washes SPA and Ramsar and the Ouse Washes SPA and Ramsar (see **Appendix B**) may also use FLL within the wider area, outside the designation boundaries. Functionally linked bird habitat associated with the SPA and Ramsar is likely to primarily consists of surrounding arable farmlands and pasturelands that host non-breeding wildfowl and waders. These off-site habitats serve as critical complementary areas for daytime foraging and nighttime roosting, particularly when the main washland is deep underwater. In addition to these areas, FLL may include the interconnecting drainage ditch network that is located beyond the designations. Qualifying species of birds located within areas of FLL may be vulnerable to urbanisation impacts. It is important to maintain an unobstructed line of sight for qualifying birds, to enable them to detect predators. Development near habitat used by these species can obstruct lines of sight and therefore the habitat suitability for feeding or roosting. NE's SSSI IRZs around these designations include the area immediately surrounding the Nene Washes SPA and Ramsar and the Ouse Washes SPA and Ramsar and extending up to several kilometres into the wider Cambridgeshire and Fens landscape and encompassing adjacent SSSI designations (such as Berry Fen SSSI) and RSPB reserves such as the Ouse Fen reserve, these areas are frequently referred to as "Goose and Swan Functional Land" IRZ.

[205] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Nene Washes Special Protection Area (SPA) Site Code: UK9008031.

[206] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Ouse Washes Special Protection Area (SPA) Site Code: UK9008041.

9.3.4 The SIP for the SPA and SAC does not identify urbanisation impacts as a threat[207]. The conservation advice for the SPA notes that: '*The nature, scale, timing and duration of some human activities can result in the disturbance of birds at a level which may significantly affect their behaviour, and consequently impact on the long-term viability of their populations. …… Disturbance associated with human activity may take a variety of forms including noise, light, sound, vibration, trampling and sight of people, animals and structures. Angling occurs on the watercourses within the Ouse Washes, although there are restrictions within the refuge areas during the wildfowling season.* [208]'

9.3.5 Taking a precautionary approach, it is assumed for the purposes of this AA that areas of arable, grassland and wetland habitat have the potential to provide FLL for these bird species[209]. The ability of land to act as FLL is governed by a number of factors which include the following:

- Distance from the European site (sites closer to the SPA and Ramsar site are more likely to provide roosting and /or foraging opportunities for birds).
- Availability of priority habitat which may support qualifying species associated with the SPA and Ramsar.
- Site characteristics including:
    - Current land use of a site;
    - Land uses within the surrounding area;
    - Site size (sites of less than 1ha in size can be screened out);
    - Habitat type;
    - Cropping regime, including how often the site is planted with a suitable crop;
    - Visibility (for example are there unrestricted sight-lines);
    - Field boundaries (trees/hedgerows/field drains); and
    - Presence of permanent waterbodies, areas of seasonal flooding.
- Existing factors that may affect habitat suitability, including:
    - Existing PRoW and their usage, especially by users with dogs;
    - Proximity to existing built up areas; and
    - Existing farming practices (for example the use of bird scarers/deterrents).
- Noise and visual disturbance - drawing on the Waterbird Disturbance Tool Kit[210].
- Cat predation ranges.
- Presence of large and/or multiple overhead power lines.

[207] Natural England (2014) Site Improvement Plan Nene Washes SAC and SPA.

[208] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 05/02/26].

[209] North Northamptonshire Council and West Northamptonshire Council. Functionally linked land: information for applicants for planning permission on sites within 10km of the Upper Nene Valley Gravel Pits Special Protection Area. Available at: https://www.northnorthants.gov.uk/planning-strategies-and-plans/upper-nene-valley-gravel-pits-special-protection-area [Date accessed: 17/07/25]

[210] The Waterbird Disturbance Mitigation Toolkit. TIDE tools - tide-toolbox.eu. Available at: https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/filer_public/8f/bd/8fbdd7e9-ea6f-4474-869f-ec1e68a9c809/11367.pdf [Date Accessed: 04/08/25]

9.3.6 Urbanisation effects can result in changes to feeding or roosting behaviour, increased energy expenditure due to more frequent flights, abandonment of nest sites, disrupted incubation of eggs and desertion of supporting habitat (both within or outside the designated site boundary where appropriate). In addition, it is necessary to maintain an open landscape to facilitate movement of birds between the SPA / Ramsar designations and any off-site supporting habitat.

9.3.7 An increase in noise and vibration levels, artificial lighting and sources of visual disturbance has the potential to cause birds to fly away, resulting in energy expenditure and abandonment of feeding or resting places. Research suggests that disturbance is more likely to have an impact on bird populations where it is not continuous in nature. Sources of disturbance which are irregular and infrequent are also likely to have a greater impact, as birds are less likely to be habituated to these sources of disturbance.

9.3.8 Disturbance, excluding recreational pressure, which is addressed in **Chapter 8**, is therefore a function of the scale of disturbance, the distance of the source of disturbance and its frequency and duration. Research undertaken as part of the Waterbird Disturbance and Mitigation Toolkit[211] suggests that the qualifying birds associated with these European designations are likely to respond to visual and noise stimuli at varying distances up to approximately 300m for some species. It is noted that the waterbird disturbance toolkit was developed for an estuary setting which may not be appropriate to the setting of development in the Plan area. This distance does however provide a useful guide.

9.3.9 Other urbanisation effects, such as householder related garden waste dumping, vandalism, or anti-social behaviours, are likely where housing is located within close proximity to development. For other mitigation strategies across the UK, a distance of 400m has been used to represent the distance within which cat predation is likely to occur and the distance from which people will access designated sites by foot (rather than accessing sites from car parking locations as with recreational impacts).

Appropriate Assessment

9.3.10 A review of mapping data indicates that no allocations are located within 400m of either the Nene Washes SPA / Ramsar or the Ouse Washes SPA / Ramsar. Direct urbanisation effects are therefore unlikely.

9.3.11 Two allocations are however located within 400m of the Goose and Swan Functional Land IRZ associated with the Ouse Washes SPA and Ramsar (including the Ouse Fen Nature Reserve and Berry Fen SSSI) as listed below:

- Somersham 2 - Dews Bus and Coach Depot, Chatteris Road, for 50 residential units; and
- Bluntisham 1 – Land off 18 Holliday's Road, for 35 residential units.

9.3.12 Taking into consideration the factors listed at **paragraph 9.3.4**, the suitability of the sites and surrounding land to provide FLL has been considered.

[211] https://www.tide-toolbox.eu/tidetools/waterbird_disturbance_mitigation_toolkit/

9.3.13 Somersham 2 at Dews Bus and Coach Depot is located approximately 3.2 km to the north west of the Ouse Washes SPA and Ramsar. Whilst this site is located outside Natural England's Goose and Swan IRZ, it is immediately adjacent to this area. The site comprises greenfield and hardstanding areas bounded by hedgerows and trees, which are likely to restrict bird sightlines towards the SPA and Ramsar. Residential development associated with the settlement of Somersham is located immediately to the west of the site and is likely to represent an existing source of disturbance, with arable fields located to the east. Development at this allocation may therefore have indirect urbanisation impacts on potential areas of functionally linked land associated with the Ouse Washes SPA and Ramsar to the east. However, as the existing bus depot is unlikely to comprise functionally linked land itself, the principal consideration relates to avoiding disturbance of the surrounding land, including areas such as the lakes at Colne Fen. Appropriate mitigation measures, including the retention or enhancement of boundary screening and the implementation of an ecologically sensitive lighting strategy, should be incorporated at the project level to minimise the potential for disturbance.

9.3.14 The site allocation policy supporting text for Somersham 2 notes the location of this allocation immediately adjacent to the Goose and Swan IRZ and requires development at this site to consider mitigation measures such as adequate screening around the site boundary, implementation of an ecologically sensitive lighting strategy and provision of adequate levels of amenity and open space.

9.3.15 Bluntisham 1 at Land off 18 Holliday's Road is located approximately 1.5km to the west of the Ouse Washes SPA and Ramsar. Whilst this site is located outside NE's Goose and Swan IRZ and not within 400m of it, the site is located within 150m of the RSPB Ouse Fen Reserve and within 230m of Berry Fen SSSI. This site comprises green field and a small area of hard standing with a building. The site is bound by hedgerows which may restrict bird sight lines towards the SPA and Ramar. Residential development associated with Bluntisham is located to the west of the site and likely to comprise a source of disturbance for birds. Arable fields are located to the east, south and north. Development at this allocation may therefore have indirect urbanisation impacts upon potential areas of FLL associated with the Ouse Washes SPA and Ramsar.

9.3.16 The site allocation policy supporting text for Bluntisham 1 notes the location of this allocation within 150m of the RSPB Ouse Fen Reserve and within 230m of Berry Fen SSSI. This site allocation policy requires development at this site to consider appropriate mitigation measures and adequate levels of amenity and open space.

9.3.17 In addition, there is the potential for windfall to be located within 400m of the Ouse Washes SPA and Ramsar and areas of FLL associated within both the Ouse and Nene Washes areas of FLL. The location of windfall is unknown at this level of the plan making process and therefore it is not possible to assess individual sites at this stage against the factors listed at **paragraph 9.3.4**. The impact of windfall will therefore need to be taken into consideration in a project level HRA.

9.3.18 Policy LP 52 of the Local Plan recognises the location of potentially FLL in the plan area (Swan and Goose IRZ associated with the Ouse Washes SPA and Ramsar). The policy requires development proposals that may affect internationally designated sites, either alone or in combination with other plans or projects, to be subject to assessment under the Conservation of Habitats and Species Regulations 2017 (as amended). The supporting text also highlights the presence of the Ouse Washes Swan and Goose Impact Risk Zone within the plan area and identifies the need for proposals to consider potential impacts on functionally linked land where relevant. This provides an appropriate policy framework to ensure that potential effects on the Ouse Washes SPA and Ramsar, including impacts on functionally linked habitat, are identified and addressed through the planning application process.

9.3.19 No development will be located within 400m of either the Nene Washes SPA or Nene Washes Ramsar or associated areas of FLL and therefore it can be concluded that there will be no adverse impact from the Local Plan from urbanisation effects upon these designations either alone or in-combination.

9.3.20 The ground mounted solar voltaic panel allocation at Houghton and Wyton 1 is located significantly beyond areas of FLL land associated with either the Nene or Ouse Washes European sites at 8km to the west at its closest point. It is therefore unlikely to have an adverse impact on the integrity of these European sites, or areas of associated FLL, either alone or in-combination.

Conclusion

9.3.21 Taking into consideration the planning policy requirements for site allocations Somersham 2, Bluntisham 1, Policy LP52 and the hierarchical nature of plan making, it can be concluded that there will be no adverse impacts on the integrity of these European sites or areas of associated FLL, either alone or in-combination, as a result of urbanisation effects.

9.4 Upper Nene Valley SPA and Upper Nene Valley Ramsar

Baseline information

9.4.1 The Upper Nene Valley Gravel Pits SPA and Ramsar is comprised of a cluster of disused sand and gravel pits which extend along the River Nene floodplain from Clifford Hill to Thorpe Waterville. These shallow and deep open waters and associated marginal features, such as sparsely-vegetated islands, gravel bars and shorelines and habitats which include reed-swamp, marsh, wet ditches, rush pasture, rough grassland and scattered scrub, provide valuable resting and feeding habitat for wintering water birds, especially ducks and waders[212]. The SPA is designated for the following individual qualifying species:

- Eurasian Bittern (*Botaurus stellaris*)
- European Golden Plover (*Pluvialis apricaria*)

[212] Natural England (2017) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Upper Nene Valley Gravel Pits Special Protection Area (SPA) Site Code: UK9020296.

- Gadwall (*Mareca strepera*)
- Waterbird assemblage (non-breeding)[213]

9.4.2 As set out in **Section 3.7**, qualifying bird species of the Upper Nene Valley Gravel Pits SPA and Ramsar designations, use a variety of habitats outside the SPA and Ramsar boundary for nocturnal and diurnal foraging and roosting. These areas of habitat comprise FLL where they provide a crucial supporting role in maintaining the conservation status of the qualifying bird species at the SPA and Ramsar. Golden Plover and Lapwing[214] are qualifying features of the Upper Nene Valley Gravel Pits SPA and Ramsar designations. These species often spend time feeding or roosting on grassland, wetland and arable land outside the designation boundaries. Golden Plover and Lapwing feed on earthworms, beetles, insects and their larvae on surrounding agricultural land, however it is not known whether they remain faithful to specific fields or select fields based on crop type / food availability.

9.4.3 The British Trust for Ornithology (BTO) Wetland Bird Survey (WeBS) Alert for the Upper Nene Valley Gravel Pits SPA[215] reports that Golden Plover has shown a 76% decline since baseline analysis, (high alert, red). Lapwing, which are part of the waterbird assemblage, has shown a 45% decline since baseline analysis, and the waterbird assemblage a 26% decline (medium alert, amber).

9.4.4 Taking a precautionary approach, it is assumed for the purposes of this AA that areas of arable, grassland and wetland habitat have the potential to provide FLL for these bird species[216]. The ability of land to act as FLL is governed by a number of factors which are listed at **paragraph 9.3.4**.

9.4.5 An increase in noise and vibration levels, artificial lighting and sources of visual disturbance has the potential to cause birds to fly away, resulting in energy expenditure and abandonment of feeding or resting places. Research suggests that disturbance is more likely to have an impact on bird populations where it is not continuous in nature. Sources of disturbance which are irregular and infrequent are also likely to have a greater impact, as birds are less likely to be habituated to these sources of disturbance. Disturbance, excluding recreational pressure, which is addressed in **Chapter 8**, is therefore a function of the scale of disturbance, the distance of the source of disturbance and its frequency and duration. As set out in **Table 9.1**, research suggests that these species are likely to respond to visual and noise stimuli at 300m.

[213] During the non-breeding season, the SPA regularly supports an assemblage of waterfowl species numbering more than 20,000 birds. The main component species of this non-breeding waterfowl assemblage, which are not already covered under individual features, and which are present in either nationally important numbers or comprise 2,000 or more individuals include: Wigeon (*Anas penelope*), Mallard (*Anas platyrhynchos*), Northern Shoveler (*Anas clypeata*), Pochard (*Aythya farina*), Tufted Duck (*Aythya fuligula*), Great-crested Grebe (*Podiceps cristatus*), Mute Swan (*Cygnus olor*), Great Cormorant (*Phalacrocorax carbo*), Lapwing (*Vanellus Vanellus*) and Coot (*Fulica atra*).

[214] Lapwing are part of the waterbird assemblage.

[215] WeBS Report Online. Available at: https://app.bto.org/webs-reporting/alerts.jsp

[216] North Northamptonshire Council and West Northamptonshire Council (2026) Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy.

***Table 9.1:** Waterbird Disturbance Toolkit – Species disturbance distances*

Bird species listed in Waterbird Disturbance Toolkit	Visual disturbance distance	Noise disturbance distance
Golden Plover (*Pluvialis apricaria*)	200m	300m - 107-112dB
Lapwing (*Vanellus vanellus*)	300m	200m - 115-120dB

9.4.6 Other urbanisation effects, such as householder related garden waste dumping, vandalism, or anti-social behaviours, are likely where housing is located within close proximity to development. For other mitigation strategies across the UK, a distance of 400m has been used to represent the distance from which people will access designated sites by foot (rather than accessing sites from car parking locations as with recreational impacts).

Appropriate Assessment

9.4.7 As set out in **paragraph 3.7.10**, mapping indicates that Golden Plover and Lapwing often spend time feeding or roosting on land outside the SPA. These areas can be located up to 10km from the SPA and may be considered FLL to the Upper Nene Valley Gravel Pits SPA. This FLL 10km zone is reflected in the Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy that has been prepared jointly by North and West Northamptonshire Council[217]. The 10km radius from the SPA coincides with the western section of the Plan area.

9.4.8 One allocation is located within 10km of the Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar; Home Farm Bythorn (Bythorn 1) (see **Figure 9.2**). This site allocates a total of 15 residential units. The nature of development proposed at this location do not trigger any SSSI IRZ threshold.

9.4.9 Taking into consideration the factors listed at **paragraph 9.4.4**, the suitability of the site and surrounding land to provide FLL for Golden Plover or Lapwing has been considered.

9.4.10 Bythorn 1 is located approximately 6km to the east to the Upper Nene Valley Gravel Pits SPA and Ramsar. This site comprises buildings and hard standing associated with Home Farm. The site is bound by hedgerows and trees which restrict bird sight lines towards the SPA and Ramar. It is therefore unlikely that development will directly result in the loss of FLL for Golden Plover or Lapwing

[217] North Northamptonshire Council and West Northamptonshire Council (2026) Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy.

9.4.11 The settlement of Bythorn is located to the east of the site and arable fields are located to the west and south. Land between the allocation at Home Farm and the Ramsar and SPA designation is predominantly agricultural in nature. Whilst there are a number of restrictions to bird sight lines, in the form of hedgerows and existing infrastructure, there is potential that Golden Plover and Lapwing may use these arable fields for feeding. Should this be the case the fields adjacent to this allocation may provide a supporting role in maintaining the conservation status of these qualifying bird species. Development at Home Farm may therefore have indirect urbanisation impacts upon potential areas of adjacent FLL.

9.4.12 The supporting text for the site allocation policy for Bythorn 1 recognises the location of this allocation within the wider 10km FLL zone. It requires new development to comply with guidance set out in the Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy, which sets out mitigation requirements around avoiding disturbance impacts.

9.4.13 In addition, there is the potential for windfall to be located within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar. The location of windfall is unknown at this level of the plan making process and therefore it is not possible to assess individual sites at this stage against the factors listed at **paragraph 9.4.4**. The impact of windfall will therefore need to be taken into consideration in a project level HRA. This requirement is secured through Policy LP 52 where supporting text notes the requirement for development to comply with mitigation set out in the Upper Nene Valley Gravel Pits Special Protection Area Technical Guidance and Mitigation Strategy.

9.4.14 The exact details of the required mitigation measures will be provided at the planning application stage. This reflects the hierarchical nature of plan making and ensures that mitigation is indicative of final site proposals. Given there are widely used techniques available to mitigate urbanisation impacts, there is no uncertainty over the deliverability of these allocations. This approach is compliant with case law which requires the Competent Authority to be satisfied that mitigation solutions can be achieved in practice[218],[219], whilst recognising the multi-staged planning and approval procedural approach to plan making[220].

9.4.15 The ground mounted solar voltaic panel allocation at Houghton and Wyton 1 is located significantly beyond the 10km buffer associated with the Upper Nene Valley Gravel Pits SPA/Ramsar. It is therefore unlikely to have an adverse impact on the integrity of the SPA/Ramsar, or areas of associated FLL, either alone or in-combination.

[218] Ltd (NANT Ltd) v Suffolk Coastal District Council, Court of Appeal, 17 February 2015.

[219] Opinion of Advocate General Kokott delivered on 9 June 2005. Commission of the European Communities v United Kingdom of Great Britain and Northern Ireland. Failure of a Member State to fufil obligations - Directive 92/43/EEC - Conservation of natural habitats - Wild fauna and flora. Case C-6/04.

[220] R (o a o Devon Wildlife Trust) v. Teignbridge DC [2015] EWHC 2159 (Admin). 28 July 2015.

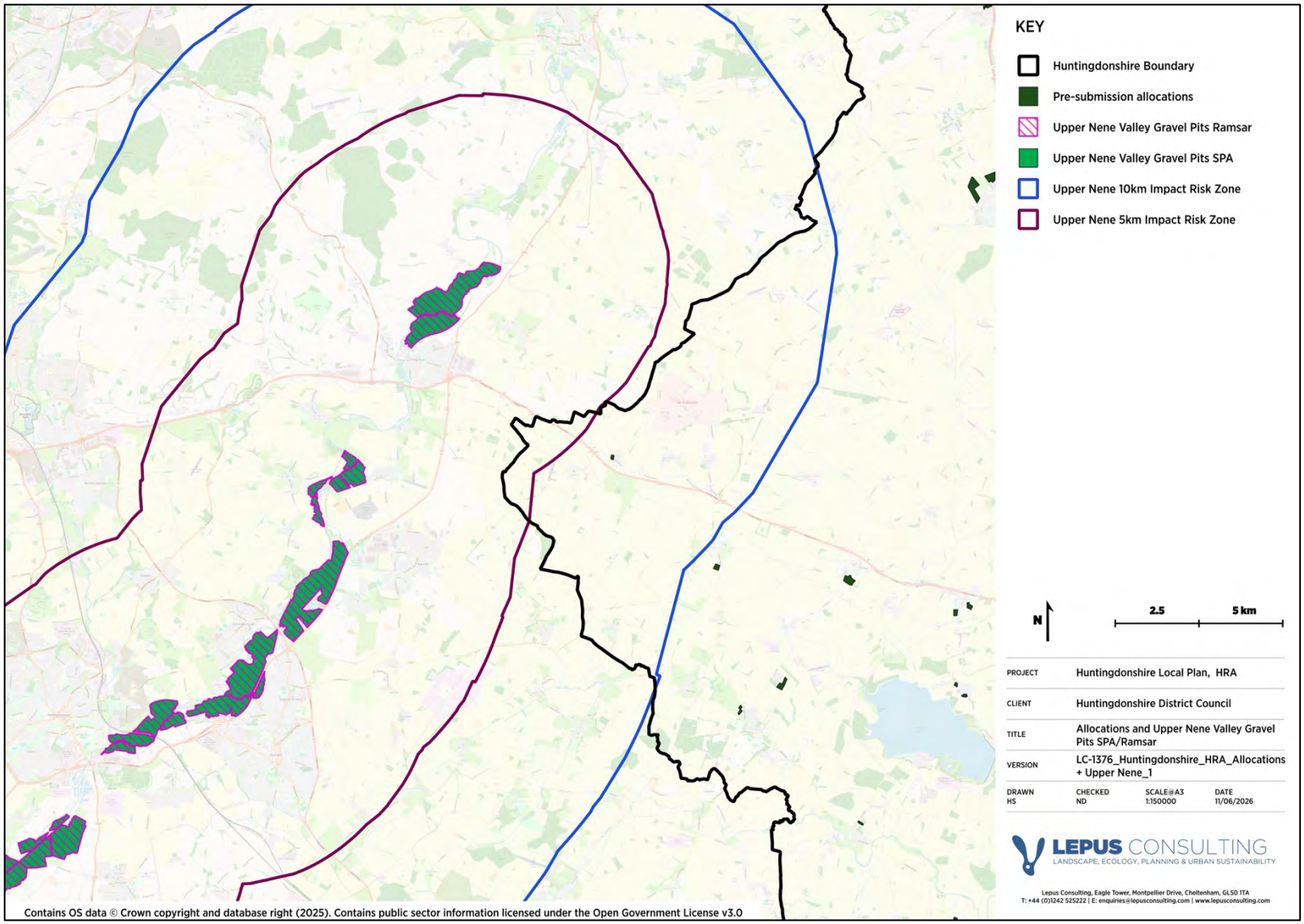

Figure 9.2: *Allocations within 10km of Upper Nene Valley Gravel Pits SPA and Ramsar*

9.5 Urbanisation conclusion

9.5.1 Taking into consideration the planning policy requirements in the supporting text for the site allocation policy for Bythorn 1 and Policy LP 52 and the hierarchical nature of plan making, it can be concluded that there will be no adverse impacts on the integrity of the Upper Nene Valley Gravel Pits SPA/Ramsar, either alone or in-combination, as a result of urbanisation effects.

10 Next steps

10.1 Conclusions

10.1.1 The Huntingdonshire Local Plan is not directly connected with or necessary to the management of any European site. A screening assessment was therefore undertaken to identify whether implementation of the Local Plan could result in Likely Significant Effects (LSEs) on European sites. Taking no account of mitigation measures, the screening assessment identified the potential for LSEs through recreational disturbance, air quality, water quality and water quantity.

10.1.2 The HRA therefore progressed to Appropriate Assessment to consider these impact pathways in greater detail. The assessment drew upon the latest available evidence prepared in support of the Local Plan, including the Air Quality Assessment, Water Cycle Study, water quality modelling, Water Resources Planning evidence, visitor survey information and advice provided by Natural England.

10.1.3 The Precautionary Principle has been applied throughout the Appropriate Assessment where uncertainty exists. The assessment has taken account of the mitigation measures embedded within the Local Plan, together with the strategic mitigation measures identified through the evidence base, including the Cambridgeshire and Peterborough Recreational Mitigation Strategy, wastewater infrastructure improvements, Technically Achievable Limit (TAL) upgrades, environmental permitting requirements and the wider statutory and regulatory framework governing water resources and wastewater treatment.

10.1.4 Taking account of the findings of the Appropriate Assessment and the identified mitigation measures, it can be concluded that implementation of the Huntingdonshire Local Plan will not result in adverse effects on the integrity of Barnack Hills & Holes SAC, Eversden and Wimpole Woods SAC, Fenland SAC, Nene Washes SAC, SPA and Ramsar, Ouse Washes SAC, SPA and Ramsar, Portholme SAC, The Wash and North Norfolk Coast SAC, The Wash SPA, The Wash Ramsar or Woodwalton Fen Ramsar, either alone or in-combination with other plans and projects.

10.2 Next Steps

10.2.1 The purpose of this report is to inform the Habitats Regulations Assessment of the Huntingdonshire Local Plan using the best available evidence.

10.2.2 Huntingdonshire District Council, as the Competent Authority, is responsible for undertaking the Integrity Test in light of the conclusions presented within this report.

10.2.3 This report will be submitted to Natural England for consultation. In accordance with the Habitats Regulations, Huntingdonshire District Council must have regard to Natural England's representations before determining whether to adopt the conclusions of this Habitats Regulations Assessment.

Appendix A: In-Combination Assessment

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Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
North Northamptonshire Local Plan[1]	The North Northamptonshire Joint Core Strategy was adopted in July 2016 and forms part of the adopted development plan for the area. North Northamptonshire Council is preparing a new Local Plan to guide development to 2045, which will replace the Joint Core Strategy and the Part 2 Local Plans. A Scoping Consultation was undertaken in May 2026, with consultation on the Proposed Local Plan Content and Evidence scheduled for late 2026.	The adopted Local Plan allows for the provision of 1,750 (rounded up to 2,000 when including a buffer as required by national policy) homes per annum from 2011-2031. The adopted Local Plan states that North Northamptonshire has an *"over-supply of committed employment land"*; hence, no further employment land was allocated, but a selection of new strategic sites were identified.	An HRA of the Local Plan was not available at the time of writing.	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European sites and areas of functionally linked land (FLL). The HRA will take these in-combination impacts into consideration.
Peterborough Local Plan[2]	The Peterborough Local Plan was adopted in July 2019. Work on a new Local Plan (which will cover the period up to 2044) is	The adopted Local Plan allows for the provision of 942 homes per annum from 2016 to 2021 (the first five years of the plan period), which then increases to 982 homes per annum from 2021 to 2036 (the remainder of the plan	The screening stage of the HRA[4] process completed to inform the new, emerging Peterborough Local Plan (for the period up to 2044) concluded that LSEs are	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European

[1] North Northamptonshire Joint Planning Unit (2016) North Northamptonshire Joint Core Strategy 2011-2031. Available at: https://cms.northnorthants.gov.uk/media/3595/download [Date accessed: 09/06/26]

[2] Peterborough City Council (2019) Peterborough Local Plan 2016 to 2036. Available at https://cccandpcc.sharepoint.com/sites/PCCPlanningPolicyPublicData/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FPCCPlanningPolicyPublicData%2FShared%20Documents%2FPlanning%20Policy%2FAdopted%20Local%20Plan%2FPeterborough%20Local%20Plan%2F1%2EPeterborough%20Local%20Plan%2024%20July%202019%2Epdf&parent=%2Fsites%2FPCCPlanningPolicyPublicData%2FShared%20Documents%2FPlanning%20Policy%2FAdopted%20Local%20Plan%2FPeterborough%20Local%20Plan&p=true&ga=1 [Date accessed: 19/06/26]

Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
	currently underway, with a Draft Local Plan published for public consultation towards the end of 2026. The Proposed Submission version of the Local Plan is now in preparation, intended for public consultation in 2026.	period), in line with the updated Standard Method. The adopted Plan allows for the provision of the 76ha of employment land from April 2015 to March 2036 *"including land already committed with planning permission"*. Further employment land is allocated under this Plan (amounting to *"around 160ha"*) to allow for losses, flexibility and job choice. The draft Local Plan review will allocate approximately 22,130 new dwellings over the plan period and 90ha of employment land[3].	possible for Barnack Hills & Holes SAC; Nene Washes SAC, SPA and Ramsar; Orton Pit SAC; and Rutland Water SPA and Ramsar. Hence, an Appropriate Assessment (AA) is recommended.	sites and areas of FLL. The HRA will take these in-combination impacts into consideration.
Fenland Local Plan[5]	The Fenland Local Plan was adopted in May 2014. The Fenland Local Plan 2021–2040 Draft Local Plan [6]was published for consultation in August 2022 as an emerging policy document but was not adopted. Fenland District Council is preparing a new Local Plan ('Fenland 50') to	The adopted Local Plan allows for the provision of 11,000 new homes over the plan period 2011-2031, at a delivery rate of approximately 550 new homes per annum. The adopted Plan also allows for the provision of 85 ha of employment land (B1/B2/B8 land for employment uses) during 2011 to 2031.	An HRA [9] was prepared for the withdrawn Fenland Local Plan 2021–2040. The assessment concluded that the plan would not result in likely significant effects on European sites, either alone or in combination. The HRA for the emerging Fenland 50 Local Plan has not yet been published.	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European sites and areas of FLL. The HRA will take these in-combination impacts into consideration.

[3] Peterborough City Council (2025) Local Plan Review. Available at: https://www.peterborough.gov.uk/council/planning-and-development/planning-policies/local-plan-review [Date accessed: 09/10/25]

[5] Fenland District Council (2014) Fenland Local Plan (Adopted May 2014). Available at: https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan-Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf?m=1591111057500 [Date accessed: 09/10/25]

[6] Fenland District Council (2O22). Fenland Local Plan 2021-2040, Draft Local Plan Consultation. Available at: https://fenland.gov.uk/media/18814/Draft-Local-Plan-August-2022/pdf/Draft_Local_Plan_for_Consultation_Aug_2022.pdf?m=637967739565370000 [Date accessed 19/06/26]

[9] Fenland District Council (2022) Habitats Regulations Assessment of the Fenland Local Plan Consultation Draft (Regulation 18): Main Report. Available at: https://www.fenland.gov.uk/media/18819/CD07-1-Habitats-Regulation-Assessment-Screening-Main-Report/pdf/CD07-1a_Draft_Local_Plan_HRA_Main_Report_August_2022.pdf?m=1661248724390 [Date accessed: 09/10/25]

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Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
	2050. The plan is currently at an early stage of preparation, with adoption anticipated in October 2028.[7]	The Local Plan review aims to allocate approximately 10,525 new dwellings over the Plan period and 215ha of employment land[8]. Fenland District Council is preparing a new Local Plan ('Fenland 50') to 2050; however, the plan is at an early stage of preparation, and no housing or employment land requirements have yet been published.		
East Cambridgeshire District Local Plan 2015 (as amended 2023)[10]	The East Cambridgeshire District Council Local Plan was adopted in April 2015 and is now referred to as the East Cambridgeshire Local Plan 2015 (as amended 2023). The wider Cambridgeshire Local Plan review processes are being progressed by individual authorities[11].	Over the plan period (2011 to 2031) the Local Plan will allow for the provision of 5,400 new homes and at least 179 ha of employment land for B1/B2/B8 uses. The Local Plan will also allow for the provision of at least an additional 3,000m^2 (net) of convenience and 10,000m^2 (net) of comparison retail floorspace in the district from 2012 to 2031.	The HRA of the adopted Local Plan set out wording to strengthen policy wording to ensure no adverse impacts on European sites. It reached a conclusion of no adverse impacts on site integrity at any European site[12].	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European sites and areas of FLL. The HRA will take these in-combination impacts into consideration.

[7] Fenland District Council (2026) Fenland 50 – Local Plan. Available at: https://fenland.gov.uk/article/18746/Fenland-50-Local-Plan-Timetable. (Date accessed: 12/06/26)

[8] Fenland District Council (2022) Fenland Local Plan 2021-2040, Draft Local Plan Consultation, August 2022. Available at: https://www.fenland.gov.uk/media/18814/Draft-Local-Plan-August-2022/pdf/Draft_Local_Plan_for_Consultation_Aug_2022.pdf?m=1661177156537 [Date accessed: 09/10/25]

[10] East Cambridgeshire District Council (2023) East Cambridgeshire Local Plan 2015 (as amended 2023). Available at: https://eastcambs.gov.uk/sites/default/files/2024-10/Local%20Plan%20adopted%2019%20October%202023%20-%20final%20with%20cover.pdf [Date accessed: 09/10/25]

[11] East Cambridgeshire District Council (2025) Emerging Local Plan. Available at: https://eastcambs.gov.uk/planning-and-building-control/planning-policy-and-guidance/emerging-local-plan [Date accessed: 09/10/25]

[12] East Cambridgeshire District Council (2018) Habitats Regulations Assessment. Available at: https://eastcambs.gov.uk/sites/default/files/2024-10/HRA%20Appropriate%20Assessment%20Post%20Submission%20Local%20Plan%20-%20published%2015.6.18.pdf [Date accessed: 09/10/25].

Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
South Cambridgeshire District Local Plan[13]	The South Cambridgeshire Local Plan was adopted in September 2018 and covers the period to 2031. Preparation of the joint Greater Cambridge Local Plan is ongoing in accordance with the Greater Cambridge Local Development Scheme 2025.[14]	Over the plan period (2011 to 2031) the adopted Local Plan will allow for the provision of 19,500 new homes, with an average delivery of 975 homes per annum. The Local Plan will also allow for the provision of at least the 143,000m^2 of additional floorspaces or 43 ha of 'B' use employment land required over the plan period. The new joint Greater Cambridge Local Plan proposes approximately 58,500 jobs and 44,400 new homes over the Plan period[15].	An HRA[16] was completed to inform the adopted Local Plan, which concluded no LSEs upon any European sites alone, or in-combination, as a result of the plan. An HRA[17] has also been recently completed to inform the emerging new joint Greater Cambridge Local Plan. This HRA also concluded no LSEs upon European sites alone, or in-combination.	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European sites and areas of FLL. The HRA will take these in-combination impacts into consideration.
Cambridge City Local Plan[18]	The Cambridge Local Plan was adopted in October 2018 and guides development to 2031. It replaces the Cambridge Local Plan 2006 and forms part of the adopted	The Local Plan makes provision for at least 14,000 additional dwellings between 2011 and 2031 to meet objectively assessed housing need, equating to an average of 700 dwellings per year. Growth is focused within and around the existing urban area, including Areas of Major Change, Opportunity Areas, previously developed land and limited Green Belt	The Habitats Regulations Assessment (HRA) Screening report identified potential impact pathways. These were considered through the HRA process, including updates during the examination and	Yes. The Local Plan proposes significant housing and employment growth (approximately 14,000 dwellings and 22,100 jobs), which has the potential to contribute to in-combination recreational disturbance, air quality, water resource, water quality and

[13] South Cambridgeshire District Council (2018) South Cambridgeshire Local Plan (Adopted September 2018). Available at: https://www.greatercambridgeplanning.org/media/5tab2sun/south-cambridgeshire-adopted-local-plan-2018.pdf [Date accessed: 19/06/26]

[14] Greater Cambridge Shared Planning (2025) Greater Cambridge Local Development Scheme (local plan timetable). Available at: https://scambs.moderngov.co.uk/documents/s137870/Appendix+A+-+Greater+Cambridge+Local+Development+Scheme+2025.pdf [Date accessed: 15/06/26]

[15] Greater Cambridge Shared Planning (2021) First Proposals, Greater Cambridge Local Plan, Preferred Options (Regulation 18: Preferred Options 2021). Available at: https://consultations.greatercambridgeplanning.org/sites/gcp/files/2021-10/First%20Proposals%20-%20FINAL%20FURTHER%20REVISED%2028.10.21-red.pdf [Date accessed: 09/10/25]

[16] ENVIRON (2014) South Cambridgeshire Local Plan Submission Habitats Regulations Assessment: Screening Report. Available at: https://www.scambs.gov.uk/media/214d5ryv/hra-screening_0.pdf [Date accessed: 09/10/25]

[17] Greater Cambridge Shared Planning (2024) Draft Planning Obligations Supplementary Planning Document: Habitats Regulations Assessment Screening Report (November 2024). Available at: https://oc2.greatercambridgeplanning.org/docfiles/1313/Habitats_Regulations_Asessment_Screening_Report_Planning_Obligations_2024.pdf [Date accessed: 09/10/25]

[18] Greater Cambridge Shared Planning (2018) *Cambridge City Local Plan*. Available at: https://www.greatercambridgeplanning.org/local-and-neighbourhood-planning/current-plans-the-adopted-local-plans/cambridge-city-council-adopted-development-plan/cambridge-city-local-plan-2018. [Accessed: 24/07/26]

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Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
	development plan for Cambridge,	releases. The Plan also support approximately 22,100 new jobs by 2031, including around 8,800 B-use class jobs, and provides for at least 12 ha of employment land, including strategic employment allocations associated with the Cambridge Cluster.	assessment of the Main Modifications.	urbanisation effects on European sites and areas of functionally linked land. Although the Cambridge Local Plan HRA concluded that these effects could be mitigated, they should be considered alongside growth proposed by the emerging plan through the in-combination assessment.
Central Bedfordshire Local Plan[19]	The Central Bedfordshire Local Plan was adopted in July 2021. Work on a new Local Plan (to be adopted by December 2028) is currently underway and publication of a first draft (issues and options) for public consultation is scheduled for 2026.	Over the plan period (2015 to 2035), the adopted Local Plan will allow for the provision of 44,756, delivered at a varying rate (with most homes expected to be delivered between 2017 and 2029). The Local Plan will also allow for the provision of 118 ha of employment land over the plan period.	An HRA[20] was completed to inform the adopted Local Plan. This HRA concluded that, due to mitigation provided through the comprehensive policies in the Local Plan, no LSEs were anticipated from the plan alone. Due to neighbouring authorities' mitigative efforts and proposed development locations, in-combination LSEs were also deemed unlikely.	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European sites and areas of FLL. The HRA will take these in-combination impacts into consideration.

[19] Central Bedfordshire Council (2021) Central Bedfordshire Local Plan 2015-2035 (July 2021). Available at: Central Bedfordshire Council (2021) Central Bedfordshire Local Plan 2015-2035 (July 2021). Available at: https://centralbedfordshirecouncil.sharepoint.com/sites/Communications/Website%20and%20intranet/Forms/AllItems.aspx?id=%2Fsites%2FCommunications%2FWebsite%20and%20intranet%2FWebsite%20Documents%2FPlanning%2FLocal%20Plan%2FLocal%20Plan%20Documents%2F15%5F%20Adoption%20documents%2F2%5F%20Central%20Bedfordshire%20Local%20Plan%202015%20%E2%80%93%202035%2FCentral%20Bedfordshire%20Local%20Plan%202015%20%E2%80%93%202035%2Epdf&parent=%2Fsites%2FCommunications%2FWebsite%20and%20intranet%2FWebsite%20Documents%2FPlanning%2FLocal%20Plan%2FLocal%20Plan%20Documents%2F15%5F%20Adoption%20documents%2F2%5F%20Central%20Bedfordshire%20Local%20Plan%202015%20%E2%80%93%202035&p=true&ga=1 [Date accessed: 19/09/25]

[20] Enfusion (2017) Central Bedfordshire Council Draft Central Bedfordshire Local Plan: Pre-Submission Regulation 19 Consultation, Habitats Regulations Assessment (HRA) Screening Report (December 2017). Available at: https://centralbedfordshirecouncil.sharepoint.com/sites/Communications/Website%20and%20intranet/Website%20Documents/Planning/Local%20Plan/Local%20Plan%20Web%20update%20180502/Technical%20Reports/C33%20Habitats%20Regulation%20Assessment.pdf?CT=1751450510164&OR=ItemsView [Date accessed: 09/10/25]

Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
Bedford Borough Local Plan[21]	The Bedford Borough Local Plan 2030 was adopted in January 2020 and sets out the strategy for growth and development across the borough to 2030. The proposed Bedford Borough Local Plan 2040[22] was intended to provide for growth beyond the Local Plan 2030 period but was withdrawn in October 2025 A new Local Plan 2050[23] is now being prepared under the revised plan-making system.	The Local Plan 2030 seeks to meet Bedford Borough's housing needs by delivering 14,550 homes between 2015 and 2030, including the allocation of 3,169 additional dwellings. The plan also supports employment growth through the allocation of employment land. The Bedford Borough Local Plan 2050 will apply to the entire administrative area of the borough of Bedford.	There are no European or Ramsar sites within Bedford Borough. HRA work[24] undertaken for Bedford Borough's Local Plans concluded that the Plan is not anticipated to result in likely significant effects on any European sites, either alone or in combination with other plans or projects. Nevertheless, screening is required to assess potential effects on designated sites beyond the borough boundary, in consultation with Natural England.	Yes. This plan will trigger change or development close to the Plan area. There is potential for in-combination air quality, hydrology, recreation and urbanisation LSEs on European sites and areas of FLL. The HRA will take these in-combination impacts into consideration.
Cambridgeshire Local Transport Plan 2011-2031: Policies and Strategy[25]	Published July 2015	Identifies eight key transport-related challenges that the county faces from 2011-2031 and sets out strategies for tackling each of these challenges. This document is complemented by	The Local Transport Plan was supported by an HRA[28], which concluded that the Plan was	No. Policies set out in the Local Transport Plan are likely to encourage a modal shift from the

[21] Bedford Borough Council (2020) Local Plan 2030. Planning for the future. Available at: https://www.bedford.gov.uk/files/local-plan-2030.pdf/download?inline [Date accessed: 19/06/26]

[22] Bedford Borough Council (2022) Local Plan 2040. Available at: https://edrms.bedford.gov.uk/OpenDocument.aspx?id=xivh8bP%2bAJZXEaq26SnEFQ%3d%3d&name=PLAN%20FOR%20SUBMISSION.pdf [Accessed date 19/06/26].

[23] Bedford Borough Council (2026) New Bedford Borough Local Plan 2050. Available at: https://www.bedford.gov.uk/files/notice-commencement-bedford-borough-local-plan-20500.pdf/download?inline. [Date accessed 19/06/26].

[24] AECOM (202) Bedford Borough Local Plan 2040: Habitats Regulations Assessment (April 2022). Available at: https://edrms.bedford.gov.uk/OpenDocument.aspx?id=No1L4FLZTYpNCVf5ithsPQ%3d%3d&name=Bedford%20Local%20Plan%20HRA%20April%202022.pdf [Date accessed: 22/06/25]

[25] Cambridgeshire County Council (2015) Third Cambridgeshire Local Transport Plan 2011-2031: Policies and Strategy. Available at: https://www.cambridgeshire.gov.uk/asset-library/imported-assets/The_Local_Transport_Plan_3%20(1).pdf [Date accessed: 09/10/25]

[28] Cambridgeshire County Council (2015) HRA Screening: Cambridgeshire LTP2 Refresh (October 2014). Available at: https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Final_HRA_Report%20(1).pdf [Date accessed: 09/10/25]

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Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
		the Long-Term Transport Strategy[26] (which outlines the changes required in relation to the county's services and transport infrastructure) and Transport Delivery Plans[27] (which outline the transport schemes the county intends to deliver over two-to-three-year periods).	anticipated to have no LSEs on European sites.	private car and positive impacts upon air quality.
Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036[29]	Adopted July 2021	Outlines 12 objectives for mineral and waste management in the Cambridgeshire and Peterborough areas, for the period up to 2036. These objectives intend to guide sustainable waste management and the delivery of a "*steady, adequate but sustainable supply of minerals to meet current and projected future need".*	An HRA was not available at the time of writing.	Yes. This plan has the potential to trigger in-combination air, water and urbanisation effects at European sites and upon areas of FLL. The HRA will take these in-combination impacts into consideration.
Anglian River Basin Management Plan (RBMP)[30]	The Anglian RBMP was updated in December 2022	The RBMP provides an overview of river basin planning in England for the Anglian River Basin District. It includes an assessment of the status of waterbodies in the River Basin District, objectives for these waterbodies and a summary of the measures necessary to reach these objectives.	The RBMP was supported by an HRA[31]. This concluded that, at the strategic plan level, the RBMP is not likely to have any significant effects on any European sites, alone or in combination with other plans or projects.	The RBMP actions are focused on water bodies and the improvement of European sites that are water dependent. The achievement of these aims will be considered in the HRA process. Whilst development activities arising from Local Plans may inhibit the ability of the RBMP to achieve objectives relating to

[26] Cambridgeshire County Council (2015) Third Cambridgeshire Local Transport Plan 2011-2031: Long Term Transport Strategy. Available at: https://www.cambridgeshire.gov.uk/asset-library/imported-assets/R-TP-The_Long_Term_Transport_Strategy.pdf [Date accessed: 09/10/25]

[27] Cambridgeshire County Council (2015) Transport Delivery Plan. Available at: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-delivery-plan [Date accessed: 09/10/25]

[29] Cambridgeshire County Council and Peterborough City Council (2021) Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036. Available at: https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan [Date accessed: 19/06/25]

[30] Environment Agency (2022) Anglian river basin district river basin management plan: updated 2022. Available at: https://www.gov.uk/guidance/anglian-river-basin-district-river-basin-management-plan-updated-2022 [Date accessed: 09/10/25]

[31] Environment Agency (2022) River basin management plan for the Anglian River Basin District: Habitats Regulations Assessment (September 2022). Available at: https://assets.publishing.service.gov.uk/media/635242f8e90e07768c1a73a0/Anglian_river_basin_management_plan_2022_HRA.pdf [Date accessed: 09/10/25]

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Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
				European sites, the overall effect of the RBMP is to promote management towards Good Ecological Status (GES).
Anglian Water's Water Resource Management Plan (WRMP) 2024[32]	Published September 2024	The WRMP24 sets out how Anglian Water will maintain a sustainable and secure supply of safe drinking water over the plan period.	The WRMP was supported by an HRA[33]. It concluded no adverse impacts on the integrity of any European sites either alone, or in-combination, so long as adjustments are made to the application of measures described in the individual assessments.	This plan aims to protect the water environment and takes account for future water demand. The achievement of these aims will be considered in the HRA process. It is unlikely that the WRMP will have alone or in-combination effects on the water environment.
Anglian Water Drought Plan[34]	Published April 2022. A Draft Drought Plan 2027 has since been published for statutory public consultation.[35]	The Drought Plan outlines the operational steps that will be conducted if a drought occurs in the five-year period from 2022 to 2027. It proposes ongoing leakage reduction measures, water efficiency, and monitoring and metering activities. The Draft Drought Plan 2027 provides an overview of the operational and tactical actions that would be implemented to manage a drought during the period 2027–2032, while maintaining public water supplies and minimising environmental impacts.	An HRA[36] was prepared in support of the Drought Plan. It concluded no adverse impacts on the integrity of any European sites, either alone, or in-combination.	This plan aims to protect the water environment in times of drought. The achievement of these aims will be considered in the HRA process. It is unlikely that the Drought Plan will have alone, or in-combination, effects on the water environment.

[32] Anglian Water (2023) Our Water Resources Management Plan 2024. Available at: https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp/revised-draft-wrmp24-main-report-v2.pdf [Date accessed: 09/10/25]

[33] Mott MacDonald (2023) Anglian Water Revised Draft Water Resource Management Plan 2024 Environmental Report Sub-Report A: Habitats Regulations Assessment (HRA). Available at: https://www.anglianwater.co.uk/SysSiteAssets/household/about-us/wrmp/revised-draft-wrmp24-environmental-report-sub-report-a---hra.pdf [Date accessed: 09/10/25].

[34] Anglian Water (2022) Drought Plan 2022 Final Version. Available at: https://www.anglianwater.co.uk/siteassets/household/about-us/aws-drought-plan-2022.pdf [Date accessed: 09/10/25]

[35] Anglian Water (2026) Draft Drought Plan 2027. Available at: https://www.anglianwater.co.uk/siteassets/household/corporate/drought-plan/aws-draft-drought-plan-2027.pdf [Date accessed: 15/06/26]

[36] Ricardo (2022) Anglian Water Drought Plan 2022: Habitat Regulations Assessment – Stage 1 Screening and Stage 2 Appropriate Assessment Report. Available at: https://www.anglianwater.co.uk/SysSiteAssets/household/about-us/aws-drought-plan-2022---hra.pdf [Date accessed: 09/10/25]

Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
Affinity Water (AW) Water Resource Management Plan (WRMP) 2024[37]	Published October 2024	Whilst the Plan area is not located within the AW WRMP area, to increase resilience to drought, water trading with AW is discussed within the Anglian WRMP. Within AW's WRMP there is a focus on climate change resilience, the implementation of smart meters and working towards better pipe connections to increase water availability.	An HRA[38] was undertaken in support of the WRMP, which set out a series of mitigation measures. The HRA concluded that, provided the mitigation measures are included in the WRMP, it would not result in an adverse effect on any European sites.	This plan aims to protect the water environment and takes account for future water demand. The achievement of these aims will be considered in the HRA process. It is unlikely that the WRMP will have alone or in-combination effects on the water environment.
Cambridge Water's Water Resources Management Plan (WRMP) 2024[39]	Published March 2025	The WRMP outlines how Cambridge Water will maintain a sustainable and secure supply of safe drinking water over the plan period.	An HRA[40] was prepared in support of the WRMP. It concluded that the WRMP will, alone, have LSEs upon the following three European sites: • Ouse Washes SAC, SPA and Ramsar; • Fenland SAC; and, • Eversden & Wimpole Woods SAC.	Yes. The HRA concluded that the plan would have LSEs upon three European sites: Ouse Washes SAC, SPA and Ramsar; Fenland SAC; and Eversden & Wimpole Woods SAC.

[37] Affinity Water (2024) Water Resource Management Plan 2024. Available at: https://affinitywater.uk.engagementhq.com/wrmp [Date accessed: 09/10/25]

[38] AECOM (2020) Technical Report: 4.12 Habitats Regulations Assessment Revised Draft Water Resources Management Plan 2020-2080. Available at: https://www.affinitywater.co.uk/docs/Water_Resources/Archives/4.12_Habitat_Regulations_Assessment_Final_WRMP19.pdf [Date accessed: 09/10/25]

[39] Cambridge Water (2025) Final Water Resources Management Plan 2024. Available at: https://www.cambridge-water.co.uk/media/zadnmcfe/cam-water-resources-management-plan-2024-final.pdf [Date accessed: 09/10/25]

[40] Ricardo (2023) Habitats Regulations Assessment: Draft Water Resources Management Plan 2024. Available at: https://www.cambridge-water.co.uk/media/twqh2ovj/cambridge-water-draft-wrmp24-hra-issue-3.pdf [Date accessed: 09/10/25]

Plans and policies	Plan status	Summary of housing/employment – key elements of the Local Plan that could cause in-combination effects	Summary of HRA findings	Potential in-combination LSE
Cambridge Water Drought Plan[41]	Published April 2022	The Drought Plan outlines the intended actions of Cambridge Water before, during and after drought events, to ensure water demand needs and the needs of the environment both continue to be met.	An HRA[42] was prepared in support of the Drought Plan. It concluded no adverse impacts on the integrity of any European sites, either alone, or in-combination.	This plan aims to protect the water environment in times of drought. The achievement of these aims will be considered in the HRA process. It is unlikely that the Drought Plan will have alone, or in-combination, effects on the water environment.

[41] Cambridge Water (2022) Cambridge Water drought plan. Available at: https://www.cambridge-water.co.uk/media/udchgvd1/cambridge-water-final-drought-plan-2022.pdf [Date accessed: 09/10/25]

[42] APEM (2021) Habitats Regulations Assessment Screening Report: Cambridge Water's Draft Drought Plan 2022 (September 2021). Available at: https://www.cambridge-water.co.uk/media/5yljwncu/appendix-f-habitats-regulation-asessment-screening-report-v1.pdf [Date accessed: 09/10/25]

Appendix B: European Site Conservation Objectives and Threats and Pressures

Barnack Hills & Holes SAC[1]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats; and,
- The supporting processes on which qualifying natural habitats rely.

Qualifying features:

H6210. Semi-natural dry grasslands and scrubland facies: on calcareous substrates (*Festuco brometalia*) (important orchid sites); Dry grasslands and scrublands on chalk or limestone (important Orchid sites – priority habitat)

Threats and Pressures at European site which may be affected by the Local Plan[2,3]:

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification; and,
- Public access/disturbance.

Eversden & Wimpole Woods SAC[4]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats;
- The supporting processes on which qualifying natural habitats rely;
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

S1308. *Barbastella barbastellus*; Barbastelle Bat

Threats and Pressures at European site which may be affected by the Local Plan[5,6]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Landscape-altering development – impact of development altering the landscape and causing the loss of/disruption to flight lines to and from the site;

[1] Natural England (2018) European Site Conservation Objectives for Barnack Hills & Holes SAC (UK0030031). Available at: https://publications.naturalengland.org.uk/publication/5111783597539328 [Date accessed: 02/06/26]

[2] Natural England (2014) Site Improvement Plan: Barnack Hills & Holes SAC (SIP009). Available at: https://publications.naturalengland.org.uk/publication/4529218465562624 [Date accessed: 02/06/26]

[3] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Barnack Hills & Holes Special Area of Conservation (SAC) Site Code: UK0030031. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030031.pdf [Date accessed: 02/06/26]

[4] Natural England (2018) European Site Conservation Objectives for Eversden and Wimpole Woods SAC (UK0030331). Available at: https://publications.naturalengland.org.uk/publication/6736081810620416 [Date accessed: 02/06/26]

[5] Natural England (2015) Site Improvement Plan: Eversden and Wimpole Woods SAC (SIP078). Available at: https://publications.naturalengland.org.uk/publication/5757354431741952 [Date accessed: 02/06/26]

[6] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Eversden and Wimpole Woods Special Area of Conservation (SAC) Site Code: UK0030331. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030331.pdf [Date accessed: 02/06/26]

Eversden & Wimpole Woods SAC[4]

- Disturbance from human activity – impact of tree management practices and nighttime light pollution;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impact of pollutants entering supporting water habitats (specifically nearby lakes and ponds); and,
- Hydrology/water quantity – impact of inappropriate water levels of supporting water habitats (specifically nearby lakes and ponds).

Fenland SAC (where it is underpinned by Woodwalton Fen SSSI)[7]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The population of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

H6410. *Molinia* meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*); Purple moor-grass meadows

H7210. Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*; Calcium-rich fen dominated by Great Fen-sedge (Saw-sedge) (priority habitat/species)

S1149. *Cobitis taenia*; Spined Loach

S1166. *Triturus cristatus*; Great Crested Newt

Threats and Pressures at European site which may be affected by the Local Plan[8,9]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impact of high nutrient levels, changes to water chemistry and other changes to water quality; and,
- Hydrology/water quantity – impact of disturbed water regimes (including the source, depth, duration, frequency, magnitude and timing of water supply), disturbed flooding regimes, changes to water levels, changes to water table height and other hydrological changes.

[7] Natural England (2018) European Site Conservation Objectives for Fenland SAC (UK0014782). Available at: https://publications.naturalengland.org.uk/publication/6712672527581184 [Date accessed: 03/06/26]

[8] Natural England (2014) Site Improvement Plan: Fenland SAC (SIP084). Available at: https://publications.naturalengland.org.uk/publication/6024783481274368 [Date accessed: 03/06/26]

[9] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 03/06/26]

Nene Washes SAC[10,]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of the habitats of qualifying species;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which the habitats of qualifying species rely.
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

S1149. *Cobitis taenia*; Spined Loach

Threats and Pressures at the European site which may be affected by the Local Plan[11,,12,]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Water pollution/water quality – impacts of high nutrient levels (including high levels of phosphorous) and other changes to water quality; and,
- Hydrology/water quantity – impacts of disturbed flow regimes, changes to water quantity and other hydrological changes.

[10] Natural England (2018) European Site Conservation Objectives for Nene Washes SAC (UK0030222). Available at: https://publications.naturalengland.org.uk/publication/5559224163631104 [Date accessed: 02/06/26]

[11] Natural England (2014) Site Improvement Plan: Nene Washes (SIP146). Available at: https://publications.naturalengland.org.uk/publication/5376938197647360 [Date accessed: 02/06/26]

[12] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Nene Washes (SAC) Site Code: UK0030222. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030222.pdf [Date accessed: 02/06/26]

Nene Washes SPA[13,]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely.
- The populations of each of the qualifying features; and,
- The distribution of the qualifying species within the site.

Qualifying features:

A037. *Cygnus columbianus bewickii*; Bewick's Swan (Non-breeding)

A050. *Anas penelope*; Eurasian Wigeon (Non-breeding)

A051. *Anas strepera*; Gadwall (Breeding)

A051. *Anas strepera*; Gadwall (Non-breeding)

A052. *Anas crecca*; Eurasian Teal (Non-breeding)

A054. *Anas acuta*; Northern Pintail (Non-breeding)

A055. *Anas querquedula*; Garganey (Breeding)

A056. *Anas clypeata*; Northern Shoveler (Non-breeding)

A056. *Anas clypeata*; Northern Shoveler (Breeding)

A156a. *Limosa limosa limosa*; Black-tailed Godwit (Breeding)

Threats and Pressures at the European site which may be affected by the Local Plan[14],[15]

- Disturbance caused by human activity – disturbance of visitors (including those visiting the site to engage in angling, wildfowling, bird watching and skating);
- Landscape-altering development – impact of development altering the landscape and causing the loss of unobstructed lines of sight within feeding or roosting habitat, which can limit the ability of birds to detect predators;
- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Water pollution/water quality – impacts of high nutrient levels (including high levels of phosphorous) and other changes to water quality; and,
- Hydrology/water quantity – impacts of disturbed flow regimes, changes to water supply, changes to water depth, changes to the area of waterbodies, changes to overall water quantity and other hydrological changes.

[13] Natural England (2019) European Site Conservation Objectives for Nene Washes SPA (UK9008031). Available at: https://publications.naturalengland.org.uk/publication/4894064390438912 [Date accessed: 02/06/26]

[14] Natural England (2014) Site Improvement Plan: Nene Washes (SIP146). Available at: https://publications.naturalengland.org.uk/publication/5376938197647360 [Date accessed: 02/06/26]

[15] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Nene Washes (SPA) Site Code: UK9008031. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008031.pdf [Date accessed: 02/06/26]

Nene Washes Ramsar[16]

Conservation objectives:
Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

Ramsar Criterion	Justification for the application of each criterion
2	The site supports an important assemblage of nationally rare breeding birds. In addition, a wide range of raptors occur through the year. The site also supports several nationally scarce plants, and two vulnerable and two rare British Red Data Book invertebrate species have been recorded.
6	Qualifying Species/populations (as identified at designation): Species with peak counts in winter: • Tundra Swan, *Cygnus columbianus bewickii*, Northwest Europe 694 individuals, representing an average of 2.3% of the population (five year peak mean 1998/9- 2002/3) Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the annual Wetland Bird Survey report.

Threats and Pressures at European site which may be affected by the Local Plan[17]:

N/A

Orton Pit SAC[18]

Conservation objectives:
Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

H3140. Hard oligo-mesotrophic waters with benthic vegetation of Chara spp.; Calcium-rich nutrient-poor lakes, lochs and pools

S1166. *Triturus cristatus*; Great Crested Newt

[16] JNCC (1993) Information Sheet on Ramsar Wetlands (RIS): Nene Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11046.pdf [Date accessed: 03/06/26]

[17] Ibid.

[18] Natural England (2018) European Site Conservation Objectives for Orton Pit SAC (UK0030053). Available at: https://publications.naturalengland.org.uk/publication/5289941760212992 [Date accessed: 02/06/26]

Orton Pit SAC[18]

Threats and Pressures at European site which may be affected by the Local Plan[19,20]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Direct impact from third party – impact of illegal activities including off-roading, vandalism, arson and disturbance from dogs jumping into ponds;
- Water pollution/water quality – impact of acidification; and inappropriate levels of chlorophyll, dissolved oxygen, nitrogen, phosphate and other pollutants; and,
- Hydrology/water quantity – impact of disturbed water regimes, inappropriate water levels, and insufficient water transparency.

Ouse Washes SAC[21,]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of the habitats of qualifying species;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which the habitats of qualifying species rely.
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

S1149. *Cobitis taenia*; Spined Loach

Threats and Pressures at European site which may be affected by the Local Plan[22,23]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Water pollution/water quality – impacts of inappropriate levels of nutrients, organic pollutants and other pollutants (particularly pollution of groundwater); and,
- Hydrology/water quantity – impacts of inappropriate water levels and disturbed flow regimes.

[19] Natural England (2014) Site Improvement Plan: Orton Pit SAC (SIP159). Available at: https://publications.naturalengland.org.uk/publication/5570370673311744 [Date accessed: 02/06/26]

[20] Natural England (2018) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Orton Pit Special Area of Conservation (SAC) Site Code: UK0030053. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030053.pdf [Date accessed: 02/06/26]

[21] Natural England (2018) European Site Conservation Objectives for Ouse Washes SAC (UK0013011). Available at: https://publications.naturalengland.org.uk/publication/4894882430713856 [Date accessed: 02/06/26]

[22] Natural England (2014) Site Improvement Plan: Ouse Washes (SIP160). Available at: https://publications.naturalengland.org.uk/publication/5354106084392960 [Date accessed: 02/06/26]

[23] Natural England (2015) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SAC) Site Code: UK0013011. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0013011.pdf [Date accessed: 02/06/26]

Ouse Washes SPA[24]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely.
- The populations of each of the qualifying features; and,
- The distribution of the qualifying species within the site.

Qualifying features:

A037. *Cygnus columbianus bewickii*; Bewick's Swan (Non-breeding)

A038. *Cygnus cygnus*; Whooper Swan (Non-breeding)

A050. *Anas penelope*; Eurasian Wigeon (Non-breeding)

A051. *Anas strepera*; Gadwall (Breeding)

A052. *Anas crecca*; Eurasian Teal (Non-breeding)

A053. *Anas platyrhynchos*; Mallard (Breeding)

A054. *Anas acuta*; Northern Pintail (Non-breeding)

A055. *Anas querquedula*; Garganey (Breeding)

A056. *Anas clypeata*; Northern Shoveler (Non-breeding)

A056. *Anas clypeata*; Northern Shoveler (Breeding)

A082. *Circus cyaneus*; Hen Harrier (Non-breeding)

A151. *Philomachus pugnax*; Ruff (Breeding)

A156a. *Limosa limosa limosa*; Black-tailed Godwit (Breeding)

Waterbird assemblage

Breeding bird assemblage

Threats and Pressures at European site which may be affected by the Local Plan[25,26]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Disturbance caused by human activity – impact of human activity in and around the site, including angling, wildfowling and walking/dog walking;
- Landscape- and landform-altering development – impact of development altering the landscape/nearby landforms and causing the loss of unobstructed lines of sight within feeding or roosting habitat, which can limit the ability of birds to detect predators;
- Water pollution/water quality – impact of inappropriate levels of nutrients, organic pollutants and other pollutants (particularly pollution of groundwater); and,
- Hydrology/water quantity – impact of disturbed flow regimes, changes to water supply, changes to water area/depth, and other changes to water quantity.

[24] Natural England (2019) European Site Conservation Objectives for Ouse Washes SPA (UK9008041). Available at: https://publications.naturalengland.org.uk/publication/6636062256398336 [Date accessed: 02/06/26]

[25] Natural England (2014) Site Improvement Plan: Ouse Washes (SIP160). Available at: https://publications.naturalengland.org.uk/publication/5354106084392960 [Date accessed: 02/06/26]

[26] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 02/06/26]

Ouse Washes Ramsar[27]

Conservation objectives:
Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

Ramsar Criterion	Justification for the application of each criterion
1	The site is one of the most extensive areas of seasonally-flooding washland of its type in Britain.
2	The site supports several nationally scarce plants, including Small Water Pepper *Polygonum minus*, Whorled Water-Milfoil *Myriophyllum verticillatum*, Greater Water Parsnip *Sium latifolium*, River Waterdropwort *Oenanthe fluviatilis*, Fringed Water-lily *Nymphoides peltata*, Long-stalked Pondweed *Potamogeton praelongus*, Hair-like Pondweed *Potamogeton trichoides*, Grass-wrack Pondweed *Potamogeton compressus*, Tasteless Water-pepper *Polygonum mite* and Marsh Dock *Rumex palustris*. Invertebrate records indicate that the site holds relict fenland fauna, including the British Red Data Book species Large Darter Dragonfly *Libellula fulva* and the Rifle Beetle *Oulimnius major*. The site also supports a diverse assemblage of nationally rare breeding waterfowl associated with seasonally-flooding wet grassland.
5	Assemblages of international importance: Species with peak counts in winter: • 59133 Waterfowl (five year peak mean 1998/99-2002/2003)
6	Qualifying Species/populations (as identified at designation): Species with peak counts in winter: • Tundra Swan, *Cygnus columbianus bewickii*, Northwest Europe 1140 individuals, representing an average of 3.9% of the population (five year peak mean 1998/9- 2002/3) • Whooper Swan, *Cygnus cygnus*, Iceland/UK/Ireland 653 individuals, representing an average of 3.1% of the population (five year peak mean 1998/9- 2002/3) • Eurasian Wigeon, *Anas penelope*, Northwest Europe 22630 individuals, representing an average of 1.5% of the population (five year peak mean 1998/9-2002/3) • Gadwall, *Anas strepera strepe*ra, Northwest Europe 438 individuals, representing an average of 2.5% of the GB population (five year peak mean 1998/9- 2002/3) • Eurasian Teal, *Anas crecca*, Northwest Europe 3384 individuals, representing an average of 1.7% of the GB population (five year peak mean 1998/9-2002/3) • Northern Pintail, *Anas acuta*, Northwest Europe 2108 individuals, representing an average of 3.5% of the population (five year peak mean 1998/9-2002/3) • Northern Shoveler, *Anas clypeata*, Northwest and central & Europe 627 individuals, representing an average of 1.5% of the population (five year peak mean 1998/9- 2002/3) Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the annual Wetland Bird Survey report.

[27] JNCC (1976) Information Sheet on Ramsar Wetlands (RIS): Ouse Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11051.pdf [Date accessed: 03/06/26]

Threats and Pressures at European site which may be affected by the Local Plan[28]:

- Eutrophication – impact of high nutrient levels caused by sewage treatment works and agricultural runoff; and,
- Reservoir/barrage/dam impact: flooding – recent decades have seen an increase in occurrence of spring flooding and winter flood depths. These two factors have had an adverse impact on vegetation and bird features of the site.

Portholme SAC[29]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats; and,
- The supporting processes on which qualifying natural habitats rely.

Qualifying features:

H6510. Lowland hay meadows (*Alopecurus pratens*is, *Sanguisorba officinalis*)

Threats and Pressures at European site which may be affected by the Local Plan[30,31]

- Disturbance caused by recreation/visitors to the site – impact of unmanaged levels of site visitation and use of the site for recreation;
- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impact of high nutrient levels arising from floodwaters from the River Ouse; and,
- Hydrology/water quantity – impact of disturbed water regimes, disturbed flooding regimes, and inappropriate water table levels.

[28] Ibid.

[29] Natural England (2018) European Site Conservation Objectives for Portholme SAC (UK0030054). Available at: https://publications.naturalengland.org.uk/publication/4802651548024832 [Date accessed: 02/06/26]

[30] Natural England (2014) Site Improvement Plan: Portholme SAC (SIP177). Available at: https://publications.naturalengland.org.uk/publication/6533964571344896 [Date accessed: 02/06/26]

[31] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Portholme Special Area of Conservation (SAC) Site Code: UK0030054. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030054.pdf [Date accessed: 02/06/26]

Rutland Water SPA[32]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The population of each of the qualifying features; and,
- The distribution of the qualifying features within the site.

Qualifying features:

A005. *Podiceps cristatus*; Great Crested Grebe (Non-breeding)

A036. *Cygnus olor*; Mute Swan (Non-breeding)

A050. *Anas penelope*; Eurasian Wigeon (Non-breeding)

A051. *Anas strepera*; Gadwall (Non-breeding)

A052. *Anas crecca*; Eurasian Teal (Non-breeding)

A056. *Anas clypeata*; Northern Shoveler (Non-breeding)

A061. *Aythya fuligula*; Tufted Duck (Non-breeding)

A067. *Bucephala clangula*; Common Goldeneye (Non-breeding)

A070. *Mergus merganser*; Goosander (Non-breeding)

A125. *Fulica atra*; Common Coot (Non-breeding)

Waterbird assemblage

Threats and Pressures at European site which may be affected by the Local Plan[33]

- Public access/disturbance – impacts of recreational activities in and around the SPA, including regular activities such as water sports, fishing, cycling, birdwatching and walking, and infrequent large events held on the banks of the reservoir annually;
- Direct impact from third party – impact of activities such as private firework displays in adjacent properties, hot air balloon flights and private aircraft flights;
- Planning permission – impacts of increasing development around the SPA (including development of windfarms), directly harming waterfowl species as well as resulting in habitat loss and fragmentation;
- Water pollution/water quality – impact of inappropriate nutrient levels (from diffuse sources, such as agriculture, and point sources, such as regulated treated and unregulated untreated sewage discharge into the SPA) and other pollutants; and,
- Hydrology/water quantity – impacts of inappropriate water levels, through human-induced changes to hydraulic conditions, including deliberate water abstraction practices.

Rutland Water Ramsar[34]

Conservation objectives:

Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

[32] Natural England (2023) European Site Conservation Objectives for Rutland Water SPA (UK9008051). Available at: https://publications.naturalengland.org.uk/publication/4978639963684864 [Date accessed: 02/06/26]

[33] Natural England (2014) Site Improvement Plan: Rutland Water SPA (SIP208). Available at: https://publications.naturalengland.org.uk/publication/5985520903520256 [Date accessed: 02/06/26]

[34] JNCC (1991) Information Sheet on Ramsar Wetlands (RIS): Rutland Water. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11062.pdf [Date accessed: 03/06/26]

Ramsar Criterion	Justification for the application of each criterion
5	Assemblages of international importance: Species with peak counts in winter: • 19274 Waterfowl (five year peak mean 1998/99-2002/2003)
6	Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: • Gadwall, *Anas strepera strepe*ra, Northwest Europe 1014 individuals, representing an average of 1.6% of the population (five year peak mean 1998/9- 2002/3) • Northern Shoveler, *Anas clypeata*, Northwest and central & Europe 619 individuals, representing an average of 1.5% of the population (five year peak mean 1998/9- 2002/3) Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the annual Wetland Bird Survey report.

Threats and Pressures at European site which may be affected by the Local Plan[35]:

N/A

The Wash & Norfolk Coast SAC[36]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of the habitats of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

H1110. Sandbanks which are slightly covered by sea water all the time; Subtidal sandbanks

H1140. Mudflats and sandflats not covered by seawater at low tide; Intertidal mudflats and sandflats

H1150. Coastal lagoons (priority habitat)

H1160. Large shallow inlets and bays

H1170. Reefs

H1310. *Salicornia* and other annuals colonising mud and sand; Glasswort and other annuals colonising mud and sand

H1330. Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)

H1420. Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*); Mediterranean

[35] Ibid.

[36] Natural England (2018) European Site Conservation Objectives for The Wash & North Norfolk Coast SAC (UK0017075). Available at: https://publications.naturalengland.org.uk/publication/5950176598425600 [Date accessed: 03/06/26]

The Wash & Norfolk Coast SAC[36]

saltmarsh scrub

S1355. *Lutra lutra*; Otter

S1365. *Phoca vitulina*; Common Seal

Threats and Pressures at European site which may be affected by the Local Plan[37,38]

- Public access/disturbance – impact of disturbance by visitors and recreational activity (including, but not limited to, boating, low altitude aircraft use, wildlife tours/watching, kiting, motorised vehicle use, biking, walking/dog walking, littering and barbecuing on the beach);
- Coastal squeeze – impact of sea level rise and coastal development (including erection and maintenance of coastal defences), which result in the loss of intertidal and coastal habitats;
- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impacts (including increased turbidity) of inappropriate levels of nutrients, dissolved oxygen, toxic chemicals, and other pollutants and contaminants; and,
- Hydrology/water quantity – impacts of inappropriate water levels/depth, changes to water area, changes to water density, and changes to the source, depth, duration, frequency, magnitude and timing of water supply or flow, through human-induced changes to hydraulic conditions.

The Wash SPA[39]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely.
- The populations of each of the qualifying features; and,
- The distribution of the qualifying species within the site.

Qualifying features:

A037. *Cygnus columbianus bewickii*; Bewick's Swan (Non-breeding)

A040. *Anser brachyrhynchus*; Pink-footed Goose (Non-breeding)

A046a. *Branta bernicla bernicla*; Dark-bellied Brent Goose (Non-breeding)

A048. *Tadorna tadorna*; Common Shelduck (Non-breeding)

A050. *Anas penelope*; Eurasian Wigeon (Non-breeding)

A051. *Anas strepera*; Gadwall (Non-breeding)

A054. *Anas acuta*; Northern Pintail (Non-breeding)

A065. *Melanitta nigra*; Black (Common) Scoter (Non-breeding)

A067. *Bucephala clangula*; Common Goldeneye (Non-breeding)

A130. *Haematopus ostralegus*; Eurasian Oystercatcher (Non-breeding)

[37] Natural England (2014) Site Improvement Plan: The Wash and North Norfolk Coast (SIP245). Available at: https://publications.naturalengland.org.uk/publication/5327498292232192 [Date accessed: 03/06/26]

[38] Natural England (2024) The Wash & North Norfolk Coast SAC, Supplementary Advice. Available at: https://designatedsites.naturalengland.org.uk/ConservationAdvice/SupplementaryAdvice.aspx?SiteCode=UK0017075&SiteName=the+wash+&SiteNameDisplay=The+Wash+and+North+Norfolk+Coast+SAC&countyCode=29&responsiblePerson=&SeaArea=&IFCAArea=&NumMarineSeasonality=2 [Date accessed: 03/06/26]

[39] Natural England (2019) European Site Conservation Objectives for The Wash SPA (UK9008021). Available at: https://publications.naturalengland.org.uk/publication/5747661105790976 [Date accessed: 03/06/26]

The Wash SPA[39]

A141. *Pluvialis squatarola*; Grey Plover (Non-breeding)

A143. *Calidris canutus*; Red Knot (Non-breeding)

A144. *Calidris alba*; Sanderling (Non-breeding)

A149. *Calidris alpina alpina*; Dunlin (Non-breeding)

A156. *Limosa limosa islandica*; Black-tailed Godwit (Non-breeding)

A157. *Limosa lapponica*; Bar-tailed Godwit (Non-breeding)

A160. *Numenius arquata*; Eurasian Curlew (Non-breeding)

A162. *Tringa totanus*; Common Redshank (Non-breeding)

A169. *Arenaria interpres*; Ruddy Turnstone (Non-breeding)

A193. *Sterna hirundo*; Common Tern (Breeding)

A195. *Sterna albifrons*; Little Tern (Breeding)

Waterbird assemblage

Breeding bird assemblage

Threats and Pressures at European site which may be affected by the Local Plan[40,41]

- Public access/disturbance – impact of disturbance by visitors and recreational activity (including, but not limited to, boating, low altitude aircraft use, wildlife tours/watching, kiting, motorised vehicle use, biking, walking/dog walking, littering and barbecuing on the beach);
- Coastal squeeze – impact of sea level rise and coastal development (including erection and maintenance of coastal defences), which result in the loss of intertidal and coastal habitats;
- Landscape-altering development – impact of development altering the landscape and causing the loss of unobstructed lines of sight within feeding or roosting habitat, which can reduce predation detection by birds and fragment habitats;
- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impacts (including increased turbidity) of inappropriate levels of nutrients, dissolved oxygen, toxic chemicals, and other pollutants and contaminants; and,
- Hydrology/water quantity – impacts of inappropriate water levels/depth, changes to water area, changes to water density, and changes to the source, depth, duration, frequency, magnitude and timing of water supply or flow, through human-induced changes to hydraulic conditions.

The Wash Ramsar[42]

Conservation objectives:
Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

[40] Natural England (2014) Site Improvement Plan: The Wash and North Norfolk Coast (SIP245). Available at: https://publications.naturalengland.org.uk/publication/5327498292232192 [Date accessed: 03/06/26]

[41] Natural England (2024) The Wash SPA, Supplementary Advice. Available at: https://designatedsites.naturalengland.org.uk/ConservationAdvice/SupplementaryAdvice.aspx?SiteCode=UK9008021&SiteName=the%20wash%20&SiteNameDisplay=The+Wash+SPA&countyCode=29&responsiblePerson=&SeaArea=&IFCAArea=&NumMarineSeasonality=21 [Date accessed: 03/06/26]

[42] JNCC (1988) Information Sheet on Ramsar Wetlands (RIS): The Wash. Available at: https://jncc.gov.uk/jncc-assets/RIS/uk11072.pdf [Date accessed: 03/06/26]

Ramsar Criterion	Justification for the application of each criterion
1	The Wash is a large shallow bay comprising very extensive saltmarshes, major intertidal banks of sand and mud, shallow water and deep channels.
3	Qualifies because of the inter-relationship between its various components including saltmarshes, intertidal sand and mud flats and the estuarine waters. The saltmarshes and the plankton in the estuarine water provide a primary source of organic material which, together with other organic matter, forms the basis for the high productivity of the estuary.
5	Assemblages of international importance: Species with peak counts in winter: 292541 Waterfowl (five year peak mean 1998/99-2002/2003)
6	Qualifying Species/populations (as identified at designation): Species with peak counts in spring/autumn: • Eurasian Oystercatcher, *Haematopus ostralegus ostralegus*, Europe and northwest Africa (wintering) 15616 individuals, representing an average of 1.5% of the population (five year peak mean 1998/9-2002/3) • Grey Plover, *Pluvialis squatarola*, Eastern Atlantic/western Africa (wintering) 13129 individuals, representing an average of 5.3% of the population (five year peak mean 1998/9-2002/3 - spring peak) • Red Knot, *Calidris canutus islandica*, Western and southern Africa (wintering) 68987 individuals, representing an average of 15.3% of the population (five year peak mean 1998/9-2002/3) • Sanderling, *Calidris alba*, Eastern Atlantic 3505 individuals, representing an average of 2.8% of the population (five year peak mean 1998/9-2002/3) • Eurasian Curlew, *Numenius arquata arquata*, N. a. arquata Europe (breeding) 9438 individuals, representing an average of 2.2% of the population (five year peak mean 1998/9-2002/3) • Common Redshank, *Tringa totanus totanus*, 6373 individuals, representing an average of 2.5% of the population (five year peak mean 1998/9-2002/3) • Ruddy Turnstone, *Arenaria interpres interpres*, Northeastern Canada, Greenland/western Europe and northwest Africa 888 individuals, representing an average of 1.7% of the GB population (five year peak mean 1998/9- 2002/3) Species with peak counts in winter: • Pink-footed Goose, *Anser brachyrhynchus*, Greenland, Iceland/UK 29099 individuals, representing an average of 12.1% of the population (five year peak mean 1998/9-2002/3) • Dark-bellied Brent Goose, *Branta bernicla bernicla*, 20861 individuals, representing an average of 9.7% of the population (five year peak mean 1998/9-2002/3) • Common Shelduck, Tadorna tadorna, Northwest Europe 9746 individuals, representing an average of 3.2% of the population (five year peak mean 1998/9-2002/3) • Northern Pintail, *Anas acuta*, Northwest Europe 2108 individuals, representing an average of 3.5% of the population (five year peak mean 1998/9-2002/3) • Dunlin, *Calidris alpina alpina*, Western Siberia/western Europe 36600 individuals, representing an average of 2.7% of the population (five year peak mean 1998/9-2002/3) • Bar-tailed Godwit, *Limosa lapponica lapponica*, Western Palearctic 16546 individuals, representing an average of 13.7% of the population (five year peak mean 1998/9-2002/3) Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the annual Wetland Bird Survey report.

Threats and Pressures at European site which may be affected by the Local Plan[43]:

N/A

Upper Nene Valley Gravel Pits SPA[44]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The population of each of the qualifying features; and,
- The distribution of the qualifying features within the site.

Qualifying features:

A021. *Botaurus stellaris*; Great Bittern (Non-breeding)

A051. *Anas strepera*; Gadwall (Non-breeding)

A140. *Pluvialis apricaria*; European Golden Plover (Non-breeding)

Waterbird assemblage

Threats and Pressures at European site which may be affected by the Local Plan[45,46]

- Public access/disturbance – disturbance from recreation (particularly walkers and dog owners) and outdoor sports and leisure activities;
- Planning permission – impact of increasing built and recreational development within and around the SPA, resulting in habitat loss and fragmentation, and increased disturbance;
- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Landscape-altering development – impact of development altering the landscape and causing the loss of unobstructed lines of sight within feeding or roosting habitat, which can reduce predation detection by birds and fragment habitats;
- Water pollution/water quality – impacts of changes to water quality; and,
- Hydrology/water quantity – impacts of inappropriate water levels/depth, changes to water area, and other changes to water quantity.

Upper Nene Valley Gravel Pits Ramsar[47]

Conservation objectives:

Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

[43] Ibid.

[44] Natural England (2019) European Site Conservation Objectives for Upper Nene Valley Gravel Pits SPA (UK9020296). Available at: https://publications.naturalengland.org.uk/publication/5495529882517504 [Date accessed: 02/06/26]

[45] Natural England (2014) Site Improvement Plan: Upper Nene Valley Gravel Pits SPA (SIP254). Available at: https://publications.naturalengland.org.uk/publication/6732225261338624 [Date accessed: 02/06/26]

[46] Natural England (2017) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Upper Nene Valey Gravel Pits Special Protection Area (SPA) Site Code: UK9020296 Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9020296.pdf [Date accessed: 04/06/26]

[47] JNCC (2011) Information Sheet on Ramsar Wetlands (RIS): Upper Nene Valley Gravel Pits. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11083.pdf [Date accessed: 03/06/26]

Ramsar Criterion	Justification for the application of each criterion
5	The site regularly supports 20,000 or more waterbirds: In the non-breeding season, the site regularly supports 23,821 individual waterbirds (5 year peak mean 1999/2000 – 2003/04).
6	Qualifying Species/populations (as identified at designation): Species with peak counts in winter: • Mute Swan, *Cygnus olor*, 629 individuals, representing an average of 1.7% GB population (five year peak mean 1999/2000- 2003/4) • Gadwall, *Anas strepera strepe*ra, Northwest Europe 773 individuals, representing an average of 2.0% of the population (five year peak mean 1999/2000- 2003/4) Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the annual Wetland Bird Survey report.

Threats and Pressures at European site which may be affected by the Local Plan[48]:

- Unspecified development: urban use – activities connected with ongoing urban development can cause significant disturbance to wintering birds if unmanaged; and,
- Recreation/tourism disturbance – access by people and dogs both on and off of pubic rights of way is a significant cause of disturbance in some areas. The site is also subject to a variety of recreational activities including fishing and water sports. Demand for access and formal/informal recreational activities within the Nene Valley are increasing; development of facilities/opportunities is often in an uncoordinated manner.

[48] Ibid.

Woodwalton Fen Ramsar[49]

Conservation objectives:
Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

Ramsar Criterion	Justification for the application of each criterion
1	The site is within an area that is one of the remaining parts of East Anglia which has not been drained. The fen is near natural and has developed where peat-digging took place in the 19th century. The site has several types of open fen and swamp communities.
2	The site supports two species of British Red Data Book plants, Fen Violet (*Viola persicifolia*) and Fen Wood-rush (*Luzula pallidula*). Woodwalton also supports a large number of wetland invertebrates including 20 British Red Data Book species. Aquatic beetles, flies and moths are particularly well represented.

Threats and Pressures at European site which may be affected by the Local Plan[50]:

- Eutrophication; and,
- Drainage/land-claim for agriculture.

[49] JNCC (1995) Information Sheet on Ramsar Wetlands (RIS): Woodwalton Fen. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11078.pdf [Date accessed: 03/06/26]

[50] Ibid.

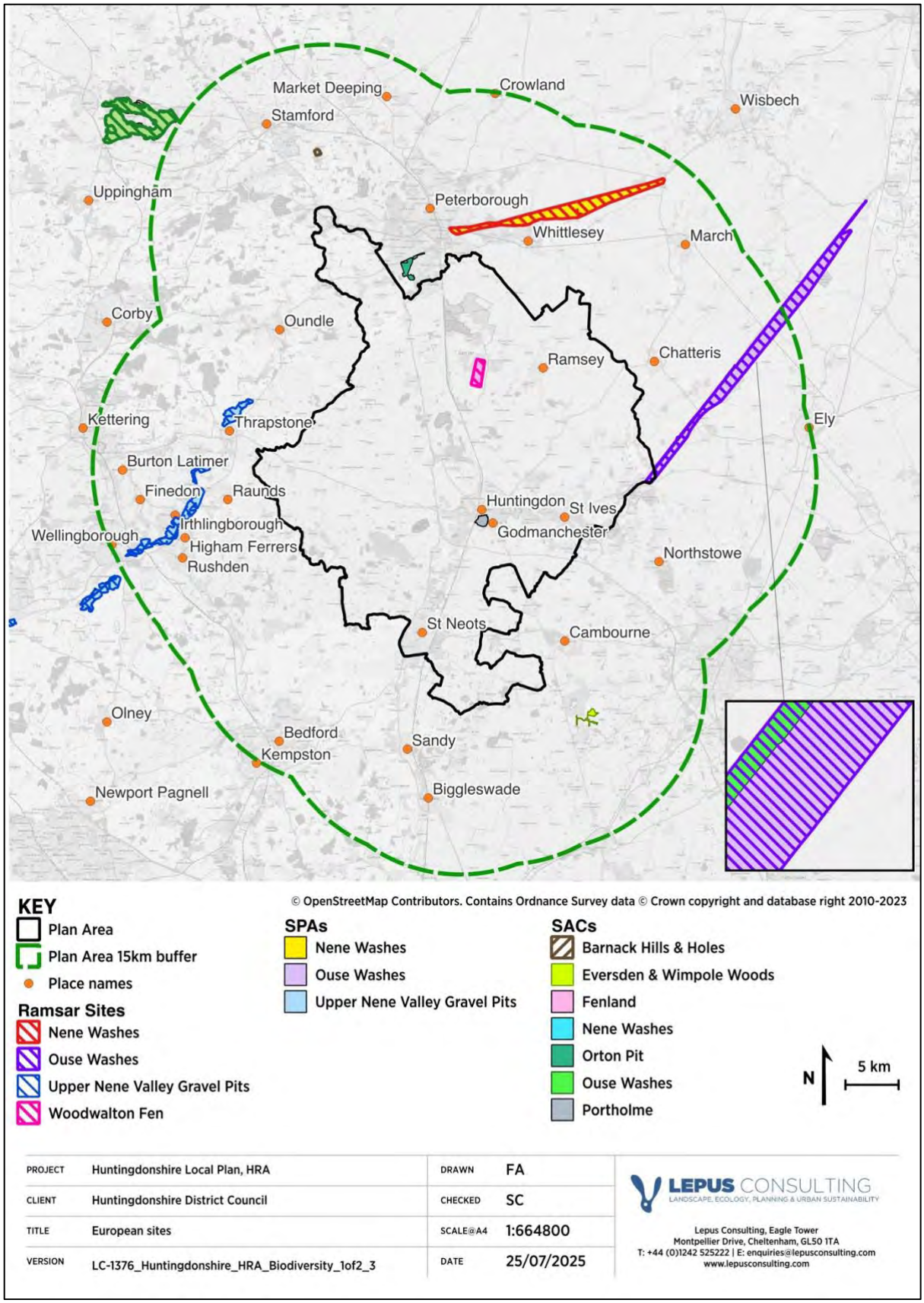

Figure B.1: European sites scoped into the HRA process (1)

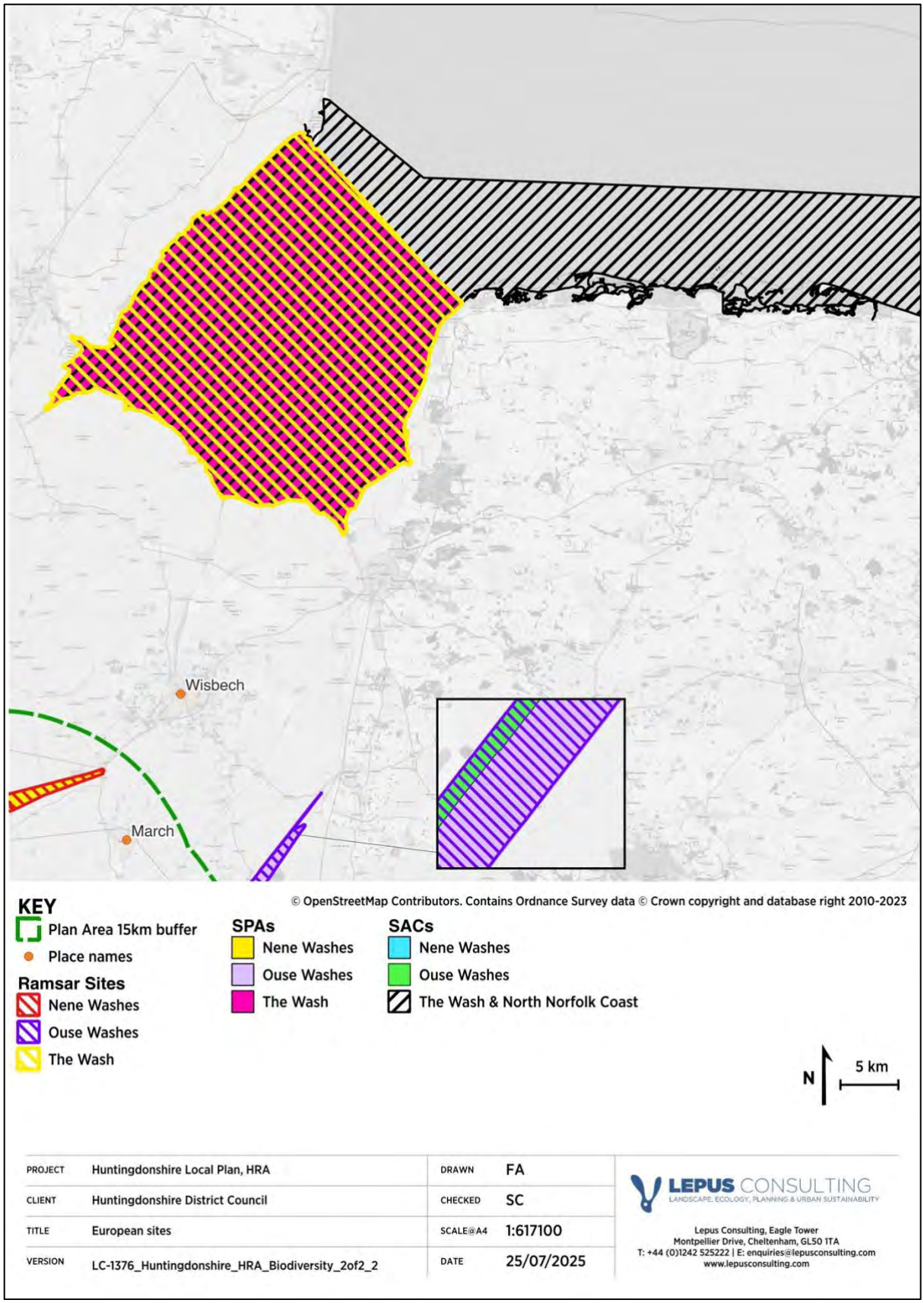

Figure B.2: European sites scoped into the HRA process (2) to illustrate the location of The Wash SPA, The Wash Ramsar and The Wash & North Norfolk Coast SAC.

Appendix C: Policies screening summary to inform test of likely significance

The Huntingdonshire Local Plan (Local Plan) policies and allocations have been screened using the screening categories[1] presented in **Table C.1.**

Table C.1: *Screening evaluation categories*

Screening evaluation categories	Screen in / Screen out
A. General statements of policy / general aspirations.	Screen Out
B. Policies listing general criteria for testing the acceptability / sustainability of proposals.	Screen Out
C. Proposal referred to but not proposed by the Plan.	Screen Out
D. General plan-wide environmental protection / designated site safeguarding / threshold policies.	Screen Out
E. Policies or proposals that steer change in such a way as to protect European sites from adverse effects.	Screen Out
F. Policies or proposals that cannot lead to development or other change.	Screen Out
G. Policies or proposals that could not have any conceivable or adverse effect on a site.	Screen Out
H. Policies or proposals the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in-combination with other aspects of this or other plans or projects).	Screen Out
I. Policies or proposals with a Likely Significant Effect on a site alone.	Screen In
J. Policies or proposals unlikely to have a significant effect alone.	Screen Out
K. Policies or proposals unlikely to have a significant effect either alone or in-combination.	Screen Out
L. Policies or proposals which might be likely to have a significant effect in-combination.	Screen In
M. Bespoke area, site or case-specific policies or proposals intended to avoid or reduce harmful effects on a European site.	Screen In

[1] Based on the now withdrawn DTA HRA Handbook Source: Tyldesley, D., and Chapman, C. (2013) The Habitats Regulations Assessment Handbook edition UK: DTA Publications Limited.

Section A: What is the Local Plan?

Chapter 1

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
n/a	Section A	Section A of the Local Plan is administrative text relating to the Plan and process for consultation.	Category A	Screen out

Section B: Our Strategy for Huntingdonshire to 2046

Chapter 2: Our Vision and Approach to Net Zero

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
n/a	Vision	The vision sets out the strategic priorities for an inclusive, sustainable, and healthy Huntingdonshire achieving net zero while supporting thriving communities and local prosperity. It is high level and does not trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category A	Screen out
n/a	Aims and objectives	The aims and objectives help implement the vision for the Local Plan across a range of topics. They are high level and do not trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category A	Screen out
n/a	Huntingdonshire net zero carbon aspirations	These aspirations set out how Huntingdonshire aspires to contribute towards achieving the national target of being net zero by 2050. They are high level and do not trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category A	Screen out

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Chapter 3: How will Huntingdonshire grow and change?

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP1	How much development do we expect?	This policy defines the extent of development needed to meet Huntingdonshire's future housing needs over the Plan period. Provision will be made for as follows: • At least 32,000 new homes across a range of tenures, and • About 14,400 additional jobs This policy therefore triggers development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP2	Our strategy for change	This policy sets out the locations for distribution of housing need in Huntingdonshire. This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar.	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		- **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 3	Distribution of growth	This policy sets out the distribution of growth that will help to deliver the strategic approach to secure a sustainable development patterns across the district . This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 4	Green and Blue Infrastructure Priority Areas	This policy outlines the criteria that all proposals are expected to support green and blue infrastructure, and highlights Priority Areas for their implementation. It does not directly trigger development which could lead to an LSE at any European site, either alone, or in combination.	Category D	Screen out
Policy LP 5	Settlement Hierarchy	This policy sets out the settlement hierarchy for Huntingdonshire. The policy will not trigger a change or development which could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 6	Market Towns	This policy sets out the Council's approach for development proposals on sites in addition to those allocated in the Local Plan where they are within or adjacent to the designated Market Towns. This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP 7	Service Centres	This policy sets out the Council's approach for development proposals on sites in addition to those allocated in this plan where they are within or adjacent to the designated Service Centres. This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC.	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		- **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 8	Local Service Villages	This policy sets out the Council's approach for development proposals on sites in addition to those allocated in this plan where they are within the designated Local Service Village. This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar.	Category L	Screen in

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		- **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 9	Villages	This policy sets out the Council's approach for development proposals on unallocated sites in or adjacent to the designated Villages. This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP 10	Hamlets and the Countryside	This policy sets out the Council's approach for development proposals on unallocated sites within hamlets and the countryside. This policy therefore supports development and has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC;	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 11	Placemaking for larger scale developments	This policy sets out the placemaking process for development proposals of 50 or more homes, 2,500m2 of floorspace (for all other uses) or where the number of residential units or floorspace is not given, on a site area of 2 hectares or more. It does not directly trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 12	How will infrastructure be provided?	This policy sets out a set of high-level criteria which development must meet to provide for the necessary on-site and, where appropriate, off-site infrastructure and facilities. It does not directly trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category B	Screen out
Policy LP 13	Securing Infrastructure Provision	This policy sets out the delivery of development, detailing conditions and planning obligations. It does not directly trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 14	Supporting and enabling strategic infrastructure	This policy seeks to ensure that development and infrastructure are planned in a coordinated way, recognising infrastructure as an enabler of sustainable growth rather than a constraint. It does not directly trigger development or change and would, therefore, not lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 15	Facilitating Transport, Travel and Connectivity	This policy sets out criteria for development which generates additional movements to and from a building or site, including strategic transport improvements, assessment and mitigation of travel	Category F	Screen out

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		requirements, and digital connectivity. It does not directly trigger development or change that could lead to an LSE at any European site, either alone or in combination.		
Policy LP 16	Approach to renewable energy schemes	This policy sets out the Council's approach to renewable and low carbon energy (in the form of solar PV and wind energy), including those that are led by the community, to achieve reductions in carbon emissions. This policy therefore has the potential for urbanisation effects upon the following European sites and areas of associated FLL: LSEs as follows: - Nene Washes SPA; - Nene Washes Ramsar; - Ouse Washes SPA; - Ouse Washes Ramsar; - Upper Nene Valley Gravel Pits SPA; - Upper Nene Valley Gravel Pits Ramsar; and - Eversden & Wimpole Woods SAC.	Category L	Screen in
Policy LP 17	Heath and well-being	This policy sets out criteria for major scale development involving residential or employment uses in the context of creating healthy, inclusive, accessible, safe places that support healthy lifestyles. It does not directly trigger development which could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 18	Providing affordable homes	This policy sets out requirements for affordable housing provision within development proposals. It does not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
n/a	Heritage Strategy	This strategy seeks to conserve and enhance Huntingdonshire's historic environment by protecting designated and non-designated heritage assets and requiring appropriate assessments where proposals have the potential to affect heritage assets. It does not directly trigger development or activities that could lead to an LSE at any European site, either alone or in combination.	Category A	Screen out
Policy LP 19	Green and blue infrastructure	This policy outlines the criteria that all proposals are expected to support green and blue infrastructure. It does not directly trigger development which could lead to an LSE at any European site, either alone, or in combination.	Category D	Screen out
Policy LP 20	Supporting carbon capture through nature	This policy sets out sustainability framework involving incorporating tree planting, soft landscaping, green roofs, green spaces, and sustainable drainage within a proposal to support carbon sequestration. This policy is in favour of protecting the natural environment, and will have no LSEs on European sites alone, or in combination.	Category D	Screen out

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 21	Managing flood risk	This policy sets out the criteria for addressing all forms of flood risk in proposals within the Local Plan. It is a plan wide environmental protection policy and does not directly trigger development which could lead to an LSE at any European site, either alone or in combination.	Category D	Screen out
Policy LP 22	Managing Waste Water	This policy sets out the Council's approach to ensure waste water is managed and maintained appropriately throughout the plan period and lifetime of development to support sustainable development within the district. It is a plan wide environmental protection policy and does not directly trigger development which could lead to an LSE at any European site, either alone or in combination.	Category D	Screen out
Policy LP 23	Managing Surface Water	This policy sets out criteria for new developments to manage surface water flooding through design. It does not directly trigger development which could lead to an LSE at any European site, either alone or in combination. This policy contains specific provisions relating to the protection of water quality at European sites (Orton Pits SAC, Fens SAC, Woodwalton Fens SAC, Portholme SAC and the Ouse Washes SPA, SAC and Ramsar). It therefore provides bespoke topic specific mitigation and will be screened into the HRA process for consideration as mitigation through an Appropriate Assessment.	Category M	Screen in
Policy LP 24	Water Efficiency	This policy sets out requirements for new development to demonstrate that it is designed to utilise no more than 90 litres per person per day of mains supplied/ potable water. It is a plan wide environmental protection policy and will not trigger development or other change which could lead to an LSE on any European site, either alone or in combination.	Category D	Screen out

Section C: Our Development Management Policies

Chapter 5: How will we create well designed places?

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 25	Design context and character	This policy requires proposals for development to respond positively to its context, drawing inspiration from the key characteristics of its surroundings. It does not, therefore, lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 26	Creating high quality places and spaces	This policy sets out requirements for new developments and advertisements to incorporate key placemaking principles. It does not, therefore, lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 27	Ensuring amenity for new buildings and neighbourhoods	This policy ensures that the physical environment created by new development protects ensures amenity for new buildings and neighbours. It does not, therefore, lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 28	Minimising embodied and operation carbon in new buildings	This policy sets out requirements for new development to take opportunities to reduce total embodied carbon content. Modern Methods of Construction could also be utilised. It does not, therefore, lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 29	Making existing buildings more energy efficient	This policy sets out requirements for new developments and redevelopments to consider opportunities to improve building energy efficiency. It does not, therefore, lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 30	Supporting active and sustainable travel	This policy sets out requirements for new development to contribute to an enhanced transport network that supports an increasing proportion of journeys being undertaken by active and sustainable travel modes. It is unlikely to have a significant effect on European sites either alone, or in combination.	Category F	Screen out
Policy LP 31	Parking Provisin and Vehicle Movement	This policy sets out requirements for appropriate provisioning for on-site servicing, movement, and parking of vehicles including commercial, service and emergency vehicles and incorporates appropriate parking for cycles. It does not lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 32	Providing electric vehicle charging points	This policy sets out requirements for new developments to make provision for electric vehicle charging infrastructure. It does not, therefore, lead to development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 33	Preventing and reducing air pollution	This policy ensures proposals will be accompanied by an Air Quality Assessment and low emissions strategy in the case of significant adverse air quality effects. This policy is in favour of protecting the natural environment, and will have no LSEs on European sites alone, or in combination.	Category D	Screen out
Policy LP 34	Preventing and reducing ground contamination	This policy sets out criteria for investigation, risk assessment, and remediation in the context of a contaminated site or land due to previous uses. This policy is in favour of protecting the natural environment, and will have no LSEs on European sites alone, or in combination.	Category D	Screen out

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
	and groundwater pollution			

Chapter 6: How will we support a strong local economy?

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 35	Protecting and enhancing established employment areas	This policy seeks to protect and enhance the viability, range, suitability, availability, and location of established employment areas. This policy supports employment development within these areas and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP 36	Expansion and diversification of rural businesses	This policy outlines criteria for sustainable development relating to rural businesses / farm diversification. This policy supports employment development within these areas and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC;	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 37	Shaping businesses in the countryside	This policy sets out the framework for new industry-specific business proposals in the countryside, which may only be supported when there are no suitable sites available on allocated employment sites. This policy supports employment development within these areas and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP 38	Enabling key clusters and innovation-led growth	This policy outlines criteria for new strategic business clusters for advanced manufacturing, research and development, life sciences, digital tech, clean energy, creative industries, and agri-tech. This policy supports employment development under these criteria and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC.	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		- **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 39	Enabling logistics and distribution	This policy addresses the need for strategic logistics and distribution. It identifies sites where logistics and distribution will be supported. This policy supports development under these criteria and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP 40	Helping tourism and recreation in the countryside	This policy supports small-scale, sustainable tourism, sport, or leisure development where it is well-related to settlements. This policy supports development subject to a set of criteria and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC.	Category L	Screen in

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		- **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 41	Defining our retail hierarchy	This policy sets out the retail hierarchy for Huntingdonshire. It supports development in these areas and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category D	Screen out
Policy LP 42	Promoting town centre vitality	This policy identifies Town Centre a Primary Shopping Areas. It supports development in these areas and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC;	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		
Policy LP 43	Supporting Local Centres	This policy identifies sets criteria for local services and facilities. It supports development in these areas subject to these criteria and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in
Policy LP 44	Services and facilities	This policy will guide development of services and facilities outside designated areas known as Town Centres and Local Centres. It supports development in these areas subject to these criteria and therefore has the potential to trigger development with the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC;	Category L	Screen in

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		

Chapter 7: How will we support homes for all?

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 45	Promoting a mix of housing	This policy requires major housing developments to provide a mix of sizes, types and tenures reflecting identified local needs. It does not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 46	Ensuring accessible and adaptable homes	This policy sets accessibility and adaptability standards for new homes in line with national building regulations. It does not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 47	Facilitating self and custom build homes	This policy states support for self or custom build housing, with marketing and design conditions. It does not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 48	Supporting specialist housing	This policy supports specialist C3 and C2 housing in accessible locations with criteria ensuring integration, access to services, and high design standards. It does not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 49	Supporting houses in multiple occupation	The policy supports C4 housing in multiple occupation with criteria ensuring sufficient size, safe and functional living conditions, high standards of amenity, and nationally required minimum room standards for HMOs. It does not trigger development or change that could lead to a LSE at any European site, either alone, or in combination.	Category F	Screen out

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 50	Promoting rural exceptions housing	This policy supports small-scale affordable housing development on rural exception sites where a local need is demonstrated. Although the policy includes criteria to ensure that development is appropriately located, proportionate and sustainable, it has the potential to facilitate additional residential development. Therefore, the policy could result in pathways for LSEs at European sites, including through increased recreational pressure, changes in water demand and wastewater generation. The policy is therefore screened in for further assessment.	Category L	Screen in
Policy LP 51	Gypsies, travellers and travelling showpeople	This policy identifies a requirement to provide 127 new pitches over the Plan period. Whilst specific locations for pitches have not been provided, development has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.	Category L	Screen in

Chapter 8: How will we conserve and enhance the environment?

Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
Policy LP 52	Protecting our nature and conservation sites	This policy establishes a clear hierarchy of protection for international, national and local nature conservation designations. It is a plan wide environmental protection policy and will not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category D	Screen out
Policy LP 53	Enhancing biodiversity and geodiversity	This policy sets out the council's approach to managing development and the natural environment in response to the decline in biodiversity. It is a plan wide environmental protection policy and will not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category D	Screen out
Policy LP 54	Protecting our trees, orchards, woodlands, hedges and hedgerows	This policy seeks to conserve and enhance trees and hedgerows, requiring surveys, assessments, and mitigation. Loss is only permitted in exceptional circumstances and must be mitigated or compensated. It is a plan wide environmental protection policy and will not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category D	Screen out
Policy LP 55	Protecting our Open Spaces, Outdoor Sport and Recreational Facilities	This policy identifies open and greenspaces and protects them from development. It will not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category F	Screen out
Policy LP 56	Heritage assets and their settings	This policy protects designated and non-designated heritage assets and their settings. It requires assessment of impacts, justification of harm, and enhancement of local character, and focuses on cultural heritage rather than biodiversity. It is a plan wide environmental protection policy and will not trigger development or change that could lead to an LSE at any European site, either alone, or in combination.	Category D	Screen out
Policy LP 57	Water-related development	This policy sets strict criteria for water-based development ensuring protection of water quality, biodiversity, flood risk and navigation safety. Whilst specific locations for water development have not been provided, development has the potential for LSEs as follows: - **Air quality:** Nene Washes SAC, Nene Washes Ramsar, Ouse Washes SAC, Ouse Washes Ramsar and Portholme SAC. - **Water quality:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC;	Category L	Screen in

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Policy Reference	Policy name	Summary of Policy and Identification of LSEs	Screening category	Screening conclusion
		The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; and Woodwalton Fen Ramsar. - **Water quantity:** Fenland SAC; Nene Washes SPA; Nene Washes Ramsar; Orton Pit SAC; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; The Wash & North Norfolk Coast SAC; The Wash SPA; The Wash Ramsar; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Recreational pressure:** Fenland SAC; Nene Washes SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SAC; Ouse Washes SPA; Ouse Washes Ramsar; Portholme SAC; Upper Nene Valley Gravel Pits SPA; Upper Nene Valley Gravel Pits Ramsar; and Woodwalton Fen Ramsar. - **Urbanisation effects:** Eversden & Wimpole Woods SAC; Nene Washes SPA; Nene Washes Ramsar; Ouse Washes SPA; Ouse Washes Ramsar, Upper Nene Valley Gravel Pits SPA and Upper Nene Valley Gravel Pits Ramsar.		

Section D: Our development sites – see Appendix D.

Appendix D: Screening of Local Plan Proposed Submission Allocations

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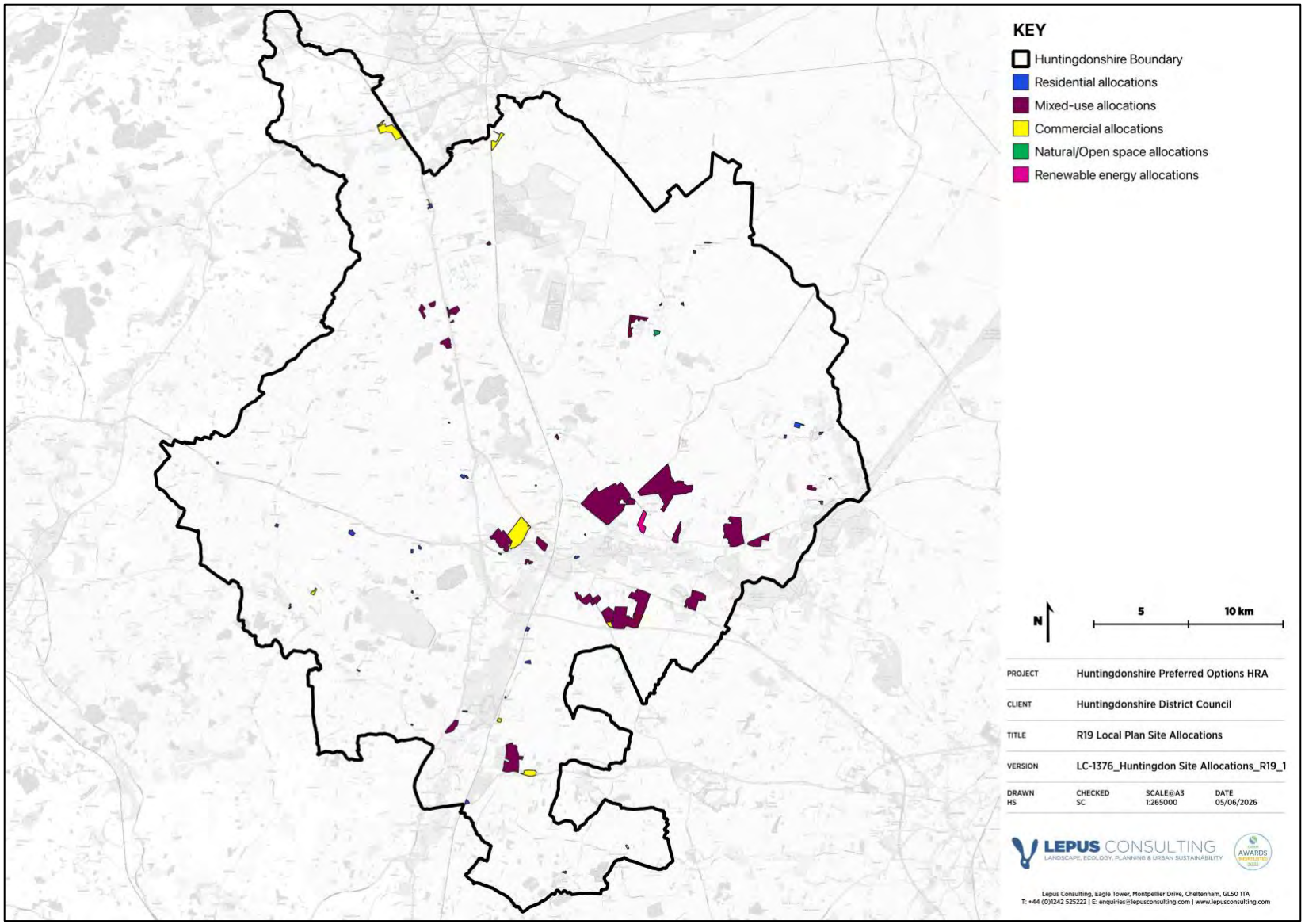

Figure D.1: *Local Plan Site Allocations Map*

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Table Notes:

Air Quality LSEs: All site allocations set out in the Huntingdonshire Local Plan (Local Plan) have the potential to act cumulatively to increase traffic flows on the local and wider road network. An increase in traffic related emissions has the potential to change air quality. Air quality likely significant effects (LSEs) are considered possible at those European sites listed in **Section 3.4** of the Proposed Submission HRA report. Growth at all allocations (listed below) has the potential to contribute towards a change in air quality, in combination with other plans and projects (see **Appendix A**). All allocations below have therefore been screened in under Category L.

Water Quality and Quantity LSEs: All site allocations set out in the Local Plan (including those listed below) have the potential to act in combination with one another to increase the quantity of water required for treatment at Wastewater Treatment Works (WwTWs). This may result in the deterioration of downstream water quality. In addition, an increase in water demand from new development increase demand for water supply which may also affect water sensitive European sites. Taking a precautionary approach, hydrology impacts from the combined effect of all developments together, acting in-combination with other plans and projects (see **Appendix A**), have the potential to result in LSEs at hydrologically connected European sites listed in **Section 3.5** of the Proposed Submission HRA report. Water quality and quantity impacts at all allocations listed below have therefore been screened in under Category L.

Recreational pressure LSEs: A recreational ZOI of 5.9km has been established through visitor surveys for the Upper Nene Valley Gravel Pits SPA and Ramsar site. This ZOI has been applied in the following screening assessment.

Visitor surveys have not been undertaken to define a formal recreational ZOI for any other European site scoped into the HRA process at **Section 3.6** of the main HRA report.

The following screening assessment has therefore taken into consideration the location of each European site in relation to the Plan area, status of public access through PRoW / Open Access etc and visitor facilities (such as promoted routes, car parking, cafes and toilets) when screening recreational impacts at all other European sites set out in **Section 3.6** of the Proposed Submission HRA report.

Urbanisation effects LSEs: Urbanisation effects include impacts such as noise disturbance, lighting effects, cat predation, fly-tipping, wildfire, littering, vandalism and fragmentation of habitat. Impacts can directly affect a European site and also areas of Functionally Linked Land (FLL) outside a designation boundary. A precautionary buffer of 500m has been applied to identify potential urbanisation effects on all European sites. The assessment also takes into consideration urbanisation effects on areas of FLL associated with the Upper Nene Valley Gravel Pits SPA and Ramsar site (10km buffer zone as set out in **Section 3.7** of the main HRA report), Eversden & Wimpole Woods SAC (10km buffer zone as set out in **Section 3.7** of the Proposed Submission HRA report) and areas of FLL associated with the Ouse and Nene Washes SPA and Ramsar (Swan and Goose IRZ FLL).

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Table D.1 screens urbanisation and recreational LSEs for each potential allocation as detailed in Section D of the Local Plan

Table D.1: *Screening summary for sites allocations*

Section D: Our Development Sites

North Huntingdon Growth Corridor

Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Huntingdon 1: Huntingdon Racecourse	72ha of land for mixed use development. This includes: - Continued use of the site for the racecourse, equine support facilities and Huntingdon Rugby Football Club - Complementary conference and events facilities, outdoor recreational and leisure facilities	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	Whilst the proposed development uses do not include residential development, they are likely to include hotel uses and parking associated with all uses. Given the allocation is not within easy walking distance of any European site, it is unlikely that development will result in a recreational LSE on any European site.
North Huntingdon 2: North of A141 between the racecourse and A1307	103.5ha of land for industrial use. Light industrial and storage and distribution uses	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	
North Huntingdon 3: Lodge Farm, North of A141	317.7ha of land for new community and mixed use development - Approx. 4,900 homes - Approx. 8ha for employment - Approx. 6.5ha for a local centre - Land for transport, community, educational, recreational and green infrastructure	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
North Huntingdon 4: Wyton Airfield	254.9ha of land for mixed use development - Approx. 4,000 homes - Approx. 15ha for employment use - Approx. 6.4ha for a local centre	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
	- Land for transport, community, educational, recreational and green infrastructure		This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

Market Towns

Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Huntingdon 1: Hinchingbrooke Hospital	22ha of land for mixed use development including: - redevelopment of the hospital, including necessary enabling works - reprovision of the ambulance station	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
	- provision of key worker and medical/care student accommodation - car parking for staff, patients and visitors - other primary care uses residential institutions (use class C2) to provide specialist residential accommodation including step down accommodation - strategic green infrastructure	SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	
Huntingdon 2: Amber Centre, 36 Mayfield Road, Huntingdon	0.35ha of land for residential development - - Approx. 12 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
St Neots 1: East of Loves Farm (Tithe Farm)	99.5ha of land for mixed use development - Approx. 1,100 homes - Approx. 3.7ha for employment use - Land for transport, community, educational, recreational and green infrastructure	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
St Neots 2: Land South West of Potton Road	3.9ha of land for residential development - Approx. 80 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
St Ives 1: North of Houghton Road	23.9ha of land for mixed use development - Approx. 350 homes - 12ha for open space and landscaping	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Bury 1 : Bury Industrial Estate, Old Station Road, Bury	0.96ha of land for residential development - Approx. 30 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Bury 2: Off Cheveril Lane	6.4ha of land for biodiversity net gain and flood mitigation	This allocation is for the protection of open space and therefore there will be no urbanisation LSEs.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Bury 3; RAF Upwood – Phase 3, Bury	Approx. 9.2ha for natural, green or open spaces and flood mitigation - Approx. 170 homes - Approx. 11.5ha natural, green or open spaces	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Ramsey 1: RAF Upwood - Phase 4	14ha of land for mixed use development - Approx. 4.8ha for employment use - Approx. 9.2ha for natural, green or open spaces and flood mitigation	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Ramsey 2: North of Hollow Lane	1.7ha of land for residential development - Approx. 20 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

Service Centres

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Brampton 1: Wallis Land, Thrapston Road	0.7ha of land for mixed use development - Approx. 10 homes - 0.4ha of open space	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Brampton 2: Land off Huntingdon Road	5.97ha of land for mixed use development - Open space - Car parking facilities	This allocation is for open space and car parking facilities and therefore unlikely to lead to urbanisation LSEs.	Whilst this allocation does not allocate any residential development it does allocate car parking. This car parking is specifically for the Hinchingbrooke County Park. This car parking is on the opposite side of the main railway line from Portholme SAC and therefore recreational pressure caused by increased parking close to a European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Fenstanton 1: Galley Hill	61ha of open space to safeguard against flooding - Commercial, business and industrial storage - 36ha of open space	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue	2.46ha of land for residential development - Approx. 85 homes	Portholme SAC is located approximately 276m to the south east of this allocation. Urbanisation LSEs are therefore likely, and this site is therefore screened in. This allocation is not located within 500m of any other European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Fenlands SAC or Woodwalton Ramsar.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. Of particular note is the close proximity of this allocation to Portholme SAC. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Godmanchester 2: South of Godmanchester off the A1198	43ha of land for mixed use development - Approx. 550 homes - 6.8ha for natural green space - 0.8ha cemetery extension - green infrastructure and transport infrastructure	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. Of particular note is the close proximity of this allocation to Portholme SAC. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Godmanchester 3: Former A14 Compound, North of A1198 Roundabout	5.2ha of land for commercial, business and industrial use	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Kimbolton 1: Brittens Farm, Station Road	1.40ha of land for residential development - Approx. 25 homes - Approx. 0.5ha of land for open space to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Kimbolton 2: South East of South of Bicton Industrial Estate, Stow Road	4.8ha of land for commercial, business and industrial uses	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Little Paxton 1: North of St James Road, Little Paxton	1.3ha of land for residential development - Approx 35 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Little Paxton 2: West of Great North Road	20.4ha of land for residential development - Approx. 410 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
Sawtry 1: West of Glatton Road	12.5ha of land for residential development - Approx. 330 homes - Approx. 2ha of open space to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Sawtry 2: East of Glatton Road and North of Brookside Industrial estate	6.5ha of land for residential development - Approx. 170 homes - Approx. 1ha of open space to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar;

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	- Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Sawtry 3: West of Toll Bar Way and Green End Road	18.8ha of land for residential development - Approx. 330 homes - Approx. 3ha of open space to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Sawtry 4: Off Old North Road	4ha of land for mixed use development - Approx. 1.5ha for electric vehicle charging - Approx. 1ha for industrial use - Approx. 1ha for open space use	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Sawtry 5: Land at Little Common Farm	14.6ha of land for industrial use, and 2.5ha of open space to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Sawtry 6: North of Black Horse Industrial Estate	1.4ha of land for industrial and storage and distribution uses, 0.3ha of open space to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	
Somersham 1: College Farm, West of Parkhall Road	6.3ha of land for residential development - Approx 120 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Somersham 2: Dews Bus and Coach Depot, Chatteris Road	2.2ha of land for residential development - Approx. 50 homes	This allocation is not located immediately adjacent to Swan and Geese IRA FLL associated with the Ouse Washes SPA and Ramsar and therefore urbanisation effects have been screened into the HRA process.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar;

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			- Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Somersham 3: College Farm, West of Newlands Industrial Estate	1.8ha of land for residential development - Approx. 45 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Yaxley 1: Eagle Business Park, phase 3, Broadway	16ha of land for commercial, business and industrial use	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Local Services Villages

Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Abbots Ripton 1: Home Farm South	2.83ha of land for mixed use development - Approx. 15 homes - Approx. 0.5ha for commercial use	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Alconbury 1: South of Great North Road	1.4ha of land for residential development - Approx. 30 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Alconbury 2: East of Globe Lane	3.5ha of land for residential development - Approx. 60 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Bluntisham 1: Land off 18 Holliday's Road	2ha of land for residential development - Approx. 35 homes	This allocation is located within 500m of the Swan and Goose IRZ FLL (Ouse Fen Nature Reserve RSPB Reserve and Berry Fen SSSI) associated with the Ouse Washes SPA and Ramsar. This	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar;

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		allocation has therefore been screened in for potential urbanisation effects. This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with Portholme SAC, Fenlands SAC or Woodwalton Ramsar.	- Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Bluntisham 2: Land to the West of Colne Road	7.8ha of land for mixed use development - Approx. 85 homes - Approx. 3ha of open space - 0.2ha primary school staff parking	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Great Gransden 1: South of Caxton Road	1.8ha of land for commercial, business, industrial and storage uses	This allocation is located approximately 6.3km to the north west of Eversden and Wimpole Woods SAC, which is within the established 10km wider conservation area as set out in South Cambridgeshire's SPD. The SAC may therefore be susceptible to urbanisation LSEs from development at this allocation and it will therefore be screened in. The allocation is not located within 10km of the Upper Nene Valley Gravel Pit SPA or Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Great Staughton 1: East of B661, The Green	0.90ha of land for residential development - Approx. 15 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
Hemmingford Abbots 1: The Lattenburys	243ha of land for mixed use development - Approx. 3,800 homes - 6ha employment use - 10ha charity expansion - 26ha strategic green infrastructure - Land for transport, community, educational and recreational and green infrastructure	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Houghton and Wyton 1: Ruddles Lane	28ha of land for ground mounted solar panels	This site is allocated for solar voltaics. It therefore has the potential for LSEs upon the following European sites: - Nene Washes SPA; - Nene Washes Ramsar; - Ouse Washes SPA; and - Ouse Washes Ramsar. Urbanisation effects will therefore be screened in.	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		The allocation is not located within 10km of Eversden & Wimpole Woods SAC or the Upper Nene Valley Gravel Pit SPA and Ramsar.	
Needingworth 1: Giffords Park, East of B1040	122ha of land for mixed use development - Approx. 1,750 homes - 0.5ha for a care home - 5ha of land for a local centre - 4.6ha commercial and employment use - 4ha for schooling - 3.3ha for a solar farm - 65.5ha of green infrastructure	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Needingworth 2: South of A1123	35ha of land for mixed use development - Approx. 100 homes - Community retail facilities - Land to safeguard against flooding	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Offord D'Arcy 1: West of Graveley Road	4.1ha for residential development - Approx. 80 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
		This allocation is not located within 500m of any European site, or within 10km of Eversden &	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Offord Cluny 1: West of High Street and North of Dunstall Close	2.8ha of land for residential development - Approx. 45 homes	Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	- Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Spaldwick 1: Land east of Stow Road, Spaldwick	6.1ha of land for residential development - Approx. 90 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Stilton 1: Rear of The Stilton Cheese Inn, 24 North Street	0.44ha of land for residential development - Approx. 8 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Stilton 2: Rear of 16 to 58 North Street	3.18ha of land for residential development - Approx. 55 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.

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Villages

Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Abbotsley 1: North of Wintringham Hall	19ha of land for office, research development, storage and distribution uses	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Bythorn 1: Home Farm, Bythorn	0.98ha of land for residential development - Approx. 15 homes	This allocation is located within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar and therefore there is potential for urbanisation impacts upon FLL associated with Golden Plover and Lapwing populations. This allocation has therefore been screened into the HRA process for further consideration. This allocation is not located within 10km of Eversden & Wimpole Woods SAC or the 500m of FLL associated with the Ouse Washes SPA / Ramsar or Nene Washes SPA / Ramsar.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar. This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Catworth 1: Fruit Field, Catworth	Proposed additional allocation - 2.19ha - 25 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Colne 1: Land at Ramadie, Earith Road, Colne	0.85ha of land for residential development - Approx. 15 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
Ellington 1: Old Sheds at Manor Farm, High Street	2ha of land for residential development - Approx. 35 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Ellington 2: Land west of Grafham Road, Ellington	Proposed additional allocation - 1.87ha - 35 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar;

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	- Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Grafham 1: Adjacent to 24 Cedar Close	0.88ha of land for residential development - Approx. 20 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
Grafham 2: South of Village Farm, Grafham	Proposed additional allocation: - 1 ha - 35 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Great Paxton 1: West of High Street, Great Paxton	0.4ha of land for residential development - Approx. 9 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
Great Paxton 2: North of Harley Industrial Park	3.6ha of land for general industrial uses	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This site is not allocated for residential development and will therefore not result in recreational LSEs.
Hail Weston 1: Land West of 5 High Street, Hail Weston	0.8ha of land for residential development - Approx. 8 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
Holme 1: Land North of Station Road	3ha of land allocated for mixed use development - Approx. 50 homes - 0.3ha for local retail and health uses within the local community use class F2 or within the commercial, business or services use class E(e)	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services	48.2ha of land for light industrial, storage and distribution use	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands	This site is not allocated for residential development and will therefore not result in recreational LSEs.

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	
Ramsey Forty Foot 1: Ramsey Forty Foot Village Rural Mooring	1.4ha of land is allocated for leisure moorings (not permanent residential moorings), open space and land to safeguard against flooding.	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This allocation is for leisure moorings rather than residential moorings and therefore recreational impacts are unlikely.
Ramsey Forty Foot 2: Woodland Farm, Ramsey Forty Foot	1.4ha of land for residential development - 25 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
			recreational impact at this European site are unlikely.
The Stukeleys 1: Land between 76 and 86 Owl End	0.30ha of land for residential development - Approx. 3 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Upton 1: South West of South Farm	0.39ha of land for residential development - Approx. 7 homes	This allocation is not located within 500m of any European site, or within 10km of Eversden & Wimpole Woods SAC, within 10km of the Upper Nene Valley Gravel Pits SPA and Ramsar or within 500m of any area of FLL associated with either the Nene Washes SPA/Ramsar, Ouse Washes SPA/Ramsar, Portholme SAC, Fenlands	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and

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Site Name	Employment land (ha) / Net new homes	Potential for urbanisation or habitat loss / fragmentation LSEs.	Potential for an increase in recreational pressure
		SAC or Woodwalton Ramsar. Urbanisation LSEs are therefore unlikely.	- Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.
Waresley 1: Land between West Lodge and Home Farm	1.6ha of land for residential development - Approx 8 custom and self build homes	This allocation is located approximately 8.8km to the north west of Eversden and Wimpole Woods SAC, which is within the established 10km wider conservation area as set out in the South Cambridgeshire SPD. FLL bat habitat associated with this SAC may therefore be susceptible to urbanisation LSEs from development at this allocation and it will be screened in. The allocation is not located within 10km of the Upper Nene Valley Gravel Pit SPA or Ramsar or within 500m of FLL associated with the Nene Washes SPA / Rasmar or Ouse Washes SPA / Ramsar.	This policy allocates residential dwellings which may increase recreational pressure at the following European sites: - Eversden and Wimpole Woods SAC; - Fenland SAC; - Nene Washes SPA and Ramsar - Ouse; Washes SPA and Ramsar; - Portholme SAC; and - Woodwalton Fen Ramsar This policy is therefore screened into the HRA process in terms of recreational LSEs. This allocation is not located within 5.6km of the Upper Nene Valley SPA or Ramsar and therefore recreational impact at this European site are unlikely.

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Appendix E: Baseline Study of Recreational Use and Impact

Baseline Study of Recreational Use and Impact to support the Huntingdonshire Local Plan HRA

Huntingdonshire District Council

January–February 2026

LEPUS CONSULTING
LANDSCAPE, ECOLOGY, PLANNING & URBAN SUSTAINABILITY

Baseline Study of Recreational Use and Impact to support the Huntingdonshire Local Plan Habitats Regulations Assessment

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Front Cover: Boardwalk at RSPB Ouse Washes

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The conclusions below are based on the best available information, including information that is publicly available. No attempt to verify these secondary data sources has been made and they have been assumed to be accurate as published. This report was prepared in January and February 2026 and is subject to and limited by the information available during this time. This report has been prepared with reasonable skill, care and diligence within the terms of the contract with the client. Lepus Consulting accepts no responsibility to the client and third parties of any matters outside the scope of this report. Third parties to whom this report or any part thereof is made known rely upon the report at their own risk.

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Acronyms & Abbreviations

ALA	Artificial light at night
BNG	Biodiversity Net Gain
CIEEM	Chartered Institute of Ecology and Environmental Management
EA	Environment Agency
GIS	Geographic Information System
HRA	Habitats Regulations Assessment
JNCC	Joint Nature Conservation Committee
LSE	Likely Significant Effect
LPA	Local Plan Area
NE	Natural England
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
UK	United Kingdom

1 Introduction

1.1 Background

1.1.1 Huntingdonshire District Council (hereafter referred to as 'the Council') is preparing a full update to the adopted Local Plan[1] to provide an up-to-date vision and framework to guide decision making on how, where, and when development can come forward in the district for the period up to 2046.

1.1.2 The new Huntingdonshire Local Plan, referred to as the 'Local Plan' hereafter, will cover the entirety of Huntingdonshire District. This area is referred to as the 'Plan area' and is illustrated in **Figure 1.1**. The Plan area includes the district's five main towns of Huntingdon, Godmanchester, Ramsey, St Neots and St Ives, together with a number of large and small villages and hamlets.

1.1.3 The Council has prepared the first complete draft of the Local Plan update, referred to as the Preferred Options Local Plan Consultation at Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)[2].

1.1.4 The Local Plan update will be supported by a Habitats Regulations Assessment (HRA) as required under the Conservation of Habitats and Species Regulations 2017 (as amended)[3].

1.1.5 Where a plan is likely to have a significant effect on a European site (either alone, or in-combination) and is not directly connected with, or necessary to, the management of the European site, Regulation 105 of the Habitats Regulations notes that the plan-making authority for that plan must, before the plan is given effect, make an Appropriate Assessment (AA) of the implications for the site in view of that site's conservation objectives. These tests are referred to collectively as an HRA.

1.1.6 The Habitats Regulations provide a definition of a European site at Regulation 8. These sites include Special Areas of Conservation (SAC), Sites of Community Importance, Special Protection Areas (SPA) and sites proposed to the European Commission in accordance with Article 4(1) of the Habitats Directive. In addition, policy in England and Wales notes that the following sites should also be given the same level of protection as a European site[4]:

- A potential SPA (pSPA);
- A possible/proposed SAC (pSAC);
- Listed and proposed Ramsar Sites (wetland of international importance); and,

[1] Huntingdonshire District Council (2019) Huntingdonshire's Local Plan to 2036. Available at: https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf [Date accessed: 05/02/26]

[2] The Town and Country (Local Planning) (England) Regulations 2012 Statutory Instrument 767.

[3] Conservation of Habitats and Species Regulations 2017 SI No. 2017/1012, TSO (The Stationery Office), London, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

[4] Ministry of Housing, Communities and Local Government (2024). National Planning Policy Framework. Para 194.

- In England, sites identified or required as compensation measures for adverse effects on statutory European sites, pSPA, pSAC, and listed or proposed Ramsar sites.

1.2 Purpose of report

1.2.1 Lepus Consulting has been commissioned by Huntingdonshire District Council to assess the existing baseline recreational use and impacts currently taking place upon the qualifying features of designated European Sites which are located within the Plan area. These European Sites include:

- Fenland SAC;
- Ouse Washes SAC,
- Ouse Washes SPA;
- Ouse Washes Ramsar;
- Portholme SAC; and
- Woodwalton Fen Ramsar.

1.2.2 This report aims to provide a baseline assessment, drawing on desk-based research and a walkover survey, to identify current levels of recreational and anti-social impacts upon the qualifying features of these European sites.

1.2.3 These surveys were conducted at a high level, aiming to provide a preliminary understanding of existing recreational use at each site and associated impacts. The findings are intended to help identify patterns of activity and potential areas of concern, and to inform whether further, more detailed surveys, such as visitor counts, are required to inform the HRA process that will be undertaken in support of the Local Plan.

1.2.4 It is noted that due to a combination of sub-optimal seasonality and adverse weather and site conditions full habitat, botanical and bird surveys were not included in the scope of works.

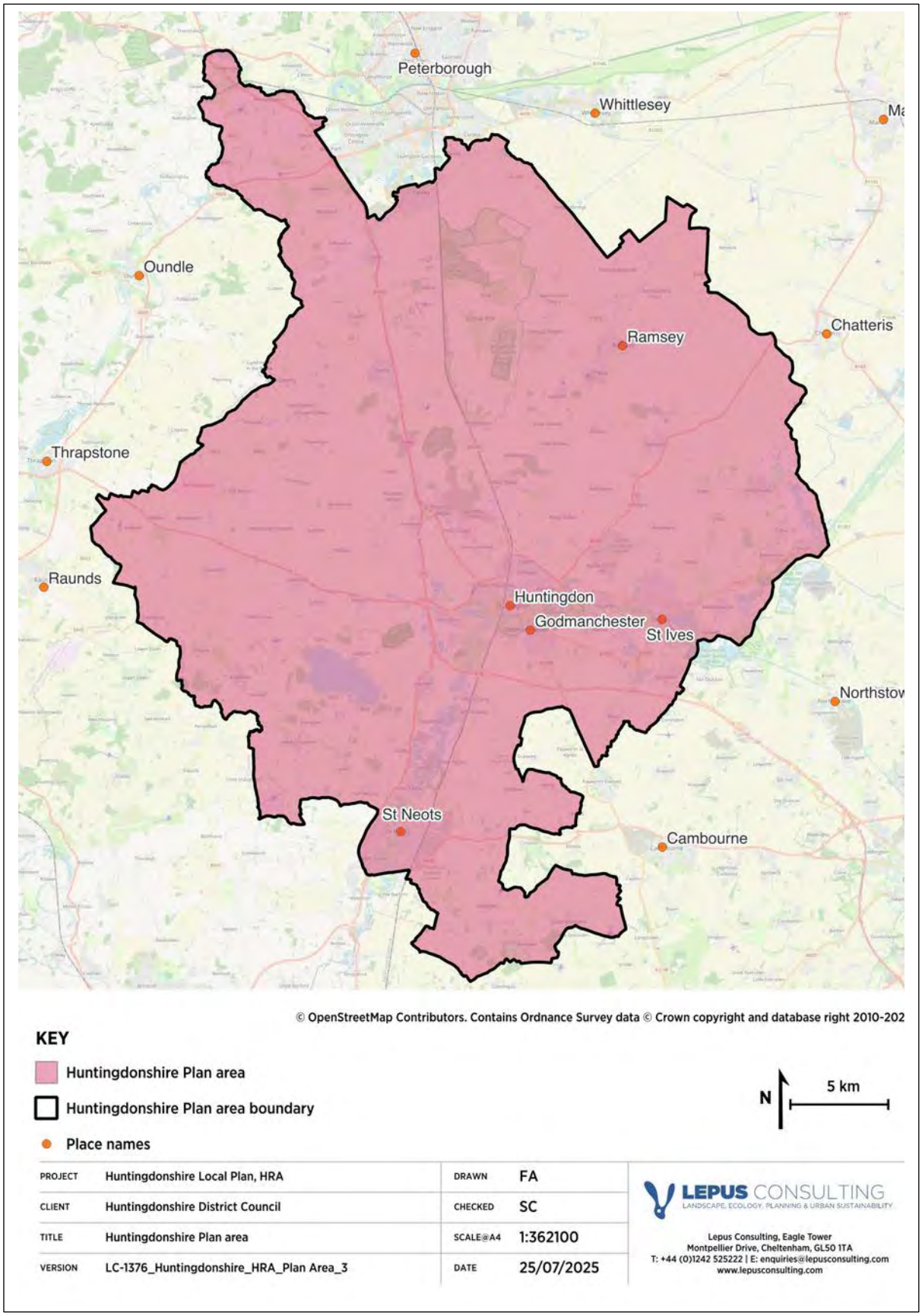


Figure 1.1: *Huntingdonshire Plan Area*

2 European sites within the Plan area

2.1 Threats and pressures

2.1.1 Each European site has its own intrinsic qualities, besides the habitats or species for which it has been designated, that enable the site to support its particular ecosystems. **Appendix A** sets out the conservation objectives for each European site in the Plan area. An important aspect of this is that the ecological integrity of each site can be vulnerable to change from natural and human-induced activities in the surrounding environment (known as pressures and threats).

2.1.2 This report focuses on establishing current public access and disturbance threats at the European sites located within the Plan area. Increased recreational pressure at European sites can result in damage to habitats in a number of ways, including through erosion and compaction; troubling of grazing stock; causing changes in behaviour to animals such as birds at nesting and feeding sites; spreading invasive species; dog fouling; and tree climbing. Urbanisation effects typically occur when development is located close to a European site boundary. Impacts may include noise disturbance, lighting effects, cat predation, fly-tipping, wildfire, littering and vandalism. Sites identified for walkover survey are detailed in **Sections 2.2, 2.3, and 2.4**, and shown in **Figure 2.1**.

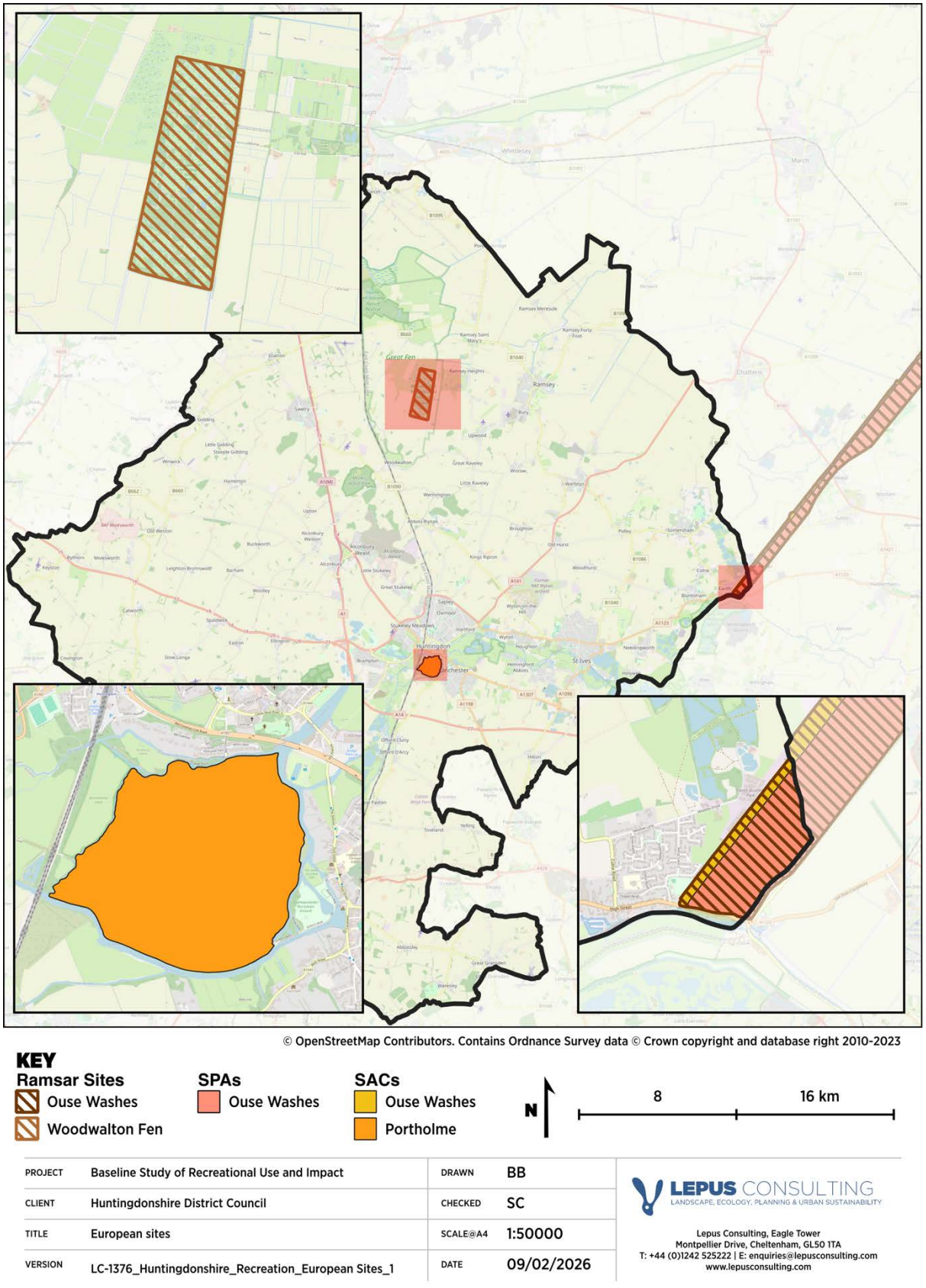


***Figure 2.1**: European sites identified as being vulnerable to recreation impacts, informing the decsion to conduct baseline walkover surveys*

2.2 Ouse Washes SAC, SPA and Ramsar

2.2.1 The Ouse Washes comprise one of the most extensive areas of seasonally flooded washland in the UK and are designated as a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site. The designations encompass two canalised main river channels of the River Great Ouse that run along each side of its length, with an extensive area of wet grassland and field drains in between[5]. The Ouse Washes supports a wide range of wetland habitats, including open water, ditches and wet grassland. The SAC is designated for Spined Loach (*Cobitis taenia*) and the SPA for the large assemblages of breeding and non-breeding waterbirds, including internationally important wintering populations of Swans and wildfowl. The features of the Ramsar include the internationally important bird assemblages, the extensive area of seasonally-flooded washland, relict fenland invertebrates and several nationally scarce plants, such as the Small Water Pepper (*Polygonum minus*). The Ouse Washes SAC, SPA and Ramsar are underpinned by the Ouse Washes SSSI. The SSSI is designated for 21 features of waterfowl, eight of which are in an 'unfavourable - no change' condition. It is also designated for ditches ('unfavourable - recovering' condition), Lowland wet neutral grassland (MG11, MG13)('unfavourable - no change' condition), and vascular plant assemblage (Condition 'Not Recorded')[6].

2.2.2 The conservation of habitats at the Ouse Washes SPA is noted to be dependent on control of access and recreational activities[7]. The Ouse Washes SPA and Ramsar are sensitive to recreational pressure due to their reliance on open, undisturbed wetland habitats that support large assemblages of breeding and non-breeding waterbirds. Increased recreational use, including walking, dog walking and other informal access, has the potential to cause disturbance leading to behavioural changes and reduced habitat suitability. The qualifying feature of the Ouse Washes SAC (Spined Loach) is not considered sensitive to direct recreational impacts, however indirect impacts from activities such as angling are considered possible.

2.2.3 Urbanisation effects are also relevant for the Ouse Washes SPA and Ramsar where parts of the designations lie within close proximity of the Plan area. Potential impact pathways include noise and lighting disturbance, increased human presence, littering and other indirect pressures that could affect bird breeding and nesting habitats.

[5] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 05/02/26].

[6] Natural England. Designated Sites View: Ouse Washes SSSI. Available at: https://designatedsites.naturalengland.org.uk/SiteFeatureCondition.aspx?SiteCode=S1000503&SiteName=Ouse%20Washes%20SSSI [Date accessed: 05/02/26]

[7] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 05/02/26].

2.2.4 The importance of the surrounding landscape to the birds associated with the SPA and Ramsar designations is recognised through the establishment of an area of functionally linked land for Geese and Swan. Functionally linked land (FLL) refers to the role or 'function' that land or sea beyond the boundary of a protected site designation boundary might fulfil in terms of providing a critical ecological role in supporting the populations for which the site was designated or classified[8]. In addition to urbanisation, recreation, water and air quality impacts upon areas of FLL, land use planning also has the potential to cause the fragmentation of connecting habitat (such as water features) between protected sites and other areas of functionally linked land. Fragmentation can lead to the isolation of habitat and an increase in urban edge effects. Habitat loss, including that of FLL, can lead directly to the mortality of protected species for which protected sites are designated, whereby a minimum amount of habitat is required to thrive and survive.

2.3 Portholme SAC

2.3.1 Portholme SAC is one of the largest remaining examples of traditionally managed lowland hay meadow in England and is designated for its species-rich grassland habitat, specifically *H6510 Lowland hay meadows* (Annex I habitat, EU Habitats Directive). The site supports characteristic plant communities associated with periodically flooded meadows along the River Ouse. Conservation objectives seek to maintain or restore the extent, distribution, structure and function of the qualifying habitat, including its typical species, and to protect the natural processes, particularly appropriate flooding and management regimes, that sustain its ecological value. Porthholme SAC is underpinned by Porthholme SSSI. The neutral lowland grassland features is assessed as being in an 'unfavourable - recovering' condition[9].

2.3.2 The grasslands for which Portholme SAC is designated may be impacted by recreational impacts due to its location within the Plan area, the sensitivity of its lowland hay meadow habitat, and the availability of public access. These pressures may include trampling, soil compaction, erosion, disturbance to grazing management, nutrient enrichment from dog fouling and the spread of invasive species, such as trampling by walkers and dog walkers which can damage vegetation and soils. Whilst urbanisation effects, such as noise and light pollution, are unlikely to affect the conservation status of the grasslands, impacts such as fly tipping, anti-social behaviour and littering may have an impact.

[8] Natural England (2016) Commissioned Report. NECR207. Functional linkage: How areas that are functionally linked to European sites have been considered when they may be affected by plans and projects - a review of authoritative decisions.

[9] Natural England. Designated Sites View: Portholme SSSI. Available at: https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1002185&SiteName=portholme&countyCode=&responsiblePerson=&unitId=&SeaArea=&IFCAArea= [Date accessed: 05/02/26]

2.4 Fenland SAC and Woodwalton Ramsar

2.4.1 The Fenland SAC, underpinned by Woodwalton SSSI and Woodwalton NNR10, together with the Woodwalton Fen Ramsar site, represents a nationally and internationally important complex of fen, swamp, meadow and aquatic habitats. The Fenland SAC is designated for its meadow and fen habitats, as well as Great Crested Newt (Triturus cristatus) and Spined Loach. Woodwalton Ramsar is designated for Fen Violet (Viola persicifolia) and Fen Wood-rush (Luzula pallescens), as well as numerous wetland invertebrates, aquatic beetles, flies and moths. Fens SAC and Woodwalton Fen Ramsar is underpinned by Woodwalton Fen SSSI. The SSSI is designated for seven features or which five are in an 'unfavourable - no change' condition (ditches, floodplain fen (lowland), lowland moor grassland and rush pasture, Fen Woodrush and vascular plant assemblage), one is 'unrecorded' (Fen Violet) and one is in a 'favourable' condition (wet woodland)[11].

2.4.2 The conservation of meadow habitats at Fenland SAC are noted to be dependent on recreation/visitor management[12]. Fenland SAC and Woodwalton Fen Ramsar are both sensitive to recreational pressure due to the vulnerability of their fen, meadow and wetland habitats and the availability of public access. Recreational activities can result in trampling, erosion, and disturbance to sensitive species. Urbanisation effects are also a concern for both Fenland SAC and Woodwalton Fen Ramsar. Potential impacts may include noise and light disturbance, increased predation pressure from domestic cats, littering, vandalism and changes in surrounding land use. These pathways may affect habitat quality and species populations. Research by Ganguly and Candolin (2023)[13] highlights the potential for artificial light at night (ALAN) to affect ecologically important invertebrates which are themselves responsible for providing key ecosystem functions, and these invertebrates may be adversely affected by illumination.

[10] Natural England (2018) European Site Conservation Objectives for Fenland SAC (UK0014782). Available at: https://publications.naturalengland.org.uk/publication/6712672527581184 [Date accessed: 05/02/26].

[11] Natural England. Designated Sites View: Woodwalton Fen SSSI. Available at: https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S1001698&SiteName=woodwalton%20fen&countyCode=&responsiblePerson=&SeaArea=&IFCAArea= [Date accessed: 05/02/26]

[12] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 05/02/26].

[13] Ganguly, A., Candolin, U. (2023) 'Impact of light pollution on aquatic invertebrates: Behavioural responses and ecological consequences', Behavioural Ecology and Sociobiology, 77(104), https://doi.org/10.1007/s00265-023-03381-z

3 Methodology

3.1 Site Visit

3.1.1 Site visits were undertaken on the 27th and 28th of January 2026 by professionally qualified ecologists Joseph Marcus (BSc, MSc, Qualifying member of CIEEM) and Benjamin Bayliss (BSc, MSc, Qualifying member of CIEEM). The primary objectives of the site walkovers were to:

- Identify and record current management arrangements at each site;
- Evaluate current levels of recreational impact within the sites;
- Evaluate movements off public rights of way, permissive and promoted routes;
- Evaluate effectiveness and clarity of current signage; and,
- Identify recreational and urbanisation pressures, and anti-social behaviour at each site.

3.1.2 Within each designated site, PRoWs and promoted routes were used to walk a representative route around the site. Car parks and informal (unofficial) parking locations were also visited and recorded. Desire lines off the promoted routes were identified and mapped. Where access to land was restricted by ownership or adverse terrain, sites were reviewed from accessible site boundaries and vantage points along the road network.

3.1.3 Where public access and disturbance threats and pressures were observed these were recorded through the use of target notes and a photographic record was made. The following signs of recreational impact were recorded:

- Erosion of rights of way and promoted routes through footpath / track widening and braiding of paths to avoid muddy areas;
- Informal paths (made by walkers, horse riders or cyclists);
- Compaction and erosion of soil around tree roots;
- Den building;
- Litter and evidence of fly-tipping;
- Evidence of mountain biking (e.g. earthworks for ramps and berms);
- Fire damage from BBQs or fire pits;
- Eutrophication signs;
- Damage caused by unofficial car parking; and
- Signage and existing recreational management.

3.1.4 The quality, frequency and complexity of access signage and information was observed throughout the sites. Current management arrangements on site were also recorded, such as fencing and information boards.

3.2 Limitations

3.2.1 It is acknowledged that this assessment is subject to limitations. The site walkovers were only undertaken over two days in January 2026, offering a limited temporal representation of site conditions. It is noted that recreational impacts may differ at other times of the year depending on holiday periods and weather conditions. It should be noted that access to each site was restricted to the PRoW network and areas of open access land. However, given the purpose of the survey was to explore the potential for likely significant public access and disturbance effects upon the designated features to help inform the baseline study, so access in this manner was considered appropriate. The timing of the survey allowed a number of recreational threats and pressures to be seen on site clearly, which may not have been visible at other times of the year. This is because impacts caused by footpath users leaving promoted routes are often more visible in muddy conditions. Such conditions are also considered optimal to highlight evidence of damage from car parking in designated and non-designated areas.

3.2.2 The surveys included casual observations of visitor patronage, however did not include a comprehensive survey of visitor numbers. Whilst evidence of direct damage on the European sites and underpinning SSSIs was noted, it is acknowledged that there were limitations associated with the methodology due to the season in which the surveys were undertaken which was outside the optimal botanical survey period. As such the survey did not comprise a detailed habitat survey of qualifying habitats. It is also noted that flooding at some of the sites limited the extent of the survey. Additionally, whilst causal observations were taken of bird species and number present where relevant, no new bird survey data has been obtained or commissioned. At the time of the site visits, there was extensive flooding of the Ouse Washes, which limited the ability to assess unofficial use of its central area.

4 Results and observations

4.1 Ouse Washes SAC, SPA and Ramsar

4.1.1 The Ouse Washes is large linear site approximately 330ha in area and 30km in length with multiple landowners, including areas managed by the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire, the Royal Society for the Protection of Birds (RSPB), and the Wildfowl & Wetlands Trust. A number of towns and villages surround the site. Of note is the town of Earith in the south, as this is the only town local to the Ouse Washes which is located within the Huntingdonshire Plan area. Much of the site is surrounded by open agricultural fields. Due to the linear nature and size of this site, multiple locations along its length were visited on 27th January as it was not possible to walk the entirety of the designation within the allocated time. The locations visited are shown in **Figure 4.1**.

4.1.2 Two canalised rivers, the River Delph and the New Bedford River, run within the designated site boundary, along the eastern and western sides of the site. A central area of fields is located between these two rivers. This central area is prone to flooding and utilised by the bird species for which the SPA and Ramsar are designated, and is hereafter referred to as 'washlands'. Public access and recreational use to these washlands is limited, with most of the PRoWs being located along the boundaries of the designated site, running along the banks of the River Delph and the New Bedford River. These river banks are raised along much of the length of the designated sites.

***Figure 4.1**: Overview of transect survey route at the Ouse Washes*

4.1.3 The southern extent of the site, at Earith, provides formalised public access (as shown in **Figure 4.2**) in the form of two car parks: a small car park at Earith Sluice on the River Delph, which can accommodate approximately five vehicles, and a second car park to the east at the Earith Bridge Picnic Area, which can accommodate approximately 20 vehicles. Litter bins were present only at the Earith Bridge Picnic Area.

4.1.4 PRoWs are located on the raised banks of both river channels enclosing the Ouse Washes, with one well signposted PRoW running along the eastern boundary of the site adjacent to the River Delph. This route is clearly signed, with kissing gates at access points, and showed a significant level of use, including footprints and dog fouling. This footpath is separated from the Ouse Washes by a hedgerow and tree line, providing a physical and visual buffer that reduces potential disturbance from recreational users to birds using the central section.

4.1.5 Sections of the A1123 are similarly screened from the Ouse Washes by hedgerow, scrub, and trees; however, this screening is not however continuous along the full length of the road where it borders the site, leaving some areas more exposed. The bridge at the Earith Sluice and the Earith Bridge, crossing the River Delph and the New Bedford River respectively, provides no screening. Along the B1381, which runs parallel to the New Bedford River on the eastern side of the site, only a low scrub barrier is present, offering minimal protection from disturbance.

4.1.6 A further PRoW along the eastern side of the site, beginning at the Earith Bridge Picnic Area, appears to have been historically well used. Although access is currently blocked, there was evidence of continued informal use at the time of the survey. Whilst no formal access exists onto the washlands, vehicular gates for land management purposes are present, with signs of limited unofficial recreational access beyond these points. Litter was rare but not entirely absent within this area.

***Figure 4.2**: Overview of Ouse Washes location 1, including the transect route walked and target note locations*

4.1.7 The second location visited, as illustrated in **Figure 4.3**, is located to the west of the town of Mepal, adjacent to the A142 bridge crossing the Ouse Washes and the River Delph and New Bedford River. Access in this area is provided via Mepal Long Highway to the south and Engine Bank to the north. On the southern side of the A-road, there is no official parking provision. 'No Parking' signage was present, and a gated dirt track was blocked by a gate preventing access to a large open area that may otherwise be suitable for vehicle parking. Environment Agency (EA) management activity was observed in this location, including the presence of a heavy machinery vehicle and an EA vehicle stationed along the track. A fishing club operates locally, and the gated area may serve either club or EA management purposes. Unofficial roadside parking was possible along Mepal Long Highway, though no evidence of extensive use was observed.

4.1.8 Similar conditions were present north of the A142 along Engine Bank, where an access road to an open area suitable for parking was also gated. There was evidence of some informal parking recorded at this location. The A142 crosses the River Delph, the New Bedford River, and passes directly over the Ouse Washes, with no screening along its length. While this is the only road in the area subject to heavy use, disturbance from the A142 is therefore largely localised to the immediate vicinity of the bridge. Observations suggest that bird populations in this location appear to be acclimatised to the presence and activity of the A-road. Notable birds including Black-tailed Godwit (*Limosa limosa*), Common Redshank (*Tringa totanus*), Eurasian Curlew (*Numenius arquata*) and Wigeon (*Anas Penelope*) were observed in this area. There is no screening vegetation between Engine Bank or Mepal Long Highway and the Ouse Washes, however the raised embankment of the River Delph blocks the line of sight and may reduce the potential for bird disturbance. In addition, these roads were observed to experience extremely low traffic levels during the site visit.

4.1.9 A PRoW runs along the bank between Engine Bank and Mepal Long Highway, and the River Delph, overlooking the Ouse Washes. There are no buffering features (such as hedgerows and trees) between the footpath and the designated site, resulting in unobstructed views across the Washes. The route is clearly marked as a PRoW, with wooden steps and handrails leading onto it. Evidence of frequent use was observed along much of the route, including footpath erosion, dog fouling, and some littering. No litter or dog waste bins were present along this section of the PRoW. There is no pedestrian crossing point allowing access onto the washlands of the Washes at this location. Flooding across these fields at the time of the site visit prevented assessment of any potential unofficial recreational use within the centre of the designated site.

4.1.10 The third location visited was situated south of the Mepal site and east of the town of Sutton, along The Causeway (**Figure 4.3**). Parking is available at The Pilot Inn on the eastern bank of the New Bedford River for patrons, while informal parking was observed along the roadside over Gault Bridge, where the road passes through the designated site. A pedestrian boardwalk, incorporating lighting, runs alongside the road at this location and is elevated to account for frequent flooding, as indicated by numerous permanent flood warning signs. An information board is present adjacent to Gault Bridge, alongside PRoW signage, directing users to a PRoW on the opposite side of the New Bedford River. A kissing gate also provides access to a PRoW running along the bank of the New Bedford River on the washlands side of the watercourse. Flooding of the Ouse Washes at the time of the site visit prevented assessment of any unofficial access or recreational activity beyond the PRoW, however there were no obstructions or fencing in place to prevent access to the washlands. No litter or dog waste bins were present along this route, though low levels of dog waste were observed. Use by dog walkers was evident, and a quad bike was observed using the path, although this was likely part of site management activities. Instances of fly-tipping were recorded at site access points along the roadside. Along the River Delph on the western side of the site, access opportunities to the washlands of the Ouse Washes are absent; however, the presence of unofficial dog waste and litter bins suggests relatively high recreational use by walkers and dog walkers in this area.

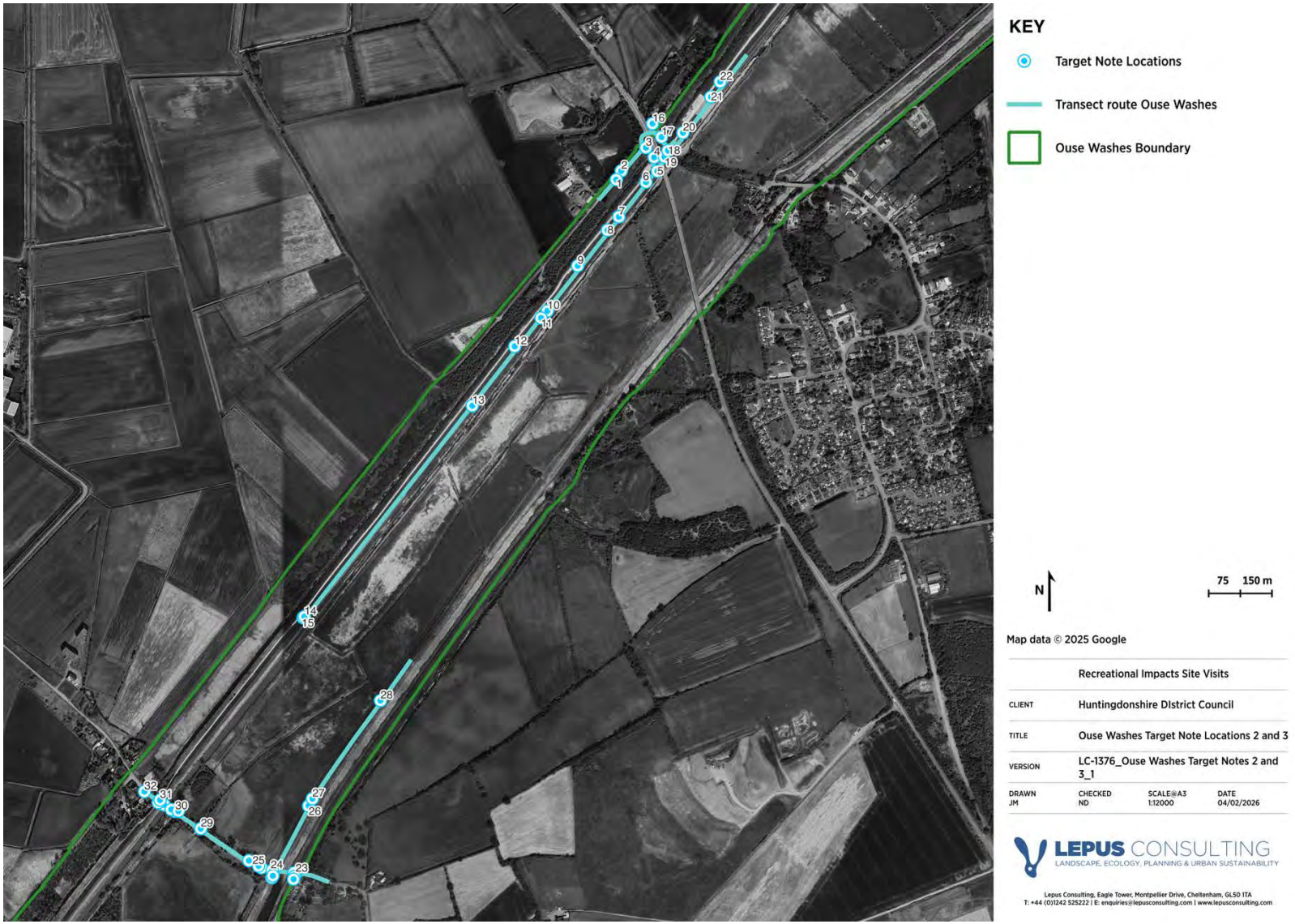


Figure 4.3: *Overview of Ouse Washes locations 2 and 3, including the transect route walked and target note locations*

4.1.11 The final location visited along the Ouse Washes was the RSPB Ouse Washes Reserve, as shown in **Figure 4.4**. The visitor centre provides a car park with capacity for approximately 12 vehicles, with additional informal parking available along the access road. Extensive signage is present, providing information on the importance and history of the site, as well as wayfinding for routes and bird hide locations. The site is well managed, with hard-surfaced paths, boardwalks, and handrails provided along steps and inclines. Paths showed evidence of regular use but were in good condition and well maintained. There is no access from this side of the River Delph onto the washlands of the Ouse Washes, and flooding across the Washes prevented assessment of any potential unofficial recreational activity. Three bird hides are promoted at this location, each of which was accessible, well maintained, and in good condition at the time of the survey. Additional interpretive information boards were present within the hides to support birdwatching and visitor understanding. Residential properties are located adjacent to the reserve, with The Ship Inn situated at the end of the access road. A dog walker with their dog off-lead was observed using the footpath leading to one of the three hides within the reserve. No litter was observed at this location, and litter bins were provided.

Figure 4.4: *Overview of Ouse Washes location 4, including the transect route walked and target note locations*

4.2 Portholme SAC

4.2.1 Portholme SAC is a large, 90ha open field of floodplain hay meadow bordered on two sides by the River Great Ouse and mostly owned by the London Angling Society, with a small 4 acre portion in the south west owned by The Thomas Miller Charity[14]. Huntingdon is located to the north of Portholme SAC, with Godmanchester to the east and agricultural fields to the south. Site visits to Portholme SAC took place on 28th January, and the transect route followed is shown in **Figure 4.5**. The entirety of the site is open access, with three PRoWs, including the Ouse Valley Way, forming a triangle across the site with further unofficial routes leading across the centre of the site. The central area of the site was inundated at the time of the survey which meant it was not possible to follow the PRoW across the site, and made it difficult to see evidence of recreational impacts in that area.

4.2.2 Access to the site is provided via three main access points. The primary access point is located on the eastern side of the site from Godmanchester. Two car parks serve this access: Post Street Car Park, which provides 29 marked parking spaces, including two disabled bays, with free parking available for up to 23 hours, and a smaller car park adjacent to Queen Elizabeth School and Colman Creative Academy on Post Street, which can accommodate approximately 15 vehicles and includes a public toilet. Both car parks provide access to Queen's Walk, a paved public footpath that runs along the River Great Ouse and includes benches, numerous litter and dog waste bins, and areas of open green recreational space and play provision. Queen's Walk is well signed and includes portage points along the River Great Ouse, with clear directional signage leading users towards a pedestrian crossing over Godmanchester Lock. Beyond this point, access to Portholme SAC is facilitated via a kissing gate.

4.2.3 A second access point is located to the north of the SAC, off Mill Common in Huntingdon. An unofficial car park is present at this location and was observed to be in heavy use during the site visit, with capacity for approximately 15 vehicles. Footpath signage directs users towards the PRoW network across Portholme SAC, and access is provided via a bridge crossing the River Great Ouse, followed by a kissing gate and with information signage provided at the site entrance.

4.2.4 The third access point is located to the west of the SAC and is accessible on foot only, linking Portholme to the Ouse Valley Way walking route. This access point was flooded at the time of the site survey, and was therefore not fully assessed past the kissing gate onto the SAC itself. This path also connects to a PRoW running north adjacent to the SAC, however, due to the flooded access, this footpath was not walked.

[14] https://www.brampton-cambs-pc.gov.uk/uploads/portholme-meadows-summary.pdf

4.2.5 Information boards outlining the importance and history of the Portholme SAC are present at each of the main access points. Outside of these formal access locations, no additional recreation site management measures were evident across Portholme. A network of PRoWs and informal routes was present across the site; however, evidence of path erosion was minimal and largely confined to the perimeter of the site. Signs of path use displayed in the form of minor trampled vegetation but little to no erosion was evident. This is likely attributed to the open access nature of the site which allows multiple routes to be taken and therefore no specific paths becoming significantly eroded. In addition, seasonal flooding and inundation of the central areas of Portholme SAC appeared to limit recreational access across much of the site interior. Numerous dog walkers were observed during the site visit, with dogs frequently off lead and ranging across the site. No evidence of littering or dog fouling was however recorded during the survey. It is worth noting that this walkover was undertaken in the winter season, while anecdotal evidence suggests that recreational pressures are highest during the summer. Moreover, no botanical surveys were undertaken and the full extent of qualifying features associated with the SAC was not accessible due to flooding in parts of the site.

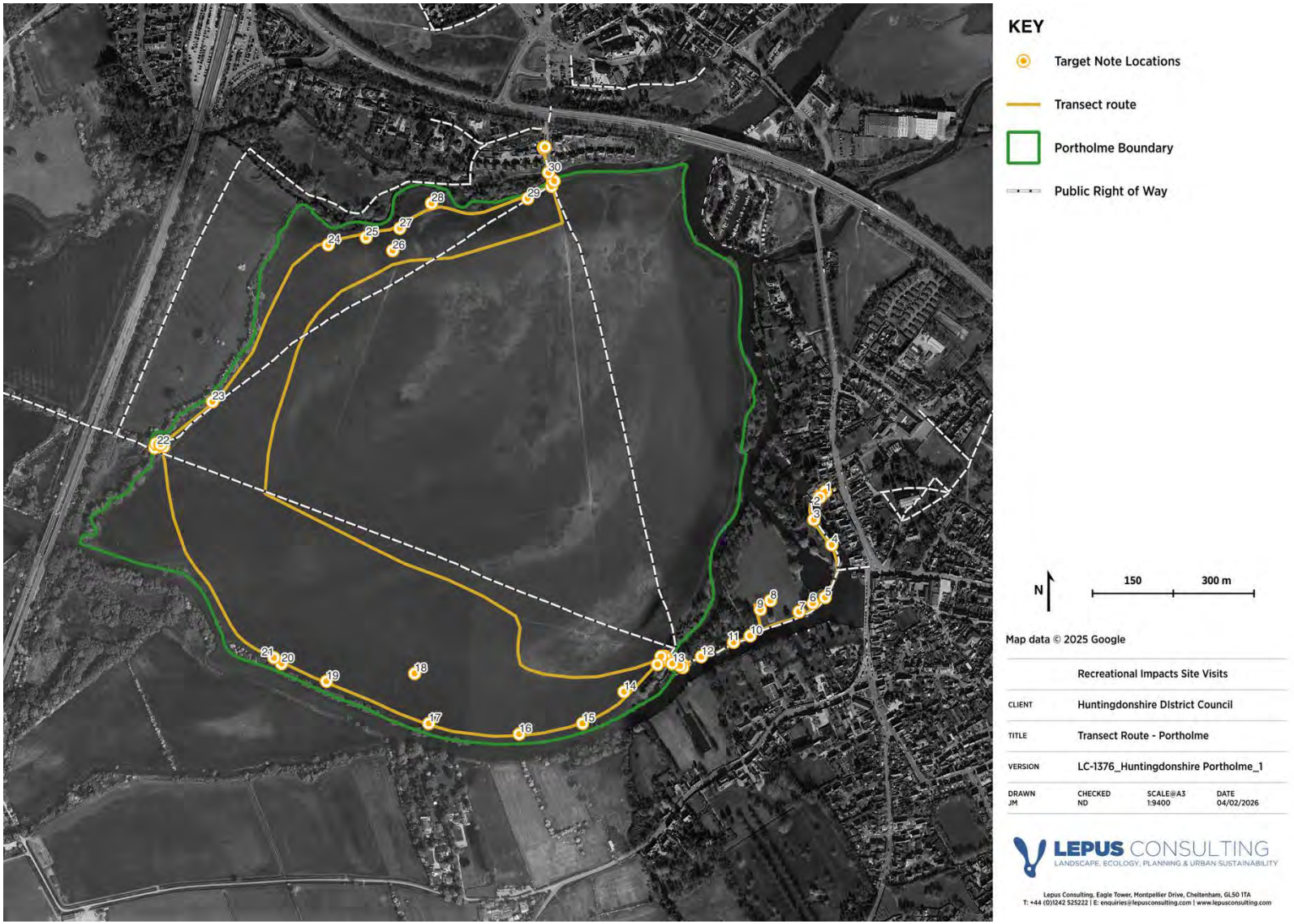


***Figure 4.5**: Overview of Portholme, including the transect route walked and target note locations*

4.3 Fenland SAC and Woodwalton Fen Ramsar

4.3.1 Woodwalton Fen is a large, 209ha site managed by Natural England and owned by the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire[15]. The site was visited on 28th January, and the transect route walked is displayed in **Figure 4.6**. There are no official PRoW across the site due to private ownership, however there is public access on promoted and managed routes.

4.3.2 Parking provision at the site is limited, with no formal car park present. However, informal parking was observed along a track off Chapel Road, which appeared capable of accommodating approximately 20 vehicles. Access to the site is provided via a bridge crossing the Great Raveley Drain. Extensive signage is present at the main entrance, including site information and clear notices prohibiting access for dogs, bicycles, and unauthorised vehicle within the site.

4.3.3 Upon entering Woodwalton Fen, additional information boards are provided, outlining the site's importance, history, and management. This information is located outside a fenced compound housing machinery, equipment and vehicles. A network of promoted routes is clearly advertised across the site, directing visitors around the fen and towards a number of bird hides. Paths are well defined through a combination of mown routeways and signage requesting that visitors remain on designated mown paths. Evidence of path erosion was limited to absent, being present only at bottlenecks and path crossroads, and waymarkers associated with the promoted routes were frequent throughout the site. Numerous bridge crossings facilitate movement across drainage channels within the fen. In places, paths were physically blocked to restrict access to sensitive areas. As these were established and maintained routes, this is likely to reflect an active management intervention to alter visitor access patterns and prevent excessive use of particular pathways, thereby reducing potential disturbance and erosion within sensitive areas of the site. No evidence of informal or unofficial route creation was observed.

4.3.4 Visitor infrastructure within the site was well maintained. The bird hides were in good condition and accessed via boardwalks, with clear signage promoting their locations. However, one hide was closed at the time of the visit due to an unsafe bridge providing access; this was clearly signposted and accompanied by barriers preventing entry. No visitors were observed on site during the visit. A single instance of litter was recorded, located in the vicinity of the Rothschild Bungalow in the central area of the site. No evidence of dog fouling was recorded, consistent with signage at the entrance to the site prohibiting dogs from entering the site.

[15] https://www.greatfen.org.uk/woodwalton-fen

Figure 4.6: *Overview of Woodwalton Fen, including the transect route walked and target note locations*

5 Conclusions

5.1 Summary of findings

5.1.1 The qualifying features of the Ouse Washes SPA and Ramsar, large areas of open, undisturbed wetland to support internationally important assemblages of breeding and non-breeding waterbirds, are highly sensitive to recreational pressure. The SAC qualifying feature (Spined Loach) may also be affected by indirect effects from activities such as angling. Despite this, recreational pressure at the Ouse Washes was generally low and largely constrained to PRoWs, with very limited evidence of access into the washlands that support the SPA and Ramsar bird assemblages. The linear nature of the site means that most recreational use occurs along riverbanks and site boundaries, where PRoWs, roads and access points are located, rather than within the core washland itself. Hedgerows, tree lines, embankments and topography provide visual and physical screening between recreational routes and the washlands, reducing the potential for disturbance to birds. However, this screening is not continuous, and there are localised sections where views across the Washes are unobstructed and disturbance from the presence of people and dogs could occur. Flooding at the time of survey limited assessment of unofficial access onto the Washes, though this flooding is likely to act as a natural deterrent for much of the year. Facilitation of angling activity is present in parts of the site, although none was observed during the visit. Overall, while recreational use is evident and locally concentrated, its effects appear spatially limited, with the majority of the Washes remaining relatively undisturbed.

5.1.2 The qualifying lowland hay meadow habitat at Portholme SAC is sensitive to recreational pressure due to the vulnerability of its species-rich grassland and the presence of public access. While Portholme comprises open access land and is crossed by a network of PRoWs, there was little evidence of existing recreational impacts at the time of the site visit. Recreational use appeared to be dispersed across the site, with minimal path erosion and only limited signs of vegetation trampling, largely confined to the site margins. Seasonal flooding and inundation of the central areas of the meadow further restricted access and likely reduced pressure on the most sensitive habitats. Although dog walking was common and dogs were observed off lead, observations of dog fouling was infrequent and no evidence of littering was recorded. Whilst recreational activity at Portholme SAC was evident, it did not appear to be resulting in significant adverse effects on the qualifying hay meadow habitat at the time of survey.

5.1.3 The fen, meadow and wetland habitats that underpin the Fenland SAC and Woodwalton Ramsar are sensitive to recreational pressure as visitor access can lead to trampling, erosion and disturbance of qualifying features such as fen and meadow habitats, Great Crested Newt, Spined Loach, Fen Violet, Fen Wood-rush and diverse wetland invertebrates. Evidence of recreational pressure at Woodwalton Fen was limited at the time of the site visit. There is no formal public access in the form of open access land or PRoW, however, visitor access is permitted via a clearly defined network of promoted routes managed by Natural England. Risks from recreational pressure appear to be effectively managed through visitor infrastructure, clear signage, restrictions on dogs and bicycles, and active measures to control movement, such as mown paths, boardwalks, route closures and physical barriers to sensitive areas. Paths were well maintained with little to no evidence of erosion, no unofficial trails were observed, and only one instance of littering was seen. As such, there appeared to be no indication of adverse effects on the qualifying features at the time of survey.

5.2 Next Steps

5.2.1 This report provides a baseline review of existing recreational use at European sites within the Plan area which have the potential to be sensitive to recreational pressure and urbanisation effects. The findings outlined in **Sections 4.1**, **4.2** and **4.3**, and summarised in **Section 5.1**, will be used to inform the HRA which will be undertaken in support of the Local Plan as it develops, alongside ongoing discussions with Huntingdonshire District Council and Natural England.

Appendix A: European Site Conservation Objectives and Threats and Pressures

Ouse Washes SAC[16],

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of the habitats of qualifying species;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which the habitats of qualifying species rely.
- The populations of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

S1149. *Cobitis taenia*; Spined Loach

Threats and Pressures at European site which may be affected by the Local Plan[17,18]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Water pollution/water quality – impacts of inappropriate levels of nutrients, organic pollutants and other pollutants (particularly pollution of groundwater); and,
- Hydrology/water quantity – impacts of inappropriate water levels and disturbed flow regimes.

[16] Natural England (2018) European Site Conservation Objectives for Ouse Washes SAC (UK0013011). Available at: https://publications.naturalengland.org.uk/publication/4894882430713856 [Date accessed: 04/02/26]

[17] Natural England (2014) Site Improvement Plan: Ouse Washes (SIP160). Available at: https://publications.naturalengland.org.uk/publication/5354106084392960 [Date accessed: 04/02/26]

[18] Natural England (2015) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SAC) Site Code: UK0013011. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0013011.pdf [Date accessed: 04/02/26]

Ouse Washes SPA[19]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features;
- The structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely.
- The populations of each of the qualifying features; and,
- The distribution of the qualifying species within the site.

Qualifying features:

A037. *Cygnus columbianus bewickii*; Bewick's Swan (Non-breeding)

A038. *Cygnus cygnus*; Whooper Swan (Non-breeding)

A050. *Anas penelope*; Eurasian Wigeon (Non-breeding)

A051. *Anas strepera*; Gadwall (Breeding)

A052. *Anas crecca*; Eurasian Teal (Non-breeding)

A053. *Anas platyrhynchos*; Mallard (Breeding)

A054. *Anas acuta*; Northern Pintail (Non-breeding)

A055. *Anas querquedula*; Garganey (Breeding)

A056. *Anas clypeata*; Northern Shoveler (Non-breeding)

A056. *Anas clypeata*; Northern Shoveler (Breeding)

A082. *Circus cyaneus*; Hen Harrier (Non-breeding)

A151. *Philomachus pugnax*; Ruff (Breeding)

A156a. *Limosa limosa limosa*; Black-tailed Godwit (Breeding)

Waterbird assemblage

Breeding bird assemblage

Threats and Pressures at European site which may be affected by the Local Plan[20,21]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Disturbance caused by human activity – impact of human activity in and around the site, including angling, wildfowling and walking/dog walking;
- Landscape- and landform-altering development – impact of development altering the landscape/nearby landforms and causing the loss of unobstructed lines of sight within feeding or roosting habitat, which can limit the ability of birds to detect predators;
- Water pollution/water quality – impact of inappropriate levels of nutrients, organic pollutants and other pollutants (particularly pollution of groundwater); and,
- Hydrology/water quantity – impact of disturbed flow regimes, changes to water supply, changes to water area/depth, and other changes to water quantity.

[19] Natural England (2019) European Site Conservation Objectives for Ouse Washes SPA (UK9008041). Available at: https://publications.naturalengland.org.uk/publication/6636062256398336 [Date accessed: 04/02/26]

[20] Natural England (2014) Site Improvement Plan: Ouse Washes (SIP160). Available at: https://publications.naturalengland.org.uk/publication/5354106084392960 [Date accessed: 04/02/26]

[21] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features, Ouse Washes (SPA) Site Code: UK9008041. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9008041.pdf [Date accessed: 04/02/26]

Ouse Washes Ramsar[22]

Conservation objectives:
Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

Ramsar Criterion	Justification for the application of each criterion
1	The site is one of the most extensive areas of seasonally-flooding washland of its type in Britain.
2	The site supports several nationally scarce plants, including Small Water Pepper *Polygonum minus*, Whorled Water-Milfoil *Myriophyllum verticillatum*, Greater Water Parsnip *Sium latifolium*, River Waterdropwort *Oenanthe fluviatilis*, Fringed Water-lily *Nymphoides peltata*, Long-stalked Pondweed *Potamogeton praelongus*, Hair-like Pondweed *Potamogeton trichoides*, Grass-wrack Pondweed *Potamogeton compressus*, Tasteless Water-pepper *Polygonum mite* and Marsh Dock *Rumex palustris*. Invertebrate records indicate that the site holds relict fenland fauna, including the British Red Data Book species Large Darter Dragonfly *Libellula fulva* and the Rifle Beetle *Oulimnius major*. The site also supports a diverse assemblage of nationally rare breeding waterfowl associated with seasonally-flooding wet grassland.
5	Assemblages of international importance: Species with peak counts in winter: • 59133 Waterfowl (five year peak mean 1998/99-2002/2003)
6	Qualifying Species/populations (as identified at designation): Species with peak counts in winter: • Tundra Swan, *Cygnus columbianus bewickii*, Northwest Europe 1140 individuals, representing an average of 3.9% of the population (five year peak mean 1998/9- 2002/3) • Whooper Swan, *Cygnus cygnus*, Iceland/UK/Ireland 653 individuals, representing an average of 3.1% of the population (five year peak mean 1998/9- 2002/3) • Eurasian Wigeon, *Anas penelope*, Northwest Europe 22630 individuals, representing an average of 1.5% of the population (five year peak mean 1998/9-2002/3) • Gadwall, *Anas strepera strepe*ra, Northwest Europe 438 individuals, representing an average of 2.5% of the GB population (five year peak mean 1998/9- 2002/3) • Eurasian Teal, *Anas crecca*, Northwest Europe 3384 individuals, representing an average of 1.7% of the GB population (five year peak mean 1998/9-2002/3) • Northern Pintail, *Anas acuta*, Northwest Europe 2108 individuals, representing an average of 3.5% of the population (five year peak mean 1998/9-2002/3) • Northern Shoveler, *Anas clypeata*, Northwest and central & Europe 627 individuals, representing an average of 1.5% of the population (five year peak mean 1998/9- 2002/3)

[22] JNCC (1976) Information Sheet on Ramsar Wetlands (RIS): Ouse Washes. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11051.pdf [Date accessed: 04/02/26]

Ramsar Criterion	Justification for the application of each criterion
	Contemporary data and information on waterbird trends at this site and their regional (sub-national) and national contexts can be found in the annual Wetland Bird Survey report.

Threats and Pressures at European site which may be affected by the Local Plan[23]:

- Eutrophication – impact of high nutrient levels caused by sewage treatment works and agricultural runoff; and,
- Reservoir/barrage/dam impact: flooding – recent decades have seen an increase in occurrence of spring flooding and winter flood depths. These two factors have had an adverse impact on vegetation and bird features of the site.

Portholme SAC[24]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats;
- The structure and function (including typical species) of qualifying natural habitats; and,
- The supporting processes on which qualifying natural habitats rely.

Qualifying features:

H6510. Lowland hay meadows (*Alopecurus pratens*is, *Sanguisorba officinalis*)

Threats and Pressures at European site which may be affected by the Local Plan[25,26]

- Disturbance caused by recreation/visitors to the site – impact of unmanaged levels of site visitation and use of the site for recreation;
- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impact of high nutrient levels arising from floodwaters from the River Ouse; and,
- Hydrology/water quantity – impact of disturbed water regimes, disturbed flooding regimes, and inappropriate water table levels.

[23] Ibid.

[24] Natural England (2018) European Site Conservation Objectives for Portholme SAC (UK0030054). Available at: https://publications.naturalengland.org.uk/publication/4802651548024832 [Date accessed: 04/02/26]

[25] Natural England (2014) Site Improvement Plan: Portholme SAC (SIP177). Available at: https://publications.naturalengland.org.uk/publication/6533964571344896 [Date accessed: 04/02/26]

[26] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Portholme Special Area of Conservation (SAC) Site Code: UK0030054. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0030054.pdf [Date accessed: 04/02/26]

Fenland SAC (where it is underpinned by Woodwalton Fen SSSI)[27]

Conservation objectives:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The population of qualifying species; and,
- The distribution of qualifying species within the site.

Qualifying features:

H6410. *Molinia* meadows on calcareous, peaty or clayey-silt-laden soils (*Molinion caeruleae*); Purple moor-grass meadows

H7210. Calcareous fens with *Cladium mariscus* and species of the *Caricion davallianae*; Calcium-rich fen dominated by Great Fen-sedge (Saw-sedge) (priority habitat/species)

S1149. *Cobitis taenia*; Spined Loach

S1166. *Triturus cristatus*; Great Crested Newt

Threats and Pressures at European site which may be affected by the Local Plan[28,29]

- Loss of/disconnection from supporting off-site habitat – impact of loss of, or disconnection from, nearby habitats that support or are functionally linked to the site;
- Air pollution – impact of changes to air quality, including atmospheric nitrogen deposition and acidification;
- Water pollution/water quality – impact of high nutrient levels, changes to water chemistry and other changes to water quality; and,
- Hydrology/water quantity – impact of disturbed water regimes (including the source, depth, duration, frequency, magnitude and timing of water supply), disturbed flooding regimes, changes to water levels, changes to water table height and other hydrological changes.

[27] Natural England (2018) European Site Conservation Objectives for Fenland SAC (UK0014782). Available at: https://publications.naturalengland.org.uk/publication/6712672527581184 [Date accessed: 04/02/26]

[28] Natural England (2014) Site Improvement Plan: Fenland SAC (SIP084). Available at: https://publications.naturalengland.org.uk/publication/6024783481274368 [Date accessed: 04/02/26]

[29] Natural England (2019) European Site Conservation Objectives: Supplementary advice on conserving and restoring site features Fenland (SAC) Site Code: UK0014782. Available at: https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0014782.pdf [Date accessed: 04/02/26]

Woodwalton Fen Ramsar[30]

Conservation objectives:
Ramsar sites do not have Conservation Objectives in the same way as SPAs and SACs. Information regarding the designation of Ramsar sites is contained in JNCC Ramsar Information Sheets. Ramsar Criteria are the criteria for identifying Wetlands of International Importance. The relevant criteria and ways in which this site meets the criteria are presented in the table below.

Ramsar Criterion	Justification for the application of each criterion
1	The site is within an area that is one of the remaining parts of East Anglia which has not been drained. The fen is near natural and has developed where peat-digging took place in the 19th century. The site has several types of open fen and swamp communities.
2	The site supports two species of British Red Data Book plants, Fen Violet (*Viola persicifolia*) and Fen Wood-rush (*Luzula pallidula*). Woodwalton also supports a large number of wetland invertebrates including 20 British Red Data Book species. Aquatic beetles, flies and moths are particularly well represented.

Threats and Pressures at European site which may be affected by the Local Plan[31]:

- Eutrophication; and,
- Drainage/land-claim for agriculture.

[30] JNCC (1995) Information Sheet on Ramsar Wetlands (RIS): Woodwalton Fen. Available at: https://jncc.gov.uk/jncc-assets/RIS/UK11078.pdf [Date accessed: 04/02/26]

[31] Ibid.

Appendix B: Ouse Washes location 1 - target note photos

1a: Footpath erosion up to fenced entrance to washlands

1b: Evidence of dog walking - Paw prints

2a: Earith Bridge Picnic Area car park

2b: Earith Bridge Picnic Area car park

2c: Faded information board at Earith Bridge Picnic Area

3a: Unofficial parking off A1123

3b: Memorial area off A1123

3c: Entrance to public footpath from A1123

4: Publick footpath running adjacent to River Delph

5: Gates to private farmland from public footpath

Appendix C: Ouse Washes location 2 and 3 - target note photos

1: Mepal Long Highway running parallel to the River Delph

2: Fish Farm opposite the Ouse Washes

3: No Parking signage near the PRoW

4: Visitor infrastructure for ease of access to PRoW, and gated access to track running parallel

5: Signage and gating of the PRoW

6: Dog fouling along the PRoW

7: Flooding of the washlands

8: Large flocks of birds over the Ouse Washes

9: EA vehicle parked along the track parallel to the River Delph

10: Littering along the PRoW

11: Aggregations of waterbirds within the washlands

12: EA heavy machinery parked on the track parallel to the River Delph

13: Agricultural and livestock land adjacent to the Ouse Washes boundary

14: An abandoned dog lead along the PRoW

15: An open access gate across a section of the PRoW

16: Engine Bank road running parallel to the River Delph

17: Warning signage for anglers

18: Information signage at entrance to the PRoW

19: Visitor infrasturcture for ease of access to the PRoW

20: Track running parallel to the River Delph, blocked by a closed gate

16: Mutiple aggregations of waterbird species on the washlands of the Ouse Washes

17: Unofficial path around perimiter of Portholme

21: Information signage at the road crossing the Washes

22a: The Anchor pub, car park and track adjacent to the New Bedford River

22b: Footpath signage at entrance to PRoW along the bank of the New Bedford River

23d: Information board at entrance to PRoW along the bank of the New Bedford River

24a: Footpath signage to PRoW north along the New Bedford River, with access via kissing gate

24b: Fly-tipping at the entrance to the PRoW

25: Gateway to PRoW south along the New Bedford River

26: Path erosion and littering in the area leading to the PRoW

25a

25a: Unnofficial parking roadside near entranec to

25b

25b: Flooded road access and pedestrian walkway

25c

25c: Pedestrian raised walkway and lighting

26

26: Quad bike presence likely related to management

27

27: Dog fouling along the PRoW

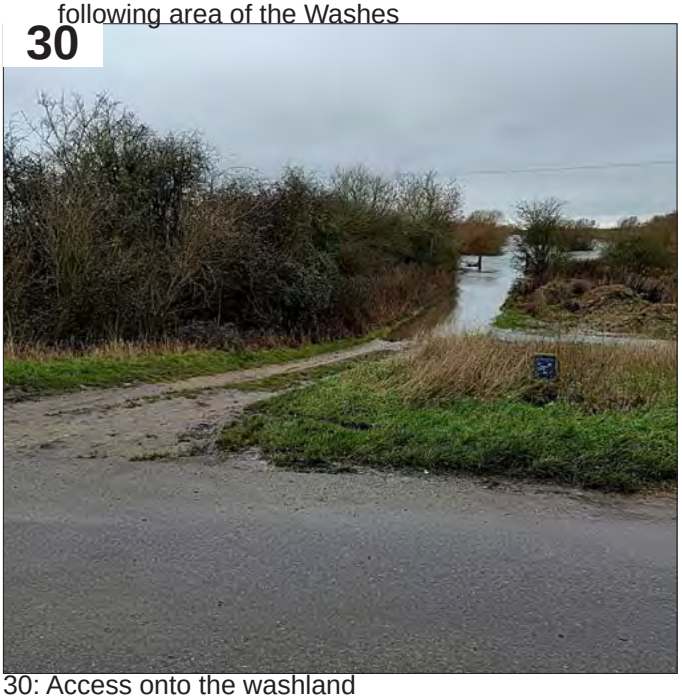
28

28: Signage of land ownership and shooting on the following area of the Washes

29

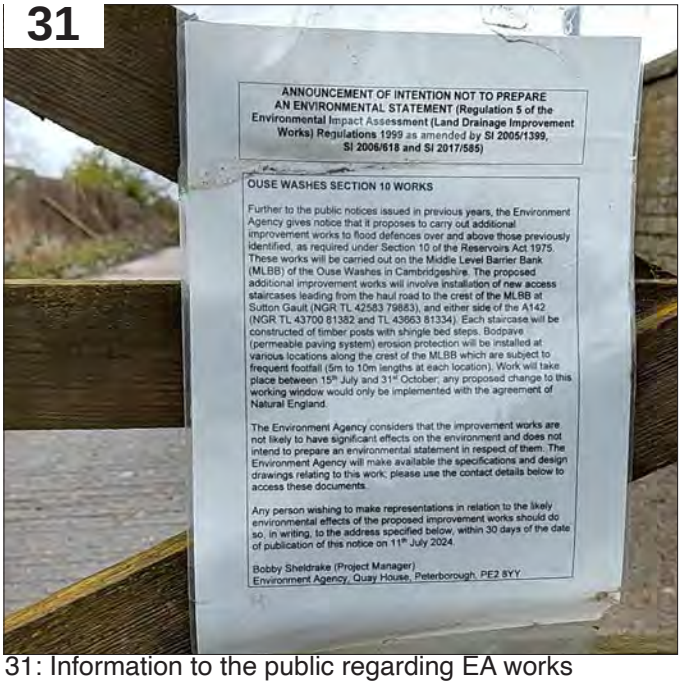
29: Dog walker utilising raised pedestrian walkway

30



30: Access onto the washland

31



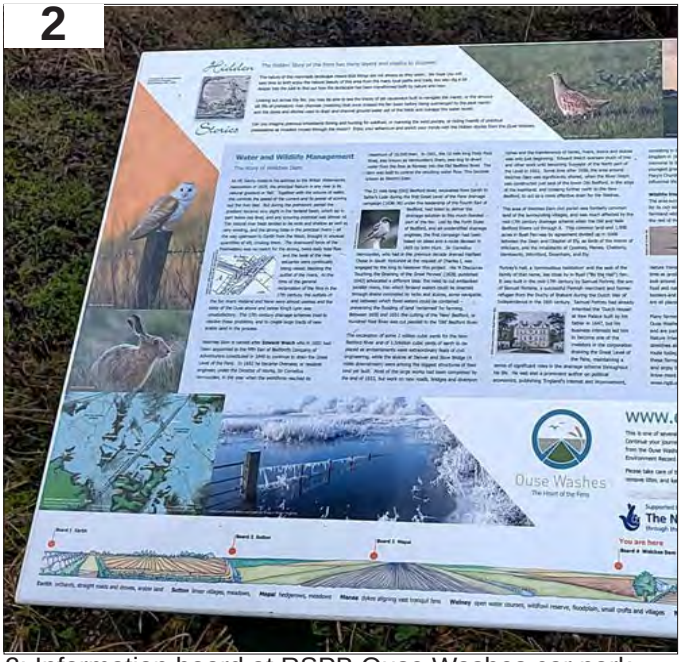
31: Information to the public regarding EA works

32

32: Dog litter bin along roadside

Appendix D: Ouse Washes location 4 - target note photos

1: RSPB Ouse Washes car park and toilets



2: Information board at RSPB Ouse Washes car park

3: Information board at RSPB Ouse Washes visitor center

4: RSPB Ouse Washes visitor center

5: Private residences and signage directing to bird hides

6: Public footpath and signage to bird hides

7a: Welches Dam Hide at RSPB Ouse Washes

7b: Information boards inside Welches Dam Hide

8: Path leading to Welches Dam Hide

9: Whooper Swans on farmland adjacent to Ouse Washes

Appendix E: Portholme - target note photos

1: Post Street Car Park

2: Lock and information boards off Queen's Walk

3: Queen's Walk Play Area

4: Litter bins and benches along Queen's Walk

5: Bridge and sluice over Great River Ouse

6: Godmanchester Angling Society sign

7: Litter bins and benches along Queen's Walk

8: Play area on Godmanchester Recreation Ground

9: Tree guard, litter bin, and picnic bench

10: Bridge and no swimming sign

11: Unofficial path off Queen's Walk

12: Bench and unnoficial path of Queen's Walk

13a: Lock and bridge over Great River Ouse

13b: CCTV and no swimming signage on Queen's Walk

13c: Portage point on Queens Walk and Great River

13d: Entrance to Portholme from Queen's Walk

13e: Information signage at entrance to Portholme

13f: Information signage at entrance to Portholme

14: Evidence of livestock grazing on Portholme

15: Unofficial path around perimiter of Portholme

16: Wildfowl on land adjacent to Great River Ouse

17: Unofficial path around perimiter of Portholme

18: Off-lead dogs on Portholme Meadow

19: Dog walker on Portholme Meadow

20: Unofficial path

21: Erosion and exposure of bare ground

22a: Flooded entrance to Portholme

22b: Footpath signage at entrance to Portholme

22c: Information board at entrance to Portholme

22d: Paths across Portholme from entrance

23: Evidence of dog fouling

24: Cormorants (*Phalacrocorax carbo*) roosting in trees

25: Gateway to private farmland

26: Evidence of footfall away from official paths

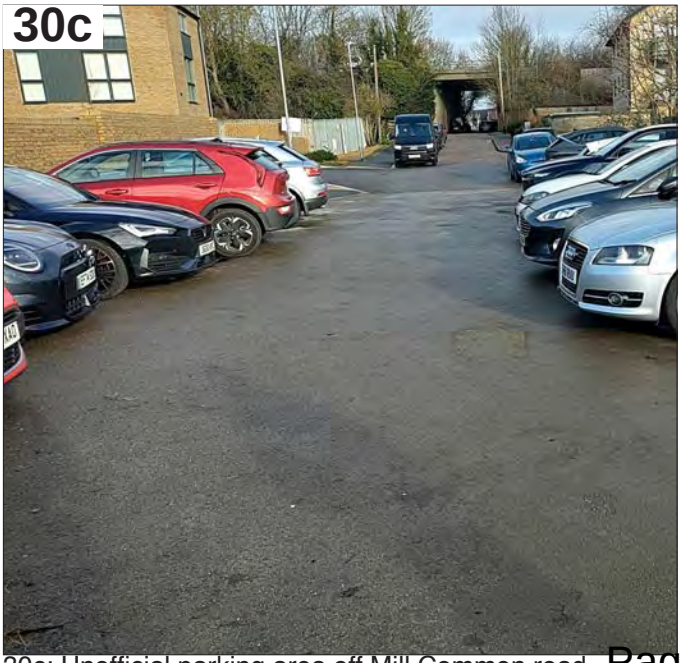
5: Unoficial paths around perimiter of Portholme

28: Mute Swans on Portholme Meadow

29: Exposed A1307 bridge over the River Great Ouse

30a: Footpath erosion at entrance to Portholme Meadow

30b: Information board at entrance to Portholme



30c: Unofficial parking area off Mill Common road

Appendix F: Woodwalton Fen - target note photos

1a: Unnofficial parking along a rack adjacent to the site

1b: Bridge onto the site and information signage

1c: Information board at entrance to Woodwalton Fen

1d: Signage prohibiting access to unauthorised vehicles

1e: Blocked vehicular access along a prvate track adjacent to the site

1a: Unnofficial parking along a rack adjacent to the site

1b: Bridge onto the site and information signage

1c: Information board at entrance to Woodwalton Fen

1d: Signage prohibiting access to unauthorised vehicles

1e: Blocked vehicular access along a prvate track adjacent to the site

2: Information boards at the site entrance

3a: Visitor information signage

3b: Path erosion from mangement vehicle access

3c: Path erosion from management vehicle access

3d: Mown and managed promoted routes around site

4: Blocked access to vulnerable areas of the site

5: Mown and managed promoted routes across the site

6a: Bridges facilitating visitor movement across the site

6b: Bridges facilitating visitor movement across the site

3d: Blocked access to sensitive areas of the site

7: Flooded managed route around site

8a: Bridge facilitating visitor movement around site

8b: Blocked access to sensitive areas of site

9: Flooded managed route around site

10: Light vehicular erosion of managed route around site

11: Promoted route waymarker

12: Management of site spreading soil layer over bridge

13a: Visitor infrastructure on site

14a: Signage informing visitors of unsafe bridge

14b: Birdwatching hide overlooking a lake

15: Boardwalk and signage leading to a hide

16: Raised birdwatching hide overlooking a lake

17a: Bridge facilitating visitor movement across the site

17b: Managed route through wooded area of the site

18: Light flooding of managed route

19

19: Managed promoted route across site

20

20: Blocked access to sensitive area of site

21

21: Management of watercourses and ditches on site

22a

22a: Blocked access to sensitive area of site

22b

22b: Signage informing visitors of restricted access

23: Management of watercourses on site

24: Management practices on site

15: Light path erosion and management tracks

26a:The Rothschild Bungalow

26b: Visitor infrastructure memorial bench

31: Signage informing visitors of restricted access

32: Birdwatching hide overlooking the fen

33: Management and monitoring practices on site

34: Management of routes, signage and visitor infrastructure

35: Inundation of managed route across site

Habitats Regulations Assessments

Sustainability Appraisals

Strategic Environmental Assessments

Landscape Character Assessments

Landscape and Visual Impact Assessments

Green Belt Reviews

Expert Witness

Ecological Impact Assessments

Habitat and Ecology Surveys

Biodiversity Net Gain

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Appendix F: Natural England Regulation 18 Consultation Comments and Responses

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No.	Natural England comment	Incorporation into Reg 19
Comments on Regulation 18 HRA screening report – received 16th December 2025		
1	Nene Washes SAC and Ramsar is sensitive to air quality impacts due to potential impacts on aquatic plants (SAC supporting habitat for Spined loach and Ramsar wetland plant assemblage feature).	The Regulation 19 HRA has been updated to reflect Natural England's advice regarding the sensitivity of the Nene Washes SAC and Ramsar to air quality impacts. The air quality Appropriate Assessment was expanded to consider both the qualifying habitat supporting the Spined loach and the Ramsar wetland plant assemblage. A review of APIS and Natural England's supplementary advice was undertaken to identify the relevant critical levels and critical loads for atmospheric pollutants. Detailed air quality modelling, including nitrogen oxides (NOx), ammonia (NH_3) and nitrogen deposition, was completed to assess potential effects on qualifying habitats. The Appropriate Assessment concludes that pollutant concentrations and nitrogen deposition resulting from implementation of the Regulation 19 Local Plan would not result in adverse effects on the integrity of the Nene Washes SAC or Ramsar, either alone or in-combination with other plans and projects.
2	Ouse Washes SAC and Ramsar is sensitive to air quality impacts due to potential impacts on aquatic plants (SAC supporting habitat for Spined loach and Ramsar wetland plant assemblage feature).	The Regulation 19 HRA has been updated to reflect Natural England's advice regarding the sensitivity of the Ouse Washes SAC and Ramsar to air quality impacts. The air quality Appropriate Assessment was expanded to consider the qualifying habitats supporting Spined loach, Bullhead and Otter, together with the Ramsar wetland plant assemblage. A review of APIS and Natural England's supplementary advice was undertaken to identify the relevant critical levels and critical loads for atmospheric pollutants. Additional traffic data were incorporated into the air quality modelling to assess affected road links, and detailed modelling of nitrogen oxides (NOx), ammonia (NH_3) and nitrogen deposition was undertaken. The Appropriate Assessment concludes that pollutant concentrations and nitrogen deposition resulting from implementation of the Regulation 19 Local Plan would not result in adverse effects on the integrity of the Ouse Washes SAC or Ramsar, either alone or in-combination with other plans and projects.
3	Water Framework Directive (WFD) targets are not the same as those required by protected sites features (SAC and Ramsar), which are more stringent. Throughout the report WFD terminology is interchanged with HRA terminology. The WFD 'no deterioration' target does not satisfy the Habitat Regulations.	The Regulation 19 HRA has been updated to distinguish clearly between Water Framework Directive (WFD) objectives and the requirements of the Habitats Regulations. The Appropriate Assessment no longer relies solely on WFD objectives and instead assesses potential effects against the site-specific water quality standards and conservation objectives agreed with Natural England for each European site. The Water Cycle Study was updated to compare modelled baseline, future and Technically Achievable Limit (TAL) scenarios against these Natural

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No.	Natural England comment	Incorporation into Reg 19
Comments on Regulation 18 HRA screening report – received 16th December 2025		
		England standards, including ammonia, biochemical oxygen demand (BOD), dissolved oxygen (DO), nitrate and total phosphorus where applicable. The Appropriate Assessment therefore considers whether implementation of the Local Plan could adversely affect the integrity of European sites in accordance with the Habitats Regulations, rather than relying on WFD 'no deterioration' objectives alone.
4	This section states that *'NE consider that 'good' ecological status under the WFD is an appropriate standard for functionally linked watercourse'* – we advise that this is incorrect when assessing the potential for impacts to protected sites, as it will depend on the water quality target of the protected site feature affected.	The Regulation 19 HRA has been updated to remove reliance on Water Framework Directive (WFD) ecological status as the primary assessment criterion for functionally linked watercourses. Instead, the Appropriate Assessment considers the site-specific conservation objectives and water quality standards agreed with Natural England for the relevant European sites. The water quality assessment has been informed by updated Water Cycle Study modelling, which compares the baseline, future and Technically Achievable Limit (TAL) scenarios against the Natural England water quality standards for each designated site. This ensures that the assessment is based on the requirements of the Habitats Regulations rather than WFD ecological status alone.
5	WFD and HRA requirements are again being conflated.	The Regulation 19 HRA has been revised to clearly distinguish between Water Framework Directive (WFD) objectives and the requirements of the Habitats Regulations. The Appropriate Assessment has been updated to assess potential effects against the site-specific conservation objectives and water quality standards agreed with Natural England, rather than relying on WFD ecological status or 'no deterioration' objectives. This approach is reflected throughout the water quality assessment and is supported by the updated Water Cycle Study modelling.
6	Nene Washes SAC is very vulnerable to changes in water level so must be scoped in.	The Regulation 19 HRA has been updated to scope Nene Washes SAC into the Appropriate Assessment for water quantity. The assessment considers the potential effects of Local Plan growth on water resources and hydrological conditions, drawing on the latest Water Cycle Study, water resources evidence and Natural England's advice. The Appropriate Assessment concludes that, with the embedded policy safeguards and wider regulatory framework governing water abstraction and water resource management, implementation of the Local Plan will not result in adverse effects on the integrity of Nene Washes SAC, either alone or in-combination with other plans and projects.

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No.	Natural England comment	Incorporation into Reg 19
Comments on Regulation 18 HRA screening report – received 16th December 2025		
7	This section on Orton Pit SAC needs to be clear about any hydrological link between abstraction that is linked to growth and the designated site, as it is not clear from the way this is written. We also advise that if there are potential LSEs on water quantity, this may also lead to LSEs on water quality, so further consideration of this point is required.	The Regulation 19 HRA has been updated to clarify the hydrological relationship between Orton Pit SAC and the Local Plan area. The Water Cycle Study and supporting hydrological evidence were reviewed to confirm whether a hydrological pathway exists between Local Plan growth and the designated site. The assessment concluded that there is no hydrological connectivity between the Plan area and Orton Pit SAC through the identified abstraction and wastewater pathways. Accordingly, both water quantity and associated water quality pathways were considered and discounted, and the Regulation 19 HRA concludes that implementation of the Local Plan would not result in adverse effects on the integrity of Orton Pit SAC.
8	We advise that the Ouse Washes SAC is scoped in for recreational impacts, specifically angling.	The Regulation 19 HRA has been updated to scope Ouse Washes SAC into the Appropriate Assessment for recreational impacts. The assessment considers the potential for recreational activities, including angling, to result in indirect effects on the qualifying features of the SAC through habitat disturbance and degradation, recognising the reliance of supporting habitats on undisturbed riverbed sediments. The Appropriate Assessment concludes that, taking account of the location and nature of recreational activity, the characteristics of the qualifying features and the mitigation measures embedded within the Local Plan, implementation of the Local Plan will not result in adverse effects on the integrity of the Ouse Washes SAC, either alone or in-combination with other plans and projects.
9	Need to include FLL for the Ouse and Nene Washes' bird features in relation to recreational impacts and urbanisation effects.	The Regulation 19 HRA has been updated to incorporate Functionally Linked Land (FLL) associated with the Ouse Washes SPA/Ramsar and Nene Washes SPA/Ramsar, using the mapping provided by Natural England. The recreational disturbance and urbanisation Appropriate Assessments have been revised to consider the potential effects of Local Plan growth on supporting habitats used by the qualifying bird features beyond the designated site boundaries. The assessment concludes that, taking account of the identified Functionally Linked Land, the characteristics of the qualifying features and the mitigation measures embedded within the Local Plan, implementation of the Local Plan will not result in adverse effects on the integrity of the Ouse Washes SPA/Ramsar or Nene Washes SPA/Ramsar, either alone or in-combination with other plans and projects.

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No.	Natural England comment	Incorporation into Reg 19
Comments on Regulation 18 HRA screening report – received 16th December 2025		
10	Updates required in relation to the above comments.	Please see comments above.
11	We have not reviewed each of the mentioned HRAs, but advise that if a plan has scoped out water pollution impacts due to distance from a hydrologically linked wetland receptor, this should not be relied upon and should be re-evaluated during your authority's in-combination assessment.	The Regulation 19 HRA has been updated to ensure that potential water quality impacts have been considered through the in-combination assessment, rather than relying solely on conclusions reached within other HRAs. A review of relevant plans and projects was undertaken to identify potential pathways for cumulative effects, including those associated with wastewater discharges and nutrient enrichment. The water quality Appropriate Assessment has been informed by updated Water Cycle Study modelling, which considers baseline, future and Technically Achievable Limit (TAL) scenarios against the site-specific water quality standards agreed with Natural England. This ensures that potential in-combination effects on hydrologically connected European sites have been appropriately considered in accordance with the Habitats Regulations.
12	The Appropriate Assessment (AA) should use the water quality targets etc. specified in the Supplementary Advice on Conservation Objectives (available via Designated Sites View – search for the relevant site, then select 'Conservation Advice' on the search results page) as these are, in some cases, more stringent than the Water Framework Directive targets. This may be due to the specifically designated habitats and species, and/or the slow/non-flowing nature of water on some protected sites. Nutrients and pollutants are not easily washed through the system as happens in rivers, but can instead build up over time. The volume of water also needs considering in conjunction with this. The Ouse Washes SAC is already in unfavourable condition due to water quality, and the HRA AA should take	The Regulation 19 HRA has been updated to ensure that the Appropriate Assessment considers the site-specific water quality targets identified within Natural England's Supplementary Advice on Conservation Objectives, rather than relying solely on Water Framework Directive (WFD) objectives. The water quality assessment has been informed by updated Water Cycle Study modelling, which compares baseline, future and Technically Achievable Limit (TAL) scenarios against the Natural England standards for relevant determinant's, including ammonia, biochemical oxygen demand (BOD), dissolved oxygen, nitrate and total phosphorus. The assessment also considers the existing condition of European sites, including the unfavourable condition of the Ouse Washes SAC in relation to water quality. The Appropriate Assessment concludes that, with the implementation of wastewater infrastructure improvements, including TAL upgrades where required, alongside policy safeguards and the wider regulatory framework, implementation of the Local Plan would not result in adverse effects on the integrity of the Ouse Washes SAC, either alone or in-combination with other plans and projects. The Regulation 19 HRA has also been updated to consider the two proposed allocations identified by Natural England as falling within the updated Impact Risk Zone (IRZ) for Eversden and Wimpole Woods SAC. The updated IRZ information

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No.	Natural England comment	Incorporation into Reg 19
Comments on Regulation 18 HRA screening report – received 16th December 2025		
	this into account. Further comment on this is provided in relation to the Integrated Water Management Study. As noted in the Ecological Constraints Assessment section above, two proposed allocations will fall within the updated Impact Risk Zone for Eversden and Wimpole Woods SAC and should therefore be included in an updated HRA.	was reviewed alongside aerial photography and site information to consider the potential for functionally linked habitats associated with the SAC, including woodland, hedgerows, watercourses and other habitats that may support commuting, foraging or roosting Barbastelle bats. The assessment identified that Great Gransden 1: South of Caxton Road comprises an arable field with no adjacent woodland blocks, while Waresley 1: Land between the West Lodge and Home Farm includes woodland and connectivity to wider woodland habitats. These considerations have been incorporated into the Regulation 19 HRA screening and Appropriate Assessment process, with mitigation measures and policy safeguards applied where necessary.

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Appendix G: Air Quality Modelling for Ecology Assessment

Report

Huntingdonshire Local Plan HRA

Air Quality Modelling for Ecology Assessment

For Huntingdonshire District Council

8 July 2026

Air Quality CONSULTANTS | PART OF Logika Group

Document Control

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1 Introduction

1.1 This report has been prepared by Air Quality Consultants Ltd | Part of Logika Group (AQC). It describes the air quality modelling methodology and results to inform the Habitats Regulations Assessment (HRA) of the Huntingdonshire District Council Local Plan.

1.2 The Local Plan will lead to changes in traffic flows on roads which pass within 200 m of designated nature conservation sites. Road traffic can emit nitrogen oxides (NOx) and ammonia (NH_3), and some sensitive vegetation may be affected by elevated concentrations of these pollutants. Furthermore, the deposition of both NOx and NH_3 can alter the nutrient and acidity balance of some ecosystems, causing changes to their composition and health. This assessment has quantified the changes to NOx and NH_3 concentrations that would be caused by the new Local Plan, as well as the changes to nitrogen and acid deposition fluxes. It has considered the following designated sites:

- Nene Washes Special Area of Conservation (SAC) and Ramsar site;
- Ouse Washes SAC and Ramsar site; and
- Portholme SAC.

1.3 The locations of these sites are shown in Figure 1.

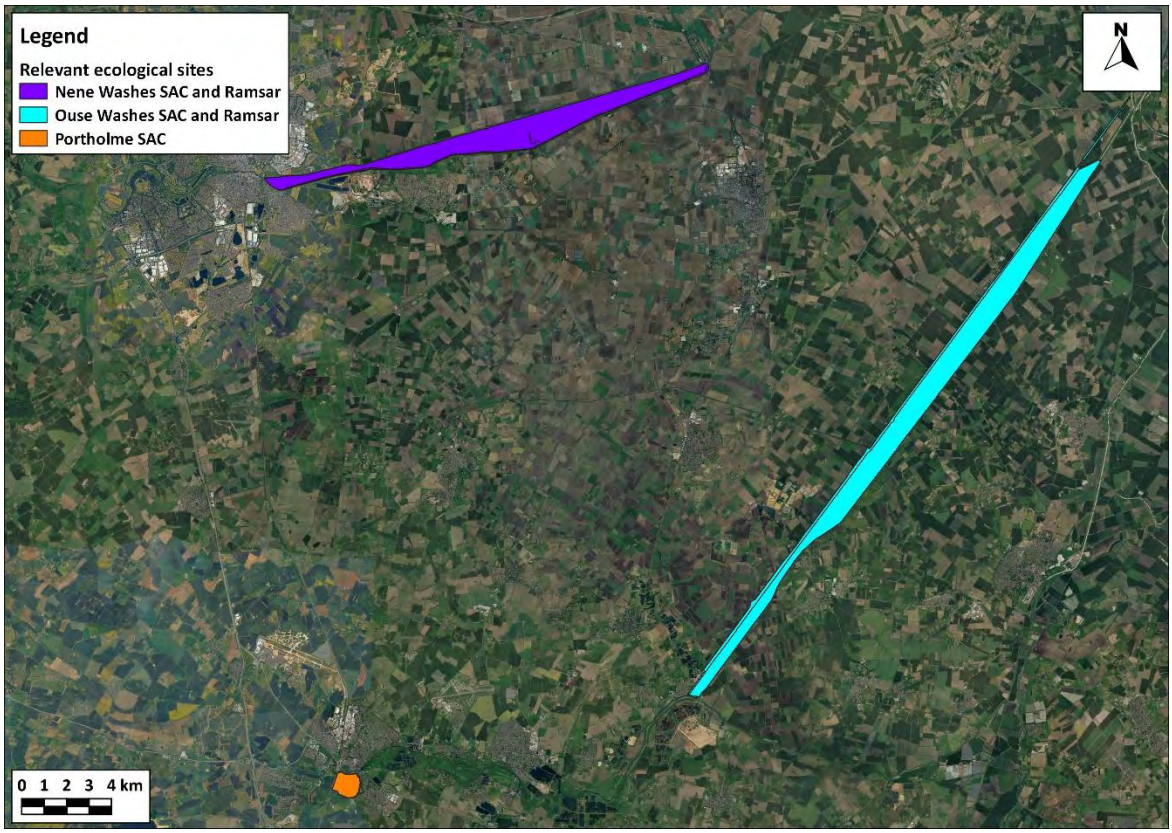

Figure 1: Designated Sites Included in this Assessment

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1.4 This report describes the scope of the air quality assessment, the modelling methodology, and the modelled results. It compares the results with screening thresholds which can be used to discount the potential for significant effects. However, it does not seek to interpret the results any further than this

or reach a conclusion regarding the overall significance of effects; that assessment, including the policy against which the assessment is made, is provided separately by Lepus Consulting Ltd.

1.5 The professional experience of the consultants involved in the air quality assessment is summarised in Appendix A1.

2 Assessment Criteria

Policy Context

2.1 Protection of nature conservation sites is provided by an array of different policies. Different policy protection is usually provided to sites designated at European[1], national[2], and local levels[3]. Instead of considering each relevant policy individually, this current report applies criteria which are frequently used to screen out the potential for significant effects regardless of the specific policies protecting a site.

Critical Levels and Critical Loads

2.2 European Union (EU) Directive 2008/50/EC (The European Parliament and the Council of the European Union, 2008) sets a limit value for annual mean concentrations of nitrogen oxides and for annual and winter mean concentrations of sulphur dioxide[4]. The same values have been set as domestic objectives within the Air Quality (England) Regulations (2000) and the Air Quality (England) (Amendment) Regulations (2002). The limit values and objectives only apply a) more than 20 km from an agglomeration (about 250,000 people), and b) more than 5 km from Part A industrial sources, motorways and built-up areas of more than 5,000 people.

2.3 Critical levels (CLes) and critical loads (CLos) are the ambient concentrations and deposition fluxes below which significant harmful effects to sensitive ecosystems are unlikely to occur. Some of the CLes are set at the same concentrations as the objectives but do not have the same spatial constraints on where they apply. The CLes relevant to this assessment are set out in Table 1. The same values apply to all three sites.

2.4 The CLe for annual mean NOx concentrations is set at the same concentration irrespective of the habitats features of interest. There are two CLes for NH_3, with the lower value (1 $\mu g/m^3$) applying only where lichens or bryophytes are present or form a key part of the ecosystem integrity. This reflects the fact that lichens and bryophytes are not connected directly to soil nutrients and can therefore be particularly susceptible to changes in atmospheric nitrogen. Lepus Consulting has advised which NH_3 CLe applies in which location. A short-term (24-hour mean) CLe for NOx has also been set, however guidance from the Institute of Air Quality Management (IAQM) (Holman et al, 2020) recommends that: "*…only the annual mean NOx concentration is used in assessments unless specifically required by a regulator; for instance, as part of an industrial permit application where high, short term peaks in emissions, and consequent ambient concentrations, may occur*". Thus the 24-hour mean CLe is not relevant to the current assessment, which is concerned with annual average effects from increased road traffic.

2.5 The CLos are specific to different habitat types. The Air Pollution Information System (APIS) (2026) sets out the CLos which might apply across the entirety of nationally and internationally-designated sites. This information has been used, alongside discussions with Lepus Consulting to define which CLos are relevant to the locations of interest to this study.

[1] European sites make up the Natura 2000 network and include Special Protection Areas (SPAs), Special Areas of Conservation (SACs), and Ramsar Sites.
[2] Sites of national-level importance are principally designated as Sites of Special Scientific Interest (SSSIs).
[3] Local nature sites are usually taken to include those designated locally as well as national nature reserves and ancient woodland.
[4] Sulphur dioxide is no longer emitted in significant quantities from road transport and does not, therefore, require assessing here.

2.6 The CLos for nitrogen deposition are published as ranges. This is because other factors influence how sensitive a habitat may be to additional nitrogen; for example how a site is managed can affect its sensitivity to nitrogen deposition. However, this should not be taken to suggest that the lower-bound value is indicative of potential effects in the study area.

2.7 Acid deposition is assessed against the "CLmaxN" value published on APIS (2026). This is the level above which additional deposition will cause acidification.

2.8 The CLos used in this assessment are provided in Table 2. The same values apply to all three sites.

Table 1: Vegetation and Ecosystem CLes [a]

Pollutant	Time Period	CLe
Nitrogen Oxides (expressed as NO_2)	Annual Mean [a,b]	30 µg/m^3
NH_3	Annual Mean	3 µg/m^3

[a] The CLes are defined by the World Health Organisation (WHO, 2000).

[b] Away from major sources (see Paragraph 2.2), this CLe is set as an objective (Defra, 2007) and a limit value (The European Parliament and the Council of the European Union, 2008).

Table 2: Vegetation and Ecosystem CLos

Site	Nutrient Nitrogen (kgN/ha/yr)	Acid Deposition 'N_{max}' (keq/ha/yr)
Nene Washes SAC and Ramsar	10	4.856
Ouse Washes SAC and Ramsar	10	4.856
Portholme SAC	10	4.856

Screening Thresholds for Predicted Concentrations and Deposition Fluxes

2.9 The Environment Agency has published criteria which allow impacts from industrial developments requiring environmental permits to be screened out as insignificant (Environment Agency, 2025). Exceeding these criteria does not mean that there is a significant effect, it simply means that further consideration is required of the potential changes to air quality or deposition. With respect to annual average impacts from most industrial sources, no further assessment is required whenever the change caused by the proposed development (termed by the Environment Agency the Process Contribution, or 'PC') is less than 1% of the relevant CLe or CLo. Furthermore, there is no need to for further assessment if detailed dispersion modelling has shown that the CLe or CLo is not exceeded (i.e. the Predicted Environmental Concentration, or 'PEC' is less than 100% of the CLe or CLo).

2.10 Natural England's guidance on advising competent authorities on the assessment of road traffic emissions under the Habitats Regulations (Natural England, 2018) recommends the use of the Environment Agency criteria described above for changes to traffic caused by all types of plans or projects affecting European sites. It explains:

"1% of critical load/level are considered by Natural England's air quality specialists … to be suitably precautionary, as any emissions below this level are … considered to be imperceptible". It goes on:

"There can therefore be a high degree of confidence in [the use of these criteria] *to screen for risks of an effect".*

2.11 For European sites, Natural England (2018) explains that the 1% criterion should be applied to plans and projects both alone and in-combination. As with the Environment Agency guidance, exceeding 1% of the CLe or CLo does not mean that there will be a significant effect, it is simply a trigger for when further assessment is needed.

2.12 The CLes and CLos are defined as the "*deposition/concentration … below which adverse effects on receptors … do not occur according to present scientific knowledge*" (APIS, 2026). There is therefore no reasonable scientific doubt regarding the absence of a significant effect wherever the CLes and CLos are not exceeded, even where the PC exceeds the 1% criterion.

2.13 The CLos were recently subject to a detailed review and revision (Bobbink et al., 2022). Prior to that revision, Natural England (2018) referred to earlier work (NECR210, 2016) that there may be adverse effects below the (previously published) CLos. Natural England has not revised its guidance following the CLo revision and therefore, for European sites where there is a restore objective in place, an Appropriate Assessment is required wherever the PC is >1% of the CLe or CLo even when the total concentration or deposition is below the CLe or CLo. Natural England has confirmed that the potential for adverse effects may still be discounted on the basis that the total concentration or deposition is less than the current CLe or CLo, but procedurally, this should happen at the Appropriate Assessment rather than screening stage of HRA. This modelling report simply considers whether adverse effects can be ruled out solely on the basis of the air quality predictions and has therefore applied the following tests. The potential for a significant effect can be discounted wherever:

- The change (PC), both alone and in-combination, is less than 1% of the relevant CLe or CLo; OR
- The total concentration or deposition (PEC) is less than the relevant CLe or CLo.

3 Methodology

3.1 The assessment has been carried out following current best practice, drawing on the professional expertise of the consultants involved (Appendix A1). Care has also been taken to ensure consistency with guidance issued by the IAQM (Holman et al, 2020) and the Chartered Institute of Ecology and Environmental Management (CIEEM) (CIEEM, 2021).

Consultation

3.2 Lepus Consulting prepared a HRA Scoping Report in August 2025 (Lepus Consulting, 2025a) and a Screening Report in October 2025 (Lepus Consulting, 2025b). These concluded that Portholme SAC should be screened into the HRA process due to the potential for air quality impacts from changes in traffic using strategic roads within 200 m of the site.

3.3 Natural England responded in December 2025 (Natural England, 2025) with the following feedback:

"Nene Washes SAC and Ramsar is sensitive to air quality impacts due to potential impacts on aquatic plants (SAC supporting habitat for Spined loach and Ramsar wetland plant assemblage feature).

Ouse Washes SAC and Ramsar is sensitive to air quality impacts due to potential impacts on aquatic plants (SAC supporting habitat for Spined loach and Ramsar wetland plant assemblage feature)."

3.4 Impacts on the abovementioned sites have thus been included in this assessment.

In-Combination Projects

3.5 Impacts on European sites need to be considered in combination with other relevant projects or plans. Natural England (2018) recommends a pragmatic approach to defining the projects to be included in an in-combination assessment, relying on professional judgement and ensuring that the assessment remains focused on the project seeking permission. The in-combination projects considered here include committed developments from the existing Local Plan which will be carried forward into the new Local Plan; they do not include emerging local plans currently undergoing preparation by neighbouring Local Authorities as those local plans are not expected to be adopted before the Huntingdonshire District Council Local Plan.

Assessment Scenarios

3.6 NOx and NH_3 concentrations, and nitrogen and acid deposition fluxes, have been predicted for the following scenarios:

A) base year 2023;

B) 2046 without any increase in traffic from 2023 (including future-year emissions factors and future-year background concentrations and fluxes but base-year traffic within the dispersion model). This scenario is termed '2046 Zero Growth';

C) 2046 without the Local Plan but with the forecast background increase in traffic from 2023 and in-combination projects (also including future-year emissions factors and background concentrations and fluxes). This scenario is termed '2046 Base'; and

D) 2046 with the Local Plan (including proposed mitigation measures) and background traffic growth (also including future-year emissions factors and background concentrations and fluxes). This scenario is termed '2046 With Local Plan'.

3.7 The three 2046 scenarios have been compared to derive the impacts of the Local Plan alone and in-combination with other projects and plans:

- the difference between scenarios C and D represents the change (i.e. the PC) caused by the Local Plan alone; and
- the difference between scenarios B and D represents the PC caused by the Local Plan in-combination.

3.8 It should be noted that the growth in traffic predicted between 2023 and 2046 is not all caused by projects and plans as relevant to the HRA, and so this approach will over-predict the in-combination changes. This makes the assessment worst-case.

Monitoring

3.9 Information on existing NOx and nitrogen dioxide concentrations has been obtained by collating the results of monitoring carried out by the Huntingdonshire and Fenland District Councils. This has focused on roadside monitoring which is carried out to assess impacts on human health. The measurements have been used here to verify the air quality model as described in Appendix A2.

3.10 Information on existing background NH_3 concentrations has been obtained by collating results of monitoring carried out on behalf of Defra as part of the National Ammonia Monitoring Network (NAMN) (Defra, 2026b). This consists of 95 sites across the UK, four of which are close to the study area. Annual mean results for the baseline year of 2023 are summarised in Table 3 and the monitoring locations are shown in Figure 2. All of the measured concentrations are below the CLe of 3 $\mu g/m^3$.

Table 3: Summary of Annual Mean NH_3 Monitoring in 2023 ($\mu g/m^3$)

Site	Annual Mean
Stoke Ferry	2.3
Woodwalton Fen	1.2
Monks Wood	1.5
Chippenham Fen	1.3

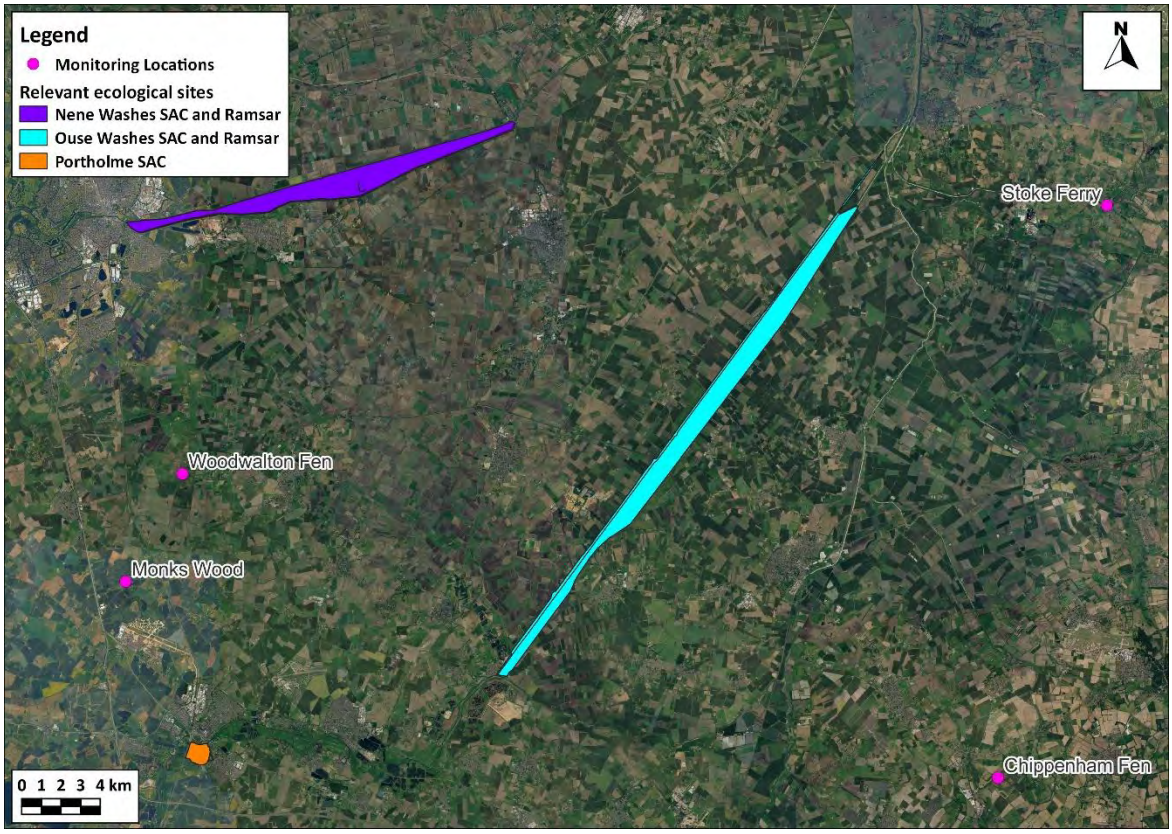

Figure 2: Monitoring Locations

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Modelling Methodology

Background Concentrations and Fluxes

3.11 Background concentrations of NOx and NH_3, and nitrogen and acid nitrogen deposition fluxes, have been taken from APIS (2026). The concentrations and deposition fluxes represent 1 km x 1 km averages. APIS currently presents three-year mean values centred on the calendar year of 2023 and these have been taken to represent conditions in 2023. The APIS data take account of the measurements shown in Table 3 and therefore are similar to the measured concentrations.

3.12 Concentrations of NH_3 and deposition fluxes have been adjusted to represent the future using the rate of change predicted for this area using the Business-as-Usual assumptions of the JJNCC's Nitrogen Futures project (JNCC, 2020)[5]. Nitrogen Futures only predicted changes to 2030, so the rate of change predicted by JNCC between 2023 and 2030 has been used to predict concentrations and deposition in 2046 (i.e. only 7 years of change have been accounted for). Given the UK's national and international commitments to reduce emissions, as well as evidence from monitoring across the UK showing significant recent improvements in background concentrations of both NOx and NH_3, this approach is most likely to over-predict in 2046 and therefore provide a conservative assessment. Concentrations of NOx in 2046 have been predicted by multiplying the 2023 concentration taken

[5] A linear rate of change has been assumed between 2017 and the 2030 Business as Usual scenario, with the APIS 2023 data scaled based on the location-specific predicted changes. Acid nitrogen deposition has been calculated from the predicted nitrogen deposition.

from APIS by the relative change to concentrations (between 2023 and 2040[6]) for each location predicted in Defra's latest (2021-based) national NOx maps published for Local Air Quality Management (Defra, 2026a). Background concentrations of nitrogen dioxide (NO_2) are only needed to inform the conversion of NOx to NO_2. These have been taken directly from Defra's maps for each relevant year.

Influence of Local Road Traffic

3.13 Concentrations have been predicted using the ADMS-Roads dispersion model, with emissions of NOx derived using Defra's Emissions Factors Toolkit (EFT) (v14.1) (Defra, 2026a), and emissions of NH_3 derived using AQC's Calculator for Road Emissions of Ammonia (CREAM) (v2A) (AQC, 2025). Traffic flows have been derived from Huntingdonshire District Council's strategic traffic model. The model results for NOx and nitrogen dioxide have been verified against local measurements. Details of the model inputs and the model verification are provided in Appendix A2. Deposition fluxes have been calculated from the predicted concentrations of nitrogen dioxide and NH_3. Details of the method for calculating deposition are provided in Appendix A2.

Receptors

3.14 Impacts have been predicted at receptors arranged along transects running perpendicular to affected roads. The transects begin at the closest part of the designated site to the road[7]. Within designated sites, receptors have been placed at the following distances from the roads: 2 m, 3 m, 5 m, 9 m, 17 m, 33 m, 65 m, 129 m and 200 m [8]. Where the designated site is set back more than 2 m from the road, an additional receptor has been placed at the point closest to the road. These roadside transects are shown in Figure 3 to Figure 8. Additional receptors have been placed at various points in and around each SAC, using source-oriented grids at the same distances as the transects, and underlying Cartesian grids with spacing of 100 m. These additional receptors have been used to generate isopleths.

3.15 All receptors have been modelled at a height of 0 m.

[6] The furthest year for which predictions can currently be reliably made.
[7] Following guidance from the IAQM (Holman et al, 2020), impacts have not been predicted within 2 m of roads.
[8] These distances are used because they broadly reflect the expected rate at which concentrations of NOx and ammonia reduce with distance from roads. This provides an efficient way to more precisely show the predicted changes.

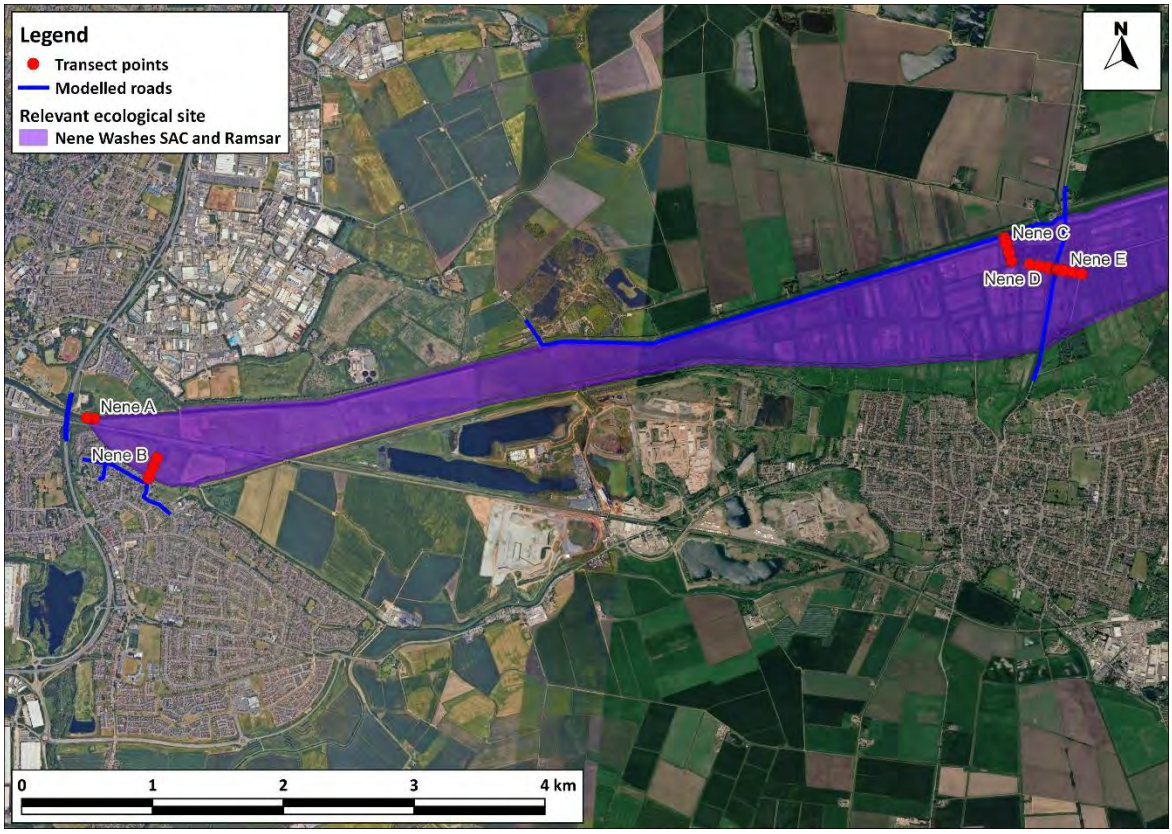

Figure 3: Receptor Transect Locations – Nene Washes (south)

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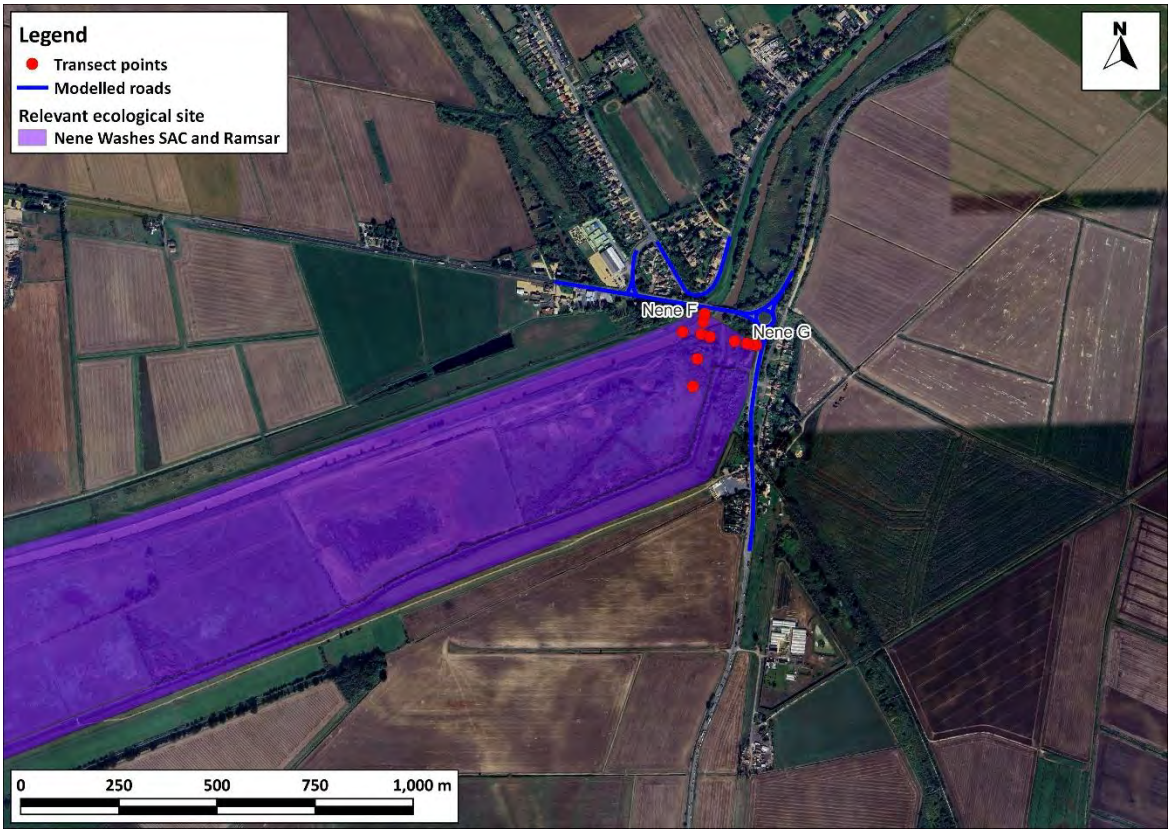

Figure 4: Receptor Transect Locations – Nene Washes (north)

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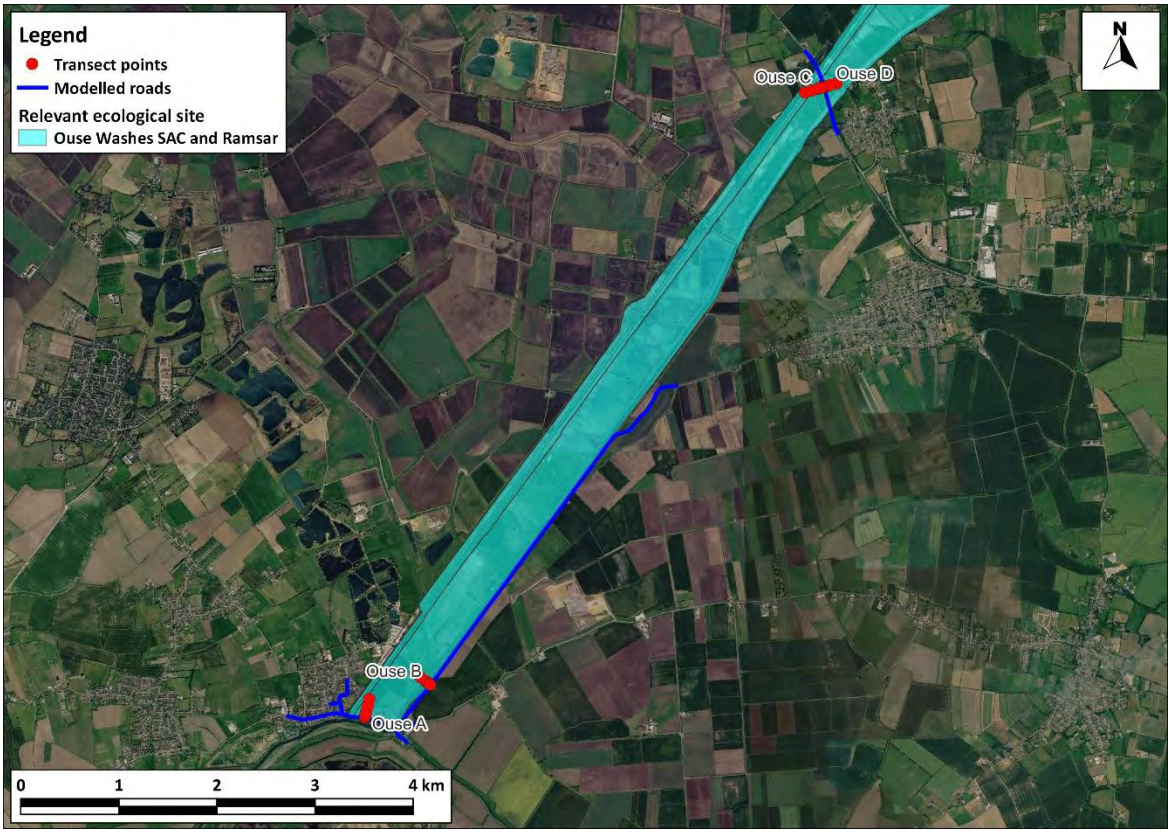

Figure 5: Receptor Transect Locations – Ouse Washes (south)

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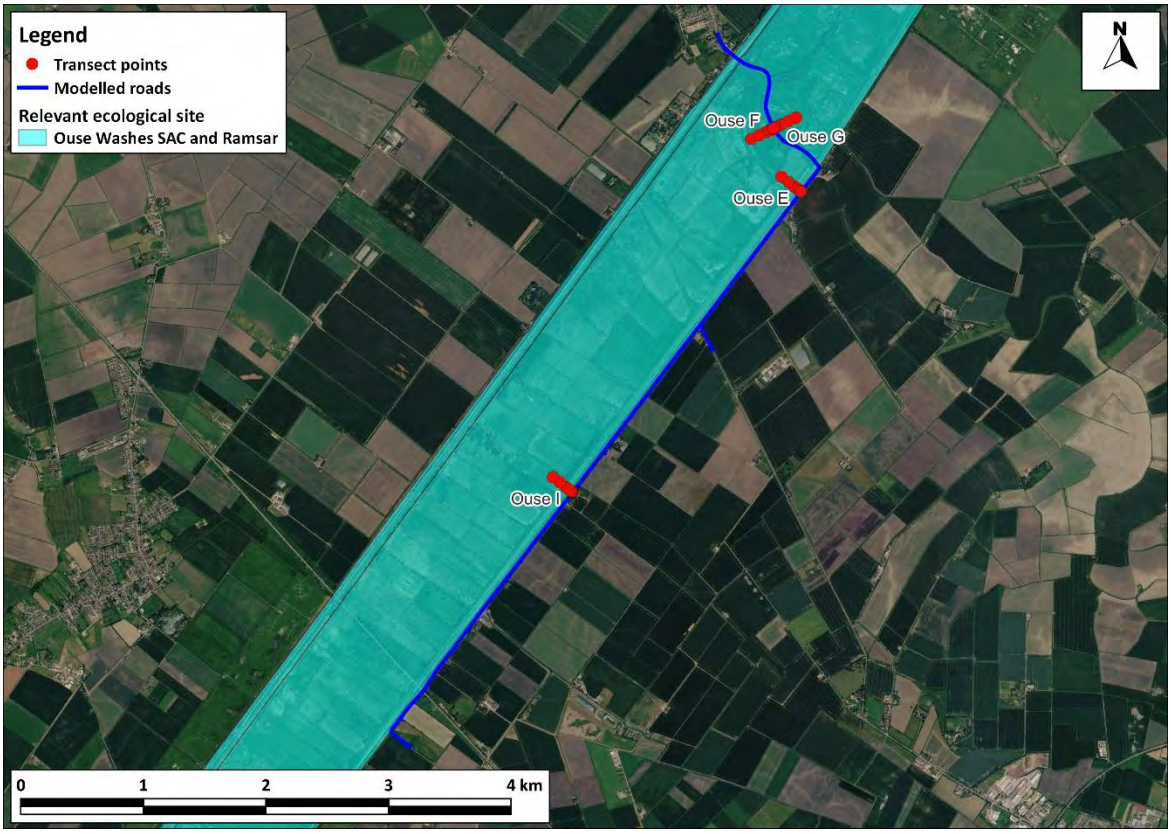

Figure 6: Receptor Transect Locations – Ouse Washes (mid)

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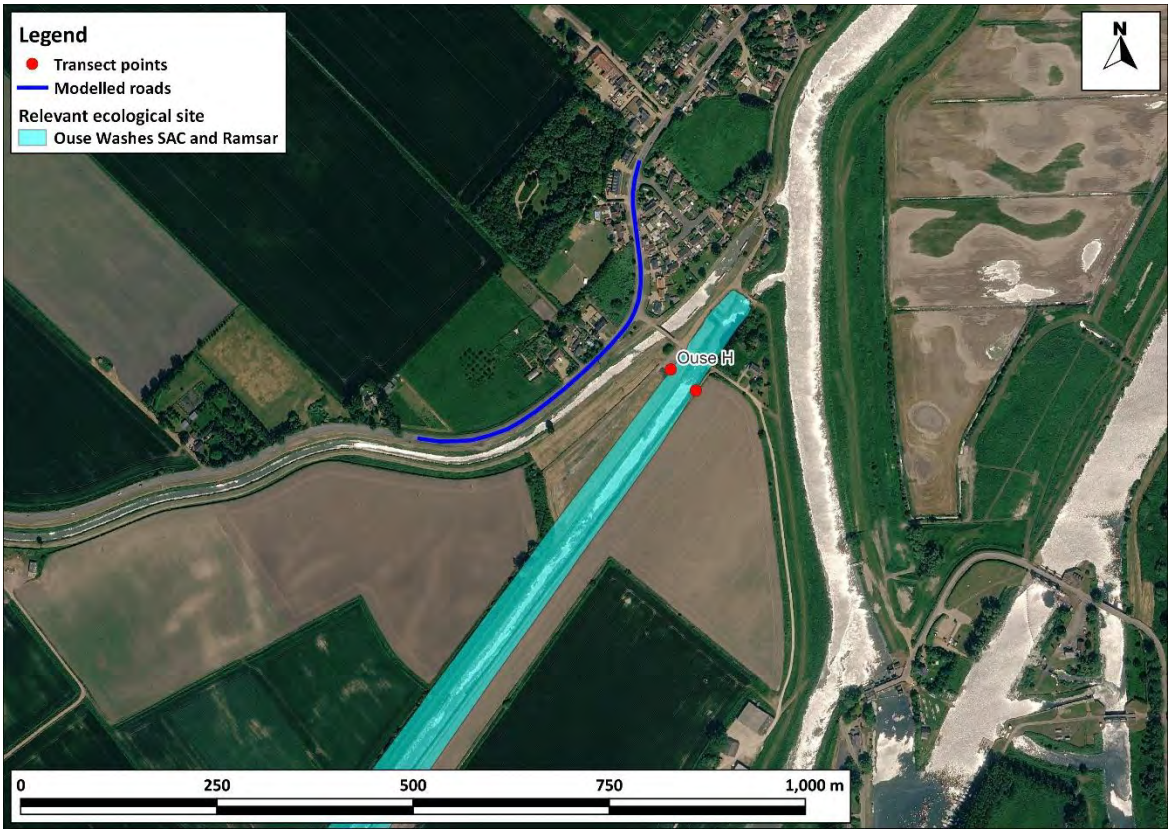

Figure 7: Receptor Transect Locations – Ouse Washes (north)

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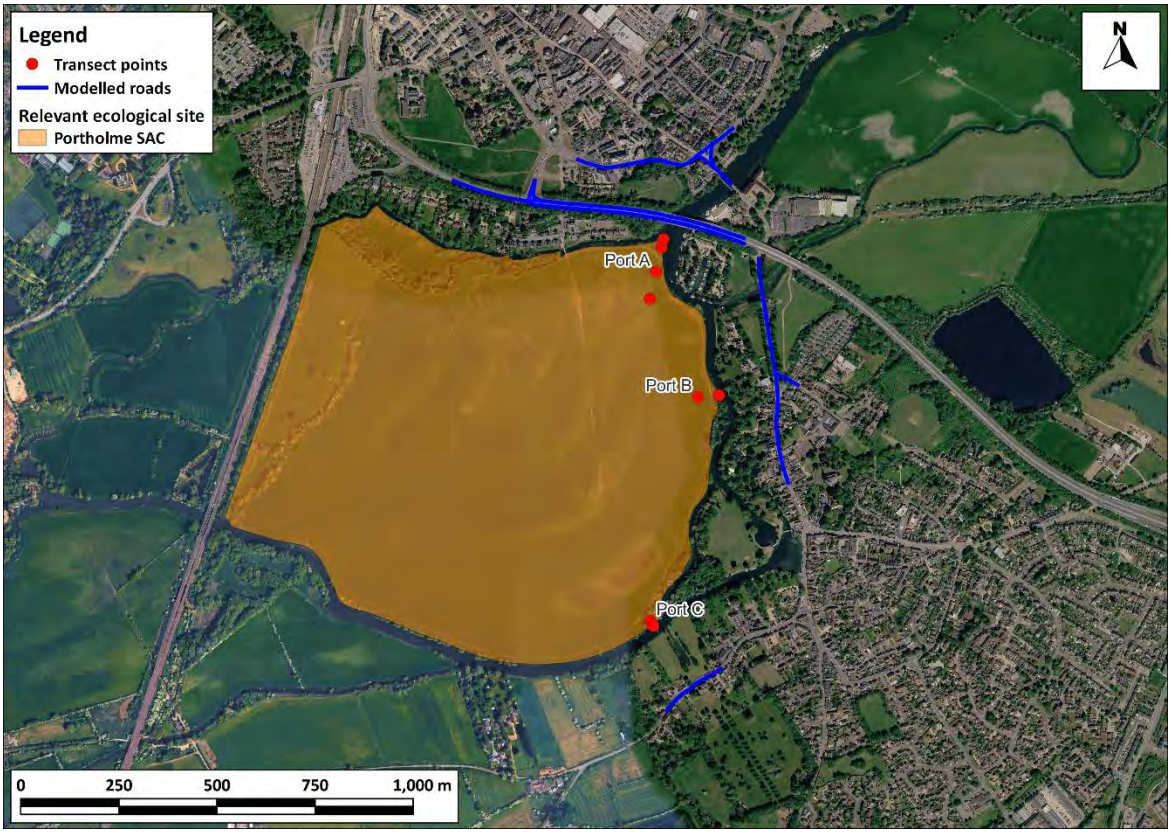

Figure 8: Receptor Transect Locations – Portholme SAC

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Uncertainty

3.16 There are many components that contribute to the uncertainty of modelling predictions. The road traffic emissions dispersion model used in this assessment is dependent upon the traffic data that have been input, which will have inherent uncertainties associated with them. There are then additional uncertainties, as models are required to simplify real-world conditions into a series of algorithms.

3.17 An important stage in the process of modelling road traffic emissions of is model verification, which involves comparing the model output with measured concentrations (see Appendix A2). Because the model has been verified and adjusted, there can be reasonable confidence in the prediction of base year (2023) concentrations. Development of the CREAM model, which has been used in this assessment, included verifying the emissions model, combined with the ADMS-Roads dispersion model, against measurements from the densest roadside NH_3 monitoring network in Europe (AQC, 2025). The modelling has thus been verified as far as is possible.

3.18 Predicting pollutant concentrations in a future year will always be subject to greater uncertainty. For obvious reasons, the model cannot be verified in the future, and it is necessary to rely on a series of projections as to what will happen to traffic volumes, background pollutant concentrations and vehicle emissions.

3.19 Forecasts of future-year concentrations are usually based on measurements made during a recent year. They then take account of projected changes over time to factors such as the composition of the vehicle fleet and the uptake of other new technologies, as well as population increases etc. In early 2020, activity in the UK was disrupted by the COVID-19 pandemic. As a result, concentrations of

traffic-related air pollutants fell appreciably (Defra Air Quality Expert Group, 2020). At the same time, concentrations of NH_3 seemed to increase, which is likely relate to disruption of agricultural and land management activities across Europe. A reduction in NOx and concurrent increase in NH_3 may have disrupted the formation of ammonium nitrate, which is another important component of nitrogen deposition. Data used in this assessment are based on post-pandemic years and are therefore considered to be representative of the future.

Assumptions

3.20 It is necessary to make a number of assumptions when carrying out an air quality assessment. In order to account for some of the uncertainty in the approach, as described above, assumptions made have generally sought to reflect a realistic worst-case scenario. A key assumption made in carrying out this assessment is the assumption that the Monks Wood meteorological monitoring station appropriately represents conditions in the study area (this is discussed further in Appendix A2).

4 Dispersion Model Results

Results Along Transects

4.1 Table 4 to Table 7 set out the concentrations and deposition fluxes along the transects, as well as the changes relative to the CLes and CLos. As explained in Paragraph 3.14, the transects begin at the edge of the designated site closest to the road (for example Transect A at Nene Washes, shown at the top of Table 4, represents a part of the designated site which is 140 m from the A1139). Where a negative number is shown in one of the two right-hand columns, this shows that an improvement is predicted. This can happen even when the total AADT flow increases, if there is a large reduction in forecast Heavy Duty Vehicles. By way of example, the section of the A1139 alongside Transect A at Nene Washes is predicted to carry more Light Duty Vehicles, but fewer Heavy Duty Vehicles as a result of the Local Plan.

4.2 In other parts of England, Natural England has sometimes requested that the degree of 'retardation' to ongoing reductions in nitrogen deposition should also be calculated. This calculation is provided in Appendix A3.

NOx

Table 4: Model Results for Annual Mean NOx

Transect	Distance from Road Edge (m)	Total NOx Concentration (µg/m³)					Change as % of CLe	
		CLe	A) 2023 Base	B) 2046 Zero Growth	C) 2046 Base	D) 2046 With Local Plan	Alone (D-C)	In Combination (D-B)
Nene Washes SAC and Ramsar								
A	140	30	38.1	15.2	16.3	16.2	-0.53	3.35
	200		31.6	14.7	15.5	15.4	-0.36	2.28
B	33		19.6	13.7	13.8	13.8	-0.03	0.22
	65		19.4	13.7	13.8	13.8	-0.04	0.23
	129		19.4	13.7	13.8	13.8	-0.04	0.25
	200		19.5	13.7	13.8	13.8	-0.04	0.27
C	2		44.3	15.1	16.2	16.0	-0.66	2.77
	3		42.7	15.1	16.0	15.8	-0.62	2.61
	5		40.3	14.9	15.8	15.6	-0.56	2.36
	9		37.1	14.7	15.5	15.3	-0.48	2.03
	17		33.6	14.5	15.1	15.0	-0.39	1.67
	33		30.3	14.3	14.8	14.7	-0.30	1.32
	65		27.3	14.1	14.5	14.4	-0.22	1.00
	129		24.7	14.0	14.3	14.2	-0.16	0.74

	200		23.4	13.9	14.1	14.1	-0.12	0.62
D	2		52.3	15.7	17.0	16.9	-0.38	4.17
	3		49.9	15.5	16.8	16.7	-0.35	3.87
	5		46.4	15.3	16.4	16.3	-0.31	3.44
	9		42.1	15.0	16.0	15.9	-0.27	2.89
	17		37.2	14.7	15.5	15.4	-0.21	2.27
	33		32.5	14.4	15.0	14.9	-0.17	1.68
	65		28.4	14.2	14.6	14.5	-0.13	1.18
	129		25.2	14.0	14.3	14.3	-0.12	0.83
	200		23.9	13.9	14.2	14.1	-0.11	0.69
E	2		59.9	16.0	17.7	17.5	-0.45	4.95
	3		57.2	15.9	17.4	17.3	-0.42	4.62
	5		53.2	15.6	17.0	16.9	-0.38	4.14
	9		47.9	15.3	16.5	16.4	-0.32	3.50
	17		41.8	15.0	15.9	15.8	-0.26	2.77
	33		35.8	14.6	15.3	15.2	-0.20	2.07
	65		30.6	14.3	14.8	14.7	-0.15	1.45
	129		26.1	14.1	14.4	14.3	-0.11	0.95
	200		23.7	13.9	14.2	14.1	-0.08	0.69
F	12		59.6	8.3	9.6	9.4	-0.40	3.64
	17		55.2	8.1	9.2	9.1	-0.37	3.27
	33		46.4	7.5	8.4	8.3	-0.32	2.51
	65		38.4	7.0	7.6	7.6	-0.28	1.84
	129		31.7	6.6	7.1	7.0	-0.25	1.26
	200		27.8	6.4	6.7	6.7	-0.23	0.91
G	9		94.3	13.2	14.1	13.6	-1.71	1.27
	17		81.7	11.9	12.7	12.3	-1.40	1.56
	33		68.5	10.4	11.3	11.0	-1.06	1.91
	65		54.4	8.8	9.7	9.5	-0.70	2.23
	129		40.4	7.2	7.8	7.7	-0.33	1.88
	200		34.9	6.8	7.3	7.3	-0.22	1.72
Ouse Washes SAC and Ramsar								
A	2	30	23.5	6.2	6.6	6.6	0.24	1.28

	3		22.6	6.2	6.5	6.6	0.23	1.20
	5		21.3	6.1	6.4	6.4	0.21	1.09
	9		19.5	6.0	6.2	6.3	0.18	0.93
	17		17.4	5.9	6.1	6.1	0.14	0.75
	33		15.4	5.8	5.9	5.9	0.10	0.57
	65		13.6	5.6	5.7	5.8	0.07	0.40
	129		12.0	5.6	5.6	5.6	0.04	0.27
	200		11.1	5.5	5.6	5.6	0.03	0.20
B	2		24.7	6.3	6.3	6.3	0.04	0.15
	3		23.6	6.2	6.2	6.3	0.04	0.15
	5		21.8	6.1	6.1	6.2	0.04	0.14
	9		19.7	6.0	6.0	6.0	0.03	0.13
	17		17.3	5.9	5.9	5.9	0.02	0.12
	33		15.1	5.7	5.8	5.8	0.02	0.11
	65		13.2	5.6	5.6	5.6	0.02	0.10
	129		11.7	5.5	5.6	5.6	0.01	0.09
	200		10.8	5.5	5.5	5.5	0.01	0.09
C	2		25.6	6.4	6.9	6.9	0.04	1.85
	3		24.4	6.3	6.8	6.8	0.04	1.73
	5		22.8	6.2	6.7	6.7	0.03	1.55
	9		20.6	6.1	6.5	6.5	0.03	1.31
	17		18.1	5.9	6.2	6.2	0.02	1.04
	33		15.6	5.8	6.0	6.0	0.02	0.76
	65		13.4	5.6	5.8	5.8	0.01	0.52
	129		11.5	5.5	5.6	5.6	0.01	0.33
	200		10.5	5.5	5.5	5.5	0.01	0.22
D	2		29.7	6.6	7.2	7.3	0.05	2.23
	3		28.5	6.5	7.1	7.2	0.04	2.10
	5		26.5	6.4	7.0	7.0	0.04	1.90
	9		23.8	6.2	6.7	6.7	0.03	1.62
	17		20.5	6.1	6.4	6.4	0.03	1.28
	33		17.4	5.9	6.1	6.2	0.02	0.94
	65		14.6	5.7	5.9	5.9	0.01	0.65

	129		12.3	5.6	5.7	5.7	0.01	0.41
E	2		29.2	5.7	5.6	5.6	0.05	-0.37
	3		27.5	5.6	5.5	5.5	0.05	-0.34
	5		25.1	5.5	5.4	5.4	0.04	-0.30
	9		22.2	5.3	5.2	5.3	0.04	-0.25
	17		19.0	5.1	5.1	5.1	0.03	-0.19
	33		16.1	5.0	4.9	4.9	0.02	-0.14
	65		13.7	4.8	4.8	4.8	0.02	-0.10
	129		11.9	4.7	4.7	4.7	0.01	-0.08
	200		11.1	4.7	4.7	4.7	0.01	-0.06
F	2		22.6	5.4	5.3	5.3	0.04	-0.26
	3		21.7	5.3	5.2	5.3	0.04	-0.24
	5		20.3	5.2	5.2	5.2	0.03	-0.22
	9		18.5	5.1	5.1	5.1	0.03	-0.19
	17		16.4	5.0	5.0	5.0	0.02	-0.16
	33		14.3	4.9	4.9	4.9	0.02	-0.12
	65		12.5	4.8	4.8	4.8	0.01	-0.09
	129		10.9	4.7	4.7	4.7	0.01	-0.06
	200		10.0	4.6	4.6	4.6	0.01	-0.05
G	2		26.6	5.6	5.5	5.5	0.05	-0.32
	3		25.5	5.5	5.4	5.4	0.04	-0.30
	5		23.8	5.4	5.3	5.3	0.04	-0.27
	9		21.5	5.3	5.2	5.2	0.03	-0.24
	17		18.8	5.1	5.1	5.1	0.03	-0.19
	33		16.1	5.0	4.9	5.0	0.02	-0.15
	65		13.9	4.9	4.8	4.8	0.02	-0.11
	129		12.1	4.8	4.7	4.7	0.01	-0.08
	200		11.1	4.7	4.7	4.7	0.01	-0.06
H	75		9.8	4.8	4.9	4.9	0.0003	0.25
	117		8.9	4.7	4.8	4.8	0.0003	0.16
I	2		9.6	4.6	4.6	4.6	0.004	0.061
	3		9.4	4.6	4.6	4.6	0.003	0.055
	5		9.2	4.6	4.6	4.6	0.003	0.048

	9		8.8	4.6	4.6	4.6	0.003	0.038
	17		8.5	4.6	4.6	4.6	0.002	0.028
	33		8.1	4.5	4.5	4.5	0.002	0.019
	65		7.9	4.5	4.5	4.5	0.001	0.011
	129		7.6	4.5	4.5	4.5	0.001	0.006
	200		7.5	4.5	4.5	4.5	0.001	0.003
Portholme SAC								
A	44	30	45.8	10.2	11.0	11.1	0.25	2.96
	65		40.9	9.9	10.6	10.6	0.23	2.50
	129		32.7	9.3	9.8	9.9	0.19	1.75
	200		27.8	9.0	9.4	9.4	0.16	1.33
B	146		21.5	8.6	8.8	8.9	0.33	0.91
	200		20.7	8.6	8.7	8.8	0.23	0.78
C	185		16.5	8.3	8.4	8.4	0.11	0.42
	200		16.5	8.3	8.4	8.4	0.11	0.41

Ammonia

Table 5: Model Results for Annual Mean NH_3

Transect	Distance from Road Edge (m)	Total NH_3 Concentration (µg/m³)					Change as % of CLe	
		CLe	A) 2023 Base	B) 2046 Zero Growth	C) 2046 Base	D) 2046 With Local Plan	Alone (D-C)	In Combination (D-B)
Nene Washes SAC and Ramsar								
A	140	3	1.93	1.88	1.94	1.94	-0.05	1.94
	200		1.86	1.83	1.86	1.86	-0.02	0.94
B	33		1.81	1.80	1.80	1.80	0.00	0.03
	65		1.81	1.79	1.79	1.79	0.00	0.03
	129		1.80	1.79	1.79	1.79	0.00	0.02
	200		1.80	1.79	1.79	1.79	0.00	0.02
C	2		2.30	2.18	2.42	2.39	-1.24	6.78
	3		2.26	2.15	2.37	2.34	-1.14	6.22
	5		2.20	2.10	2.29	2.26	-0.97	5.32
	9		2.11	2.03	2.17	2.15	-0.75	4.14

	17		2.01	1.95	2.06	2.04	-0.52	2.86
	33		1.93	1.89	1.95	1.94	-0.31	1.72
	65		1.87	1.84	1.87	1.86	-0.15	0.86
	129		1.83	1.81	1.82	1.82	-0.06	0.36
	200		1.82	1.80	1.81	1.81	-0.03	0.21
D	2		2.37	2.27	2.59	2.56	-0.79	9.68
	3		2.31	2.22	2.50	2.48	-0.70	8.66
	5		2.23	2.15	2.38	2.36	-0.57	7.18
	9		2.13	2.06	2.23	2.22	-0.42	5.38
	17		2.02	1.96	2.07	2.07	-0.26	3.50
	33		1.93	1.88	1.95	1.94	-0.14	1.93
	65		1.86	1.83	1.86	1.86	-0.07	0.90
	129		1.83	1.81	1.82	1.82	-0.03	0.37
	200		1.82	1.80	1.81	1.81	-0.03	0.24
E	2		2.57	2.41	2.82	2.79	-1.04	12.64
	3		2.50	2.36	2.73	2.70	-0.95	11.50
	5		2.40	2.27	2.59	2.57	-0.81	9.84
	9		2.27	2.16	2.41	2.39	-0.62	7.62
	17		2.12	2.04	2.21	2.20	-0.42	5.20
	33		2.00	1.94	2.04	2.03	-0.25	3.09
	65		1.90	1.87	1.92	1.91	-0.12	1.57
	129		1.84	1.82	1.84	1.84	-0.05	0.66
	200		1.82	1.81	1.82	1.82	-0.03	0.34
F	12		2.81	2.67	2.93	2.92	-0.35	8.28
	17		2.69	2.58	2.80	2.79	-0.29	6.97
	33		2.46	2.40	2.54	2.53	-0.19	4.42
	65		2.27	2.26	2.33	2.33	-0.10	2.37
	129		2.14	2.16	2.20	2.20	-0.05	1.04
	200		2.09	2.13	2.15	2.15	-0.03	0.56
G	9		3.25	3.02	3.17	3.16	-0.32	4.88
	17		2.96	2.78	2.92	2.91	-0.24	4.23
	33		2.69	2.57	2.68	2.68	-0.17	3.66
	65		2.46	2.39	2.48	2.48	-0.12	3.13

	129		2.28	2.26	2.34	2.33	-0.10	2.37
	200		2.23	2.24	2.31	2.30	-0.10	2.18
Ouse Washes SAC and Ramsar								
A	2	3	2.79	2.64	2.87	2.95	2.57	10.13
	3		2.72	2.59	2.80	2.87	2.37	9.35
	5		2.61	2.51	2.69	2.75	2.06	8.11
	9		2.47	2.40	2.54	2.59	1.63	6.43
	17		2.30	2.27	2.37	2.40	1.14	4.51
	33		2.15	2.15	2.21	2.23	0.69	2.73
	65		2.03	2.06	2.09	2.10	0.35	1.40
	129		1.96	2.01	2.02	2.03	0.15	0.61
	200		1.93	1.99	2.00	2.00	0.09	0.34
B	2		2.62	2.54	2.55	2.56	0.26	0.56
	3		2.55	2.49	2.49	2.50	0.24	0.51
	5		2.44	2.40	2.40	2.41	0.20	0.45
	9		2.31	2.29	2.30	2.30	0.15	0.36
	17		2.18	2.18	2.19	2.19	0.11	0.28
	33		2.06	2.09	2.09	2.10	0.07	0.21
	65		1.98	2.03	2.03	2.03	0.05	0.16
	129		1.94	2.00	2.00	2.00	0.03	0.12
	200		1.92	1.98	1.99	1.99	0.03	0.10
C	2		2.73	2.68	3.05	3.06	0.28	12.69
	3		2.66	2.62	2.96	2.97	0.26	11.61
	5		2.55	2.53	2.82	2.82	0.22	9.96
	9		2.41	2.40	2.63	2.64	0.17	7.77
	17		2.26	2.27	2.42	2.43	0.12	5.32
	33		2.11	2.14	2.23	2.23	0.07	3.10
	65		2.01	2.05	2.10	2.10	0.03	1.50
	129		1.94	2.00	2.02	2.02	0.01	0.58
	200		1.92	1.98	1.99	1.99	0.01	0.28
D	2		3.03	2.90	3.39	3.41	0.37	16.74
	3		2.95	2.84	3.29	3.30	0.34	15.57
	5		2.82	2.73	3.13	3.14	0.30	13.59

	9		2.63	2.57	2.89	2.90	0.24	10.86
	17		2.42	2.40	2.62	2.63	0.17	7.66
	33		2.22	2.23	2.36	2.37	0.10	4.64
	65		2.07	2.10	2.17	2.17	0.05	2.38
	129		1.97	2.02	2.05	2.05	0.02	1.01
E	2		3.01	2.88	2.80	2.81	0.34	-2.39
	3		2.91	2.79	2.72	2.73	0.31	-2.13
	5		2.76	2.67	2.61	2.61	0.26	-1.77
	9		2.58	2.51	2.47	2.48	0.19	-1.32
	17		2.39	2.36	2.33	2.33	0.13	-0.87
	33		2.23	2.23	2.22	2.22	0.07	-0.50
	65		2.11	2.15	2.14	2.14	0.04	-0.25
	129		2.05	2.10	2.10	2.10	0.02	-0.11
	200		2.03	2.09	2.09	2.09	0.01	-0.07
F	2		2.73	2.66	2.60	2.61	0.25	-1.75
	3		2.67	2.61	2.56	2.57	0.23	-1.61
	5		2.58	2.54	2.49	2.50	0.20	-1.39
	9		2.46	2.44	2.40	2.41	0.16	-1.09
	17		2.32	2.32	2.30	2.30	0.11	-0.76
	33		2.19	2.22	2.20	2.20	0.06	-0.45
	65		2.10	2.14	2.13	2.13	0.03	-0.22
	129		2.04	2.09	2.09	2.09	0.01	-0.09
	200		2.02	2.08	2.08	2.08	0.01	-0.05
G	2		3.00	2.87	2.79	2.80	0.34	-2.37
	3		2.93	2.82	2.74	2.75	0.32	-2.21
	5		2.82	2.73	2.66	2.67	0.28	-1.94
	9		2.66	2.59	2.54	2.55	0.22	-1.55
	17		2.47	2.44	2.40	2.41	0.16	-1.11
	33		2.30	2.30	2.27	2.28	0.10	-0.69
	65		2.16	2.19	2.18	2.18	0.05	-0.37
	129		2.08	2.12	2.12	2.12	0.03	-0.17
	200		2.05	2.10	2.09	2.09	0.01	-0.10
H	75		1.95	2.01	2.03	2.03	0.006	0.66

	117		1.92	1.99	2.00	2.00	0.003	0.30
I	2		2.11	2.15	2.16	2.16	0.019	0.44
	3		2.10	2.14	2.15	2.15	0.017	0.39
	5		2.08	2.13	2.14	2.14	0.014	0.32
	9		2.06	2.11	2.12	2.12	0.010	0.23
	17		2.04	2.09	2.10	2.10	0.007	0.15
	33		2.02	2.08	2.08	2.08	0.004	0.08
	65		2.01	2.07	2.07	2.07	0.002	0.04
	129		2.00	2.07	2.07	2.07	0.001	0.01
	200		2.00	2.06	2.07	2.07	0.001	0.01
Portholme SAC								
A	44	3	2.07	1.98	2.05	2.05	0.20	2.55
	65		1.99	1.92	1.97	1.97	0.15	1.76
	129		1.88	1.85	1.87	1.88	0.09	0.78
	200		1.85	1.83	1.84	1.84	0.06	0.42
B	146		1.82	1.81	1.82	1.82	0.14	0.31
	200		1.82	1.81	1.81	1.82	0.08	0.20
C	185		1.81	1.80	1.80	1.80	0.02	0.09
	200		1.81	1.80	1.80	1.80	0.02	0.08

Nitrogen Deposition

Table 6: Model Results for Nitrogen Deposition

Transect	Distance from Road Edge (m)	Total Nitrogen Deposition (kgN/ha/yr)					Change as % of CLo	
		CLo	A) 2023 Base	B) 2046 Zero Growth	C) 2046 Base	D) 2046 With Local Plan	Alone (D-C)	In Combination (D-B)
Nene Washes SAC and Ramsar								
A	140	10	16.4	14.4	14.8	14.8	-0.18	3.72
	200		15.7	14.1	14.4	14.3	-0.12	1.93
B	33		14.6	13.9	13.9	13.9	-0.02	0.09
	65		14.6	13.9	13.9	13.9	-0.02	0.08
	129		14.6	13.9	13.9	13.9	0.00	0.09
	200		14.6	13.9	13.9	13.9	-0.02	0.10

C	2		18.7	16.0	17.3	17.1	-2.06	11.15
	3		18.4	15.8	17.0	16.8	-1.90	10.22
	5		17.9	15.5	16.6	16.4	-1.63	8.78
	9		17.3	15.2	16.0	15.9	-1.28	6.87
	17		16.6	14.8	15.3	15.2	-0.90	4.81
	33		15.9	14.4	14.8	14.7	-0.54	2.95
	65		15.4	14.1	14.3	14.3	-0.28	1.55
	129		15.0	14.0	14.1	14.0	-0.12	0.72
	200		14.9	13.9	14.0	14.0	-0.06	0.45
D	2		19.5	16.5	18.2	18.1	-1.30	15.94
	3		19.1	16.2	17.8	17.7	-1.15	14.29
	5		18.4	15.8	17.1	17.0	-0.96	11.90
	9		17.7	15.3	16.3	16.2	-0.71	8.98
	17		16.8	14.8	15.5	15.4	-0.45	5.91
	33		16.0	14.4	14.8	14.7	-0.26	3.35
	65		15.4	14.1	14.3	14.3	-0.13	1.64
	129		15.1	14.0	14.1	14.0	-0.08	0.75
	200		14.9	13.9	14.0	14.0	-0.05	0.51
E	2		20.9	17.3	19.5	19.3	-1.73	20.68
	3		20.4	16.9	19.0	18.8	-1.56	18.86
	5		19.7	16.5	18.3	18.1	-1.34	16.16
	9		18.7	15.9	17.3	17.2	-1.04	12.57
	17		17.6	15.3	16.2	16.1	-0.71	8.66
	33		16.6	14.7	15.3	15.2	-0.43	5.23
	65		15.8	14.3	14.6	14.6	-0.22	2.73
	129		15.2	14.0	14.2	14.2	-0.11	1.21
	200		14.9	14.0	14.0	14.0	-0.07	0.66
F	12		22.5	18.2	19.6	19.6	-0.63	13.67
	17		21.7	17.7	18.9	18.9	-0.53	11.55
	33		20.0	16.7	17.5	17.5	-0.35	7.42
	65		18.5	16.0	16.4	16.4	-0.22	4.10
	129		17.5	15.4	15.6	15.6	-0.14	1.90
	200		17.0	15.3	15.4	15.4	-0.11	1.06

G	9		26.3	20.3	21.2	21.1	-0.86	7.86
	17		24.3	19.0	19.8	19.7	-0.66	6.90
	33		22.3	17.8	18.5	18.4	-0.49	6.10
	65		20.4	16.8	17.3	17.3	-0.33	5.35
	129		18.7	16.0	16.4	16.4	-0.23	4.10
	200		18.2	15.8	16.2	16.2	-0.19	3.77
Ouse Washes SAC and Ramsar								
A	2	10	20.1	17.8	19.0	19.4	4.06	16.05
	3		19.7	17.5	18.6	19.0	3.74	14.82
	5		19.0	17.1	18.1	18.4	3.25	12.87
	9		18.1	16.5	17.3	17.5	2.58	10.21
	17		17.1	15.8	16.4	16.6	1.81	7.19
	33		16.2	15.2	15.5	15.6	1.11	4.39
	65		15.5	14.7	14.9	15.0	0.57	2.26
	129		15.0	14.5	14.5	14.6	0.25	1.00
	200		14.8	14.4	14.4	14.4	0.13	0.57
B	2		19.3	17.3	17.3	17.4	0.41	0.90
	3		18.8	17.0	17.0	17.1	0.38	0.83
	5		18.2	16.5	16.6	16.6	0.33	0.72
	9		17.3	15.9	16.0	16.0	0.24	0.58
	17		16.5	15.4	15.4	15.4	0.18	0.46
	33		15.7	14.9	14.9	14.9	0.11	0.35
	65		15.2	14.6	14.6	14.6	0.09	0.27
	129		14.8	14.4	14.4	14.4	0.05	0.20
	200		14.7	14.3	14.3	14.3	0.04	0.18
C	2		19.9	18.0	20.0	20.0	0.44	20.17
	3		19.5	17.7	19.5	19.5	0.40	18.45
	5		18.8	17.2	18.7	18.8	0.36	15.85
	9		17.9	16.5	17.8	17.8	0.28	12.40
	17		16.9	15.8	16.7	16.7	0.18	8.51
	33		16.0	15.2	15.7	15.7	0.11	5.00
	65		15.3	14.7	14.9	14.9	0.05	2.46
	129		14.9	14.4	14.5	14.5	0.02	0.98

	200		14.7	14.3	14.4	14.4	0.01	0.50
D	2		21.7	19.2	21.8	21.8	0.59	26.57
	3		21.2	18.8	21.2	21.3	0.53	24.70
	5		20.4	18.2	20.4	20.4	0.48	21.60
	9		19.3	17.4	19.1	19.2	0.39	17.27
	17		18.0	16.5	17.7	17.7	0.26	12.20
	33		16.7	15.6	16.3	16.4	0.17	7.43
	65		15.7	14.9	15.3	15.3	0.08	3.85
	129		15.1	14.5	14.7	14.7	0.04	1.66
E	2		21.9	19.2	18.8	18.8	0.55	-3.79
	3		21.3	18.7	18.3	18.4	0.48	-3.41
	5		20.4	18.1	17.8	17.8	0.41	-2.83
	9		19.2	17.3	17.0	17.1	0.30	-2.12
	17		18.0	16.5	16.3	16.3	0.21	-1.40
	33		17.0	15.8	15.7	15.7	0.11	-0.81
	65		16.3	15.3	15.3	15.3	0.06	-0.40
	129		15.8	15.1	15.1	15.1	0.03	-0.21
	200		15.7	15.0	15.0	15.0	0.02	-0.13
F	2		20.1	18.0	17.7	17.8	0.41	-2.78
	3		19.7	17.8	17.5	17.5	0.38	-2.55
	5		19.1	17.4	17.1	17.2	0.31	-2.21
	9		18.4	16.9	16.7	16.7	0.25	-1.75
	17		17.5	16.3	16.1	16.1	0.17	-1.21
	33		16.7	15.7	15.6	15.6	0.10	-0.73
	65		16.1	15.3	15.2	15.2	0.05	-0.38
	129		15.7	15.0	15.0	15.0	0.02	-0.16
	200		15.5	15.0	15.0	15.0	0.03	-0.07
G	2		21.7	19.2	18.7	18.8	0.55	-3.76
	3		21.3	18.9	18.5	18.5	0.51	-3.50
	5		20.6	18.4	18.0	18.1	0.45	-3.08
	9		19.6	17.7	17.4	17.4	0.36	-2.46
	17		18.5	16.9	16.7	16.7	0.26	-1.76
	33		17.4	16.1	16.0	16.0	0.17	-1.10

	65		16.5	15.5	15.5	15.5	0.10	-0.59
	129		16.0	15.2	15.2	15.2	0.04	-0.28
	200		15.7	15.1	15.0	15.0	0.02	-0.18
H	75		15.8	15.3	15.4	15.4	0.009	1.08
	117		15.6	15.1	15.2	15.2	0.004	0.51
I	2		16.0	15.3	15.4	15.4	0.030	0.70
	3		15.9	15.3	15.3	15.3	0.026	0.62
	5		15.8	15.2	15.2	15.3	0.022	0.51
	9		15.6	15.1	15.1	15.2	0.016	0.37
	17		15.5	15.0	15.0	15.0	0.010	0.23
	33		15.4	15.0	15.0	15.0	0.006	0.13
	65		15.3	14.9	14.9	14.9	0.003	0.07
	129		15.3	14.9	14.9	14.9	0.001	0.02
	200		15.3	14.9	14.9	14.9	0.001	0.01
Portholme SAC								
A	44	10	17.6	14.6	15.0	15.1	0.36	4.60
	65		16.9	14.3	14.6	14.6	0.29	3.28
	129		15.9	13.9	14.0	14.1	0.18	1.59
	200		15.4	13.7	13.8	13.8	0.12	0.93
B	146		14.9	13.6	13.7	13.7	0.28	0.67
	200		14.8	13.6	13.6	13.7	0.17	0.47
C	185		14.5	13.6	13.6	13.6	0.05	0.22
	200		14.5	13.6	13.6	13.6	0.05	0.21

Acid Deposition

Table 7: Model Results for Acid Deposition

Transect	Distance from Road Edge (m)	Total Acid Deposition (keq/ha/yr)					Change as % of CLo	
		CLo	A) 2023 Base	B) 2046 Zero Growth	C) 2046 Base	D) 2046 With Local Plan	Alone (D-C)	In Combination (D-B)
Nene Washes SAC and Ramsar								
A	140	4.856	1.17	1.03	1.06	1.06	-0.03	0.55
	200		1.12	1.01	1.02	1.02	-0.02	0.28

B	33		1.04	0.99	0.99	0.99	0.00	0.01
	65		1.04	0.99	0.99	0.99	0.00	0.01
	129		1.04	0.99	0.99	0.99	0.00	0.01
	200		1.04	0.99	0.99	0.99	0.00	0.01
C	2		1.34	1.14	1.24	1.22	-0.30	1.64
	3		1.31	1.13	1.22	1.20	-0.28	1.50
	5		1.28	1.11	1.18	1.17	-0.24	1.29
	9		1.23	1.08	1.14	1.13	-0.19	1.01
	17		1.18	1.05	1.10	1.09	-0.13	0.71
	33		1.14	1.03	1.05	1.05	-0.08	0.43
	65		1.10	1.01	1.02	1.02	-0.04	0.23
	129		1.07	1.00	1.00	1.00	-0.02	0.11
	200		1.06	0.99	1.00	1.00	-0.01	0.07
D	2		1.39	1.18	1.30	1.29	-0.19	2.34
	3		1.36	1.16	1.27	1.26	-0.17	2.10
	5		1.32	1.13	1.22	1.22	-0.14	1.75
	9		1.26	1.10	1.16	1.16	-0.10	1.32
	17		1.20	1.06	1.10	1.10	-0.07	0.87
	33		1.15	1.03	1.05	1.05	-0.04	0.49
	65		1.10	1.01	1.02	1.02	-0.02	0.24
	129		1.08	1.00	1.00	1.00	-0.01	0.11
	200		1.07	1.00	1.00	1.00	-0.01	0.08
E	2		1.49	1.23	1.39	1.38	-0.25	3.04
	3		1.46	1.21	1.36	1.35	-0.23	2.77
	5		1.41	1.18	1.30	1.29	-0.20	2.38
	9		1.34	1.14	1.23	1.23	-0.15	1.85
	17		1.26	1.09	1.16	1.15	-0.10	1.27
	33		1.19	1.05	1.09	1.09	-0.06	0.77
	65		1.13	1.02	1.04	1.04	-0.03	0.40
	129		1.09	1.00	1.01	1.01	-0.02	0.18
	200		1.07	1.00	1.00	1.00	-0.01	0.10
F	12		1.61	1.30	1.40	1.40	-0.09	2.0
	17		1.55	1.27	1.35	1.35	-0.08	1.7

	33		1.43	1.20	1.25	1.25	-0.05	1.1
	65		1.32	1.14	1.17	1.17	-0.03	0.6
	129		1.25	1.10	1.12	1.12	-0.02	0.3
	200		1.21	1.09	1.10	1.10	-0.02	0.2
G	9		1.88	1.45	1.52	1.51	-0.13	1.2
	17		1.74	1.36	1.41	1.41	-0.10	1.0
	33		1.59	1.27	1.32	1.32	-0.07	0.9
	65		1.46	1.20	1.24	1.24	-0.05	0.8
	129		1.34	1.14	1.17	1.17	-0.03	0.6
	200		1.30	1.13	1.16	1.16	-0.03	0.6
Ouse Washes SAC and Ramsar								
A	2	4.856	1.43	1.27	1.36	1.39	0.60	2.4
	3		1.40	1.25	1.33	1.36	0.55	2.2
	5		1.36	1.22	1.29	1.31	0.48	1.9
	9		1.29	1.18	1.23	1.25	0.38	1.5
	17		1.22	1.13	1.17	1.18	0.27	1.1
	33		1.16	1.09	1.11	1.12	0.16	0.6
	65		1.10	1.05	1.06	1.07	0.08	0.3
	129		1.07	1.03	1.04	1.04	0.04	0.1
	200		1.06	1.03	1.03	1.03	0.02	0.1
B	2		1.38	1.23	1.24	1.24	0.06	0.1
	3		1.35	1.21	1.22	1.22	0.06	0.1
	5		1.30	1.18	1.18	1.18	0.05	0.1
	9		1.24	1.14	1.14	1.14	0.04	0.1
	17		1.18	1.10	1.10	1.10	0.03	0.1
	33		1.12	1.06	1.07	1.07	0.02	0.1
	65		1.09	1.04	1.04	1.04	0.01	0.0
	129		1.06	1.03	1.03	1.03	0.01	0.0
	200		1.05	1.02	1.02	1.02	0.01	0.0
C	2		1.42	1.29	1.43	1.43	0.06	3.0
	3		1.39	1.26	1.39	1.39	0.06	2.7
	5		1.34	1.23	1.34	1.34	0.05	2.3
	9		1.28	1.18	1.27	1.27	0.04	1.8

	17		1.21	1.13	1.19	1.19	0.03	1.3
	33		1.15	1.08	1.12	1.12	0.02	0.7
	65		1.09	1.05	1.07	1.07	0.01	0.4
	129		1.06	1.03	1.04	1.04	0.00	0.1
	200		1.05	1.02	1.03	1.03	0.00	0.1
D	2		1.55	1.37	1.56	1.56	0.09	3.9
	3		1.52	1.34	1.52	1.52	0.08	3.6
	5		1.46	1.30	1.45	1.46	0.07	3.2
	9		1.38	1.25	1.37	1.37	0.06	2.5
	17		1.28	1.18	1.26	1.27	0.04	1.8
	33		1.19	1.12	1.17	1.17	0.03	1.1
	65		1.12	1.07	1.09	1.09	0.01	0.6
	129		1.08	1.04	1.05	1.05	0.01	0.2
E	2		1.57	1.37	1.34	1.34	0.081	-0.56
	3		1.52	1.34	1.31	1.31	0.070	-0.50
	5		1.46	1.29	1.27	1.27	0.061	-0.42
	9		1.37	1.23	1.22	1.22	0.044	-0.31
	17		1.29	1.18	1.16	1.17	0.031	-0.21
	33		1.22	1.13	1.12	1.12	0.017	-0.12
	65		1.16	1.10	1.09	1.09	0.008	-0.06
	129		1.13	1.08	1.08	1.08	0.004	-0.03
	200		1.12	1.07	1.07	1.07	0.002	-0.02
F	2		1.43	1.29	1.27	1.27	0.060	-0.41
	3		1.41	1.27	1.25	1.25	0.055	-0.37
	5		1.37	1.24	1.22	1.23	0.046	-0.32
	9		1.31	1.20	1.19	1.19	0.036	-0.26
	17		1.25	1.16	1.15	1.15	0.025	-0.18
	33		1.19	1.12	1.12	1.12	0.015	-0.11
	65		1.15	1.09	1.09	1.09	0.007	-0.06
	129		1.12	1.07	1.07	1.07	0.003	-0.02
	200		1.11	1.07	1.07	1.07	0.004	-0.01
G	2		1.55	1.37	1.34	1.34	0.081	-0.55
	3		1.52	1.35	1.32	1.32	0.075	-0.51

	5		1.47	1.31	1.29	1.29	0.066	-0.45
	9		1.40	1.26	1.24	1.25	0.053	-0.36
	17		1.32	1.21	1.19	1.19	0.039	-0.26
	33		1.24	1.15	1.14	1.14	0.025	-0.16
	65		1.18	1.11	1.11	1.11	0.014	-0.09
	129		1.14	1.09	1.08	1.08	0.006	-0.04
	200		1.12	1.08	1.07	1.07	0.003	-0.03
H	75		1.13	1.09	1.10	1.10	0.001	0.2
	117		1.12	1.08	1.08	1.08	0.001	0.1
I	2		1.14	1.09	1.10	1.10	0.0044	0.102
	3		1.13	1.09	1.10	1.10	0.0039	0.091
	5		1.13	1.09	1.09	1.09	0.0032	0.075
	9		1.12	1.08	1.08	1.08	0.0024	0.055
	17		1.11	1.07	1.07	1.07	0.0015	0.034
	33		1.10	1.07	1.07	1.07	0.0009	0.019
	65		1.09	1.06	1.07	1.07	0.0005	0.011
	129		1.09	1.06	1.06	1.06	0.0002	0.003
	200		1.09	1.06	1.06	1.06	0.0001	0.002
Portholme SAC								
A	44	4.856	1.26	1.04	1.07	1.08	0.05	0.68
	65		1.21	1.02	1.04	1.04	0.04	0.48
	129		1.14	0.99	1.00	1.00	0.03	0.23
	200		1.10	0.98	0.99	0.99	0.02	0.14
B	146		1.07	0.97	0.98	0.98	0.04	0.10
	200		1.06	0.97	0.97	0.98	0.03	0.07
C	185		1.03	0.97	0.97	0.97	0.01	0.03
	200		1.03	0.97	0.97	0.97	0.01	0.03

Summary

4.3 Table 8 summarises the air quality predictions at the worst-case location within each designated site. As explained in Paragraph 2.13, the potential for significant adverse effects can be ruled out wherever the PC is less than 1% of the CLe/CLo or the PEC is less than the relevant CLe/CLo. For HRAs, the test against the PEC may also need to be described within an appropriate assessment, but Table 8 nevertheless summarises which impacts can ultimately be disregarded solely on the basis of the air quality predictions.

Table 8: Summary of Air Quality Predictions

Pollutant	CLe/ CLo	PC Alone <1% of CLe/CLo	PC In Combination <1% of CLe/CLo	PEC < CLe/CLo	Screens Out
Nene Washes SAC and Ramsar					
Annual Mean NOx	30	Y	N	Y	Y
Annual Mean NH_3	3	Y	N	N	N
N Dep short vegetation	10	Y	N	N	N
Acid Deposition to short vegetation	4.856	Y	N	Y	Y
Ouse Washes SAC and Ramsar					
NOx	30	Y	N	Y	Y
NH_3	3	N	N	N	N
N Dep to short vegetation	10	N	N	N	N
Acid Deposition to short vegetation	4.856	Y	N	Y	Y
Portholme SAC					
NOx	30	Y	N	Y	Y
NH_3	3	Y	N	Y	Y
N Dep to short vegetation	10	Y	N	N	N
Acid Deposition to short vegetation	4.856	Y	Y	Y	Y

4.4 On the basis of the observations in Table 8, it is possible to discount all impacts except:

- Nene Washes SAC and Ramsar - NH_3 concentrations and nitrogen deposition to short vegetation;
- Ouse Washes SAC and Ramsar - NH_3 concentrations and nitrogen deposition to short vegetation; and
- Portholm SAC – nitrogen deposition to short vegetation.

4.5 For these sites/pollutants, further assessment is needed.

5 Isopleths

5.1 As the assessment has been unable to classify all of the impacts as insignificant (as shown in Table 8), isopleths have been plotted to show the areas over which the 1% of CLe/CLo screening criterion is exceeded. These are presented in Figure 9 to Figure 27, below. Isopleths are shown wherever the 1% criterion is exceeded within a habitat, even where the potential for a significant effect has already been discounted on the basis that the total does not exceed the CLe or CLo. Isopleths are not shown if the 1% criterion is not exceeded. It should be reiterated that exceeding the 1% criterion does not mean that there will be a significant effect. It simply means that impacts cannot be screened out at this stage. However, the potential for significant effects can be discounted to all areas outside the lines shown in Figure 9 to Figure 27.

5.2 It should be noted that these plots are intended to show impacts within the designated sites; outside of the designated sites, the isopleths will be less accurate. Furthermore, they provide only a very high-level summary of the predictions. More detailed contours have also been provided to Lepus Consulting Ltd. to inform the HRA.

NOx

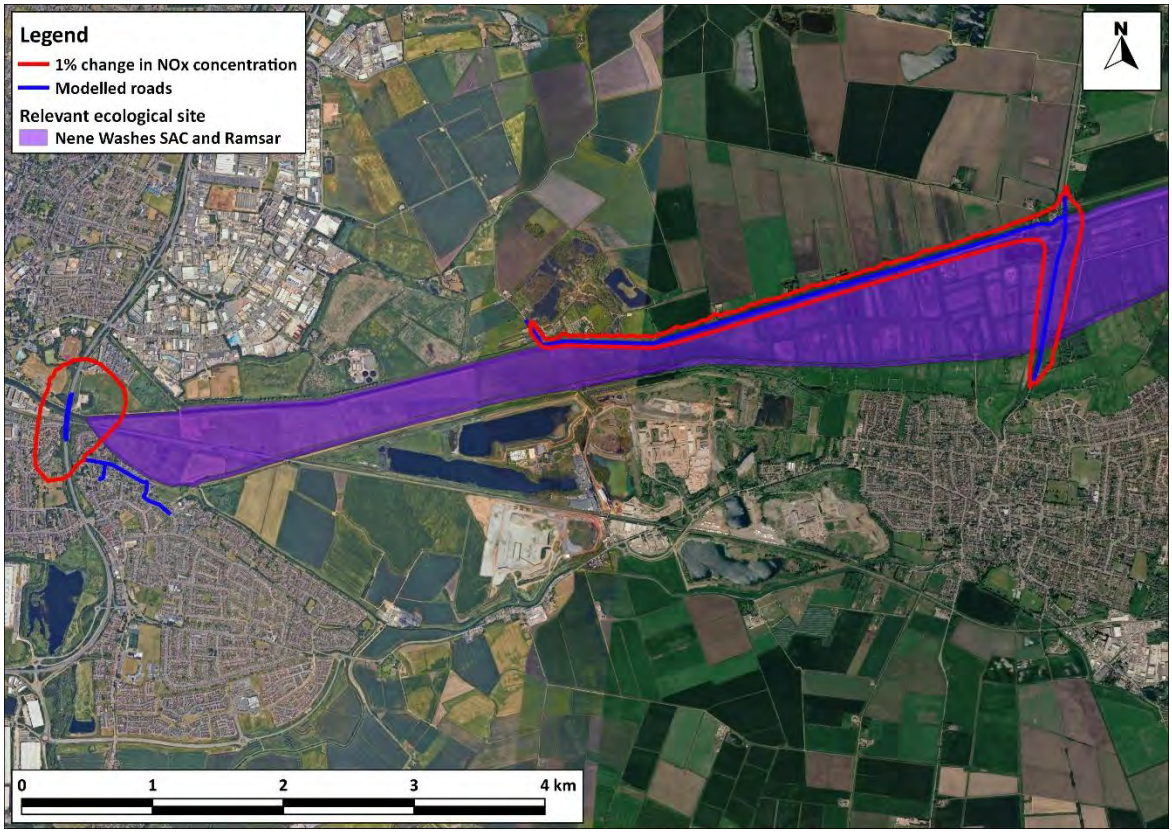

Figure 9: Areas Exceeding 1% of CLe In-Combination in Nene Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

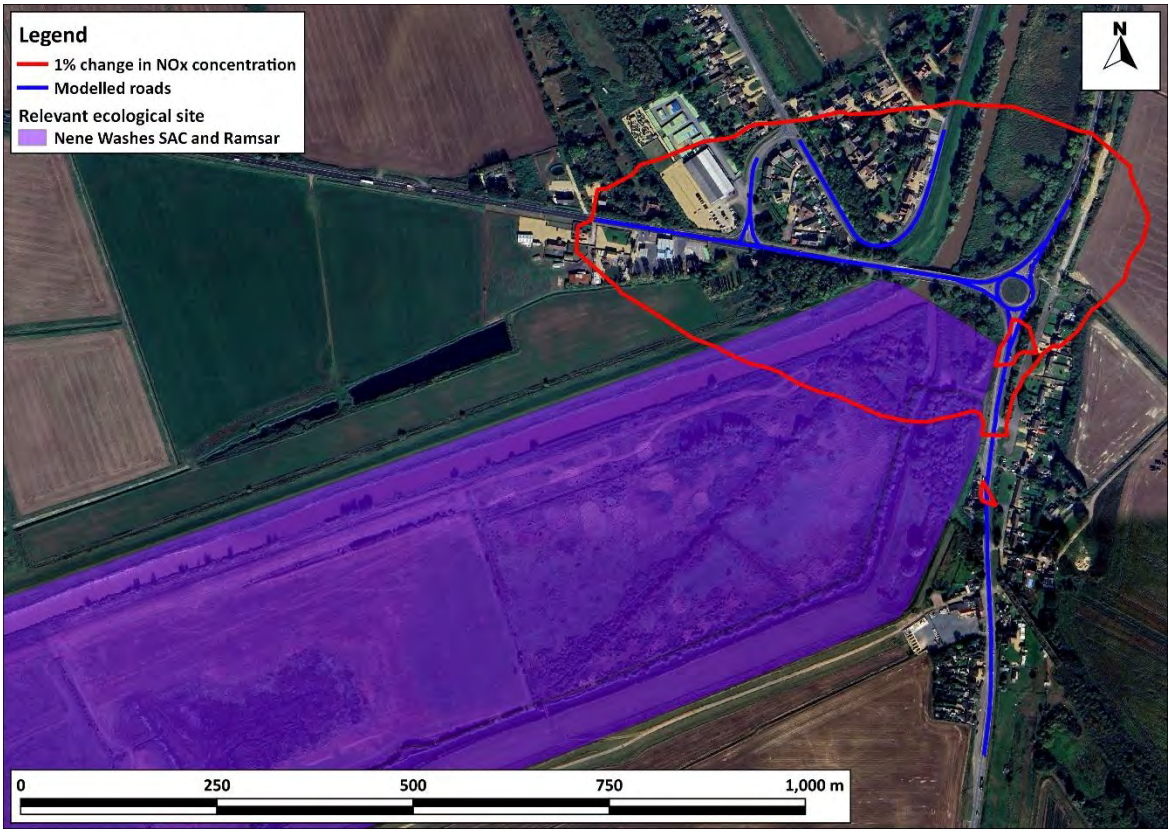

Figure 10: Areas Exceeding 1% of CLe In-Combination in Nene Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

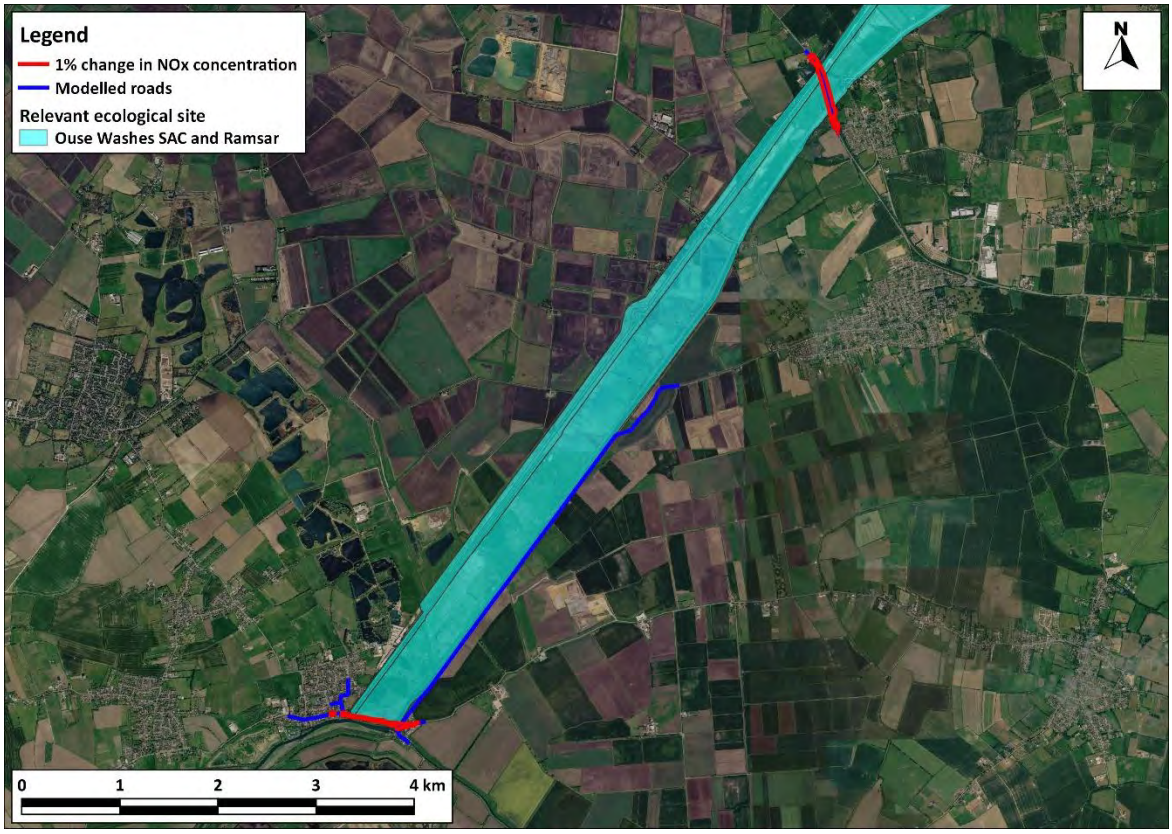

Figure 11: Areas Exceeding 1% of CLe In-Combination in Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

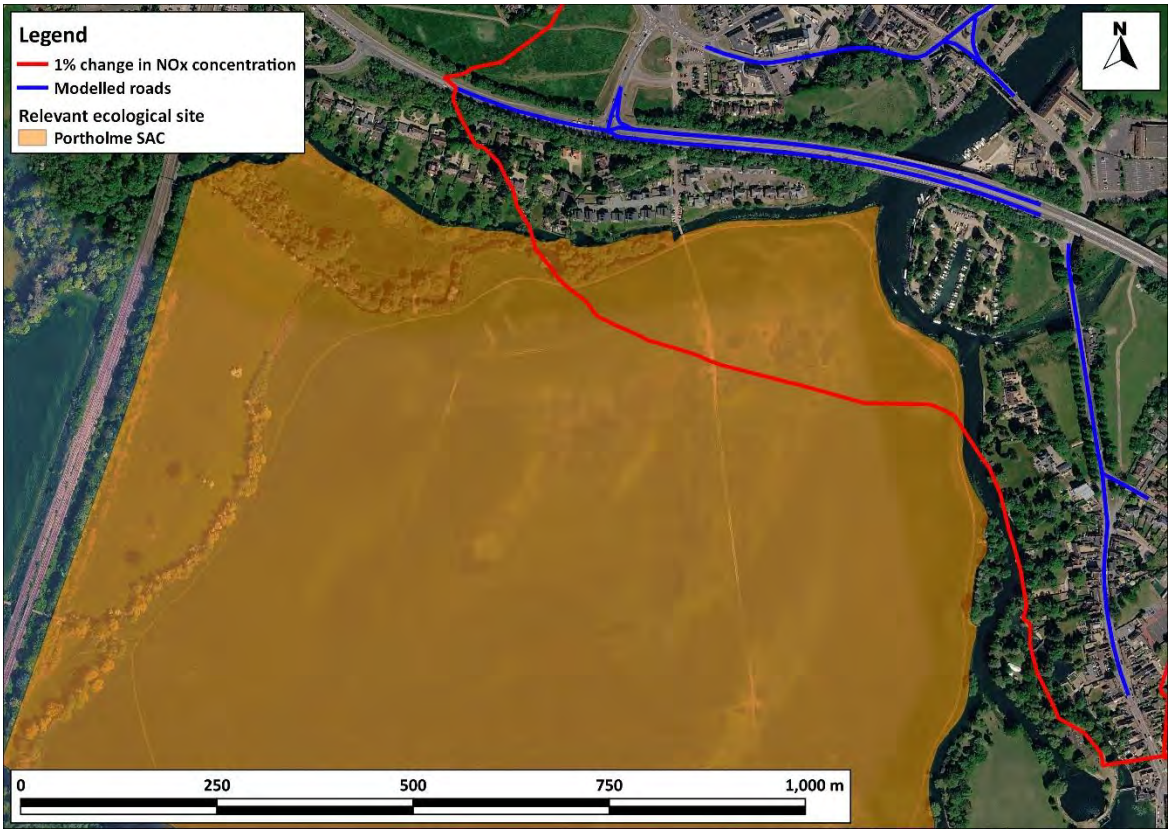

Figure 12: Areas Exceeding 1% of CLe In-Combination in Portholme SAC

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

Ammonia

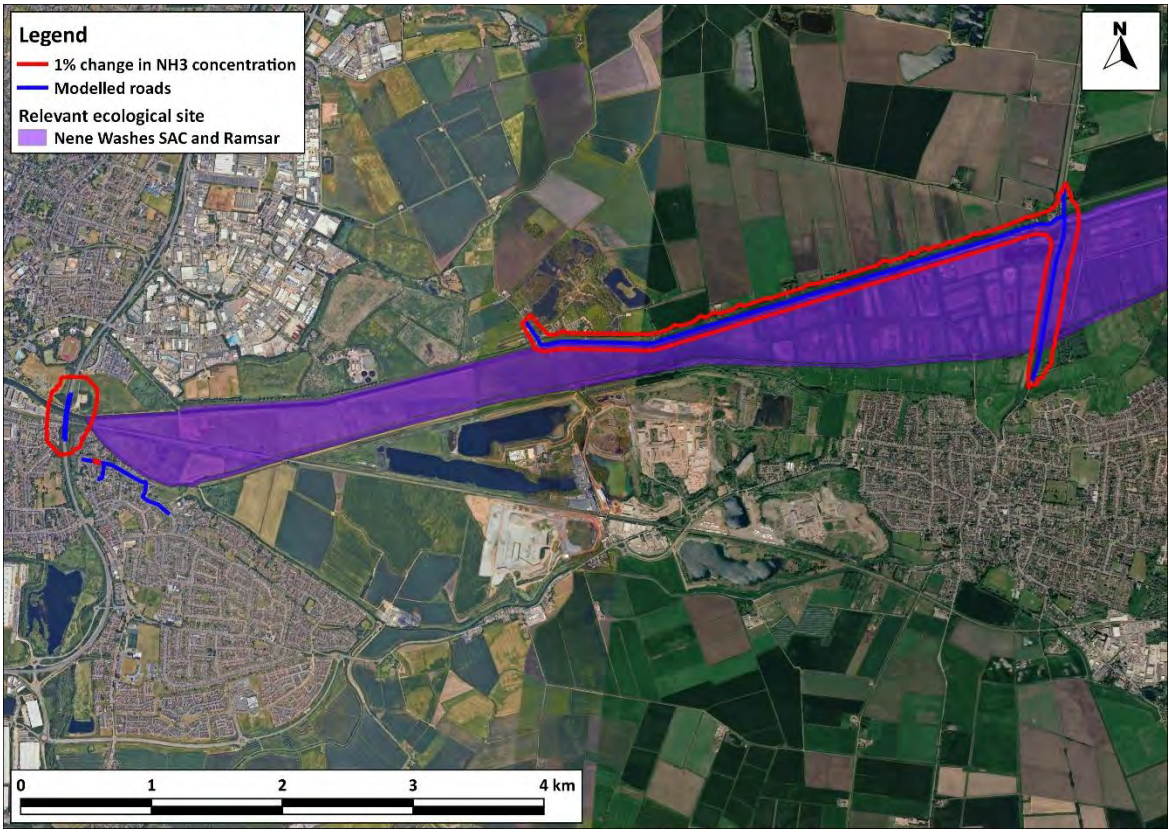

Figure 13: Areas Exceeding 1% of CLe In-Combination in Nene Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

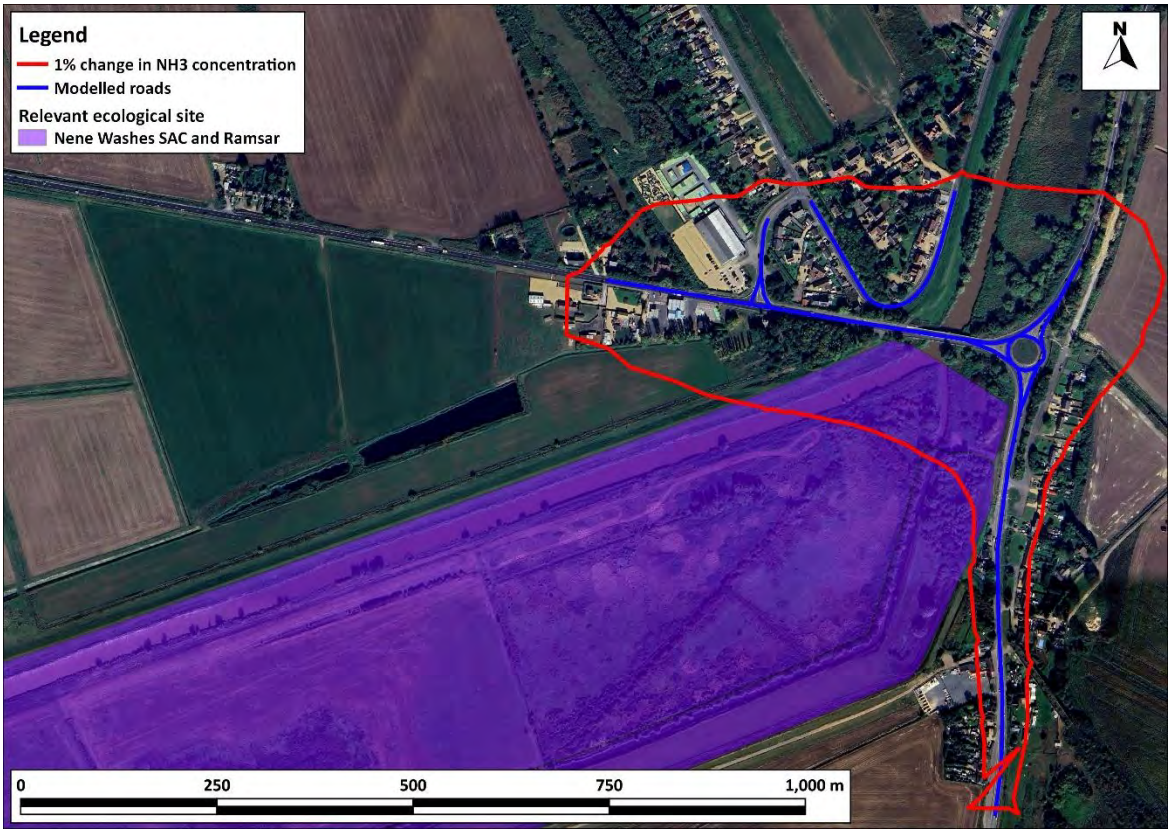

Figure 14: Areas Exceeding 1% of CLe In-Combination in Nene Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

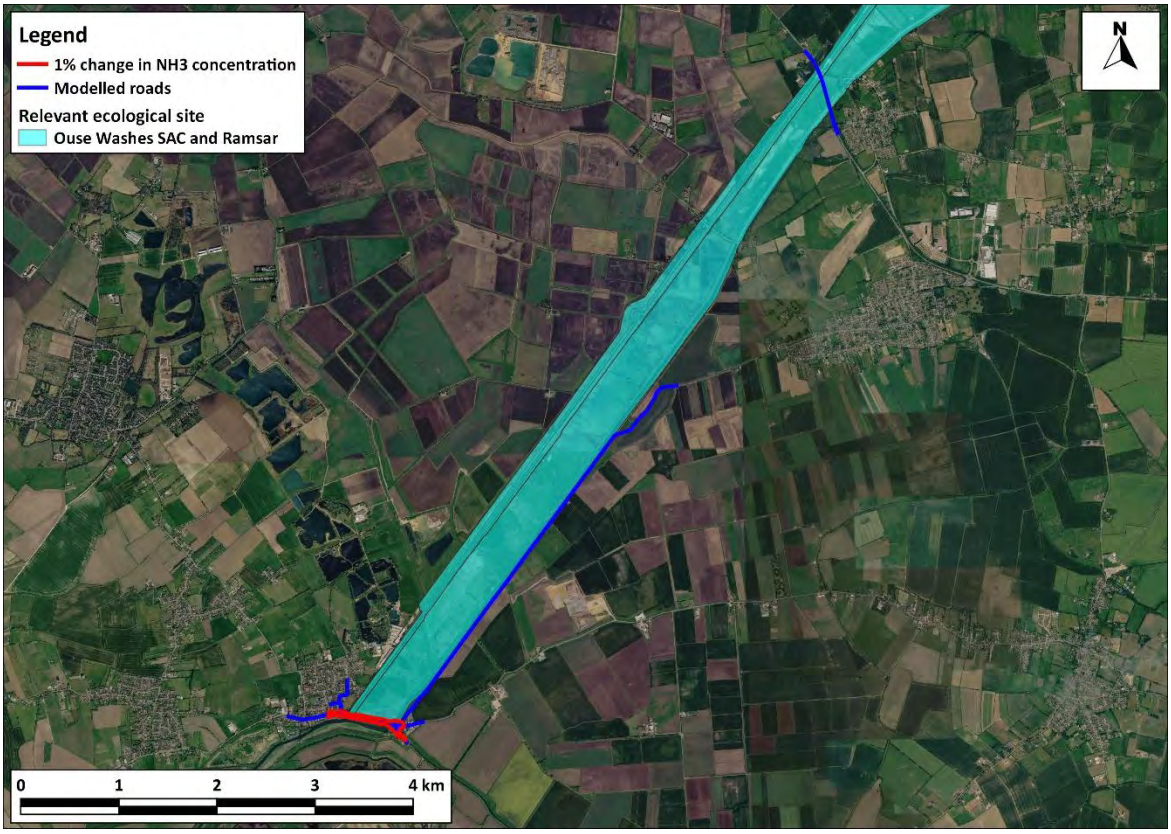

Figure 15: Areas Exceeding 1% of CLe Alone in Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

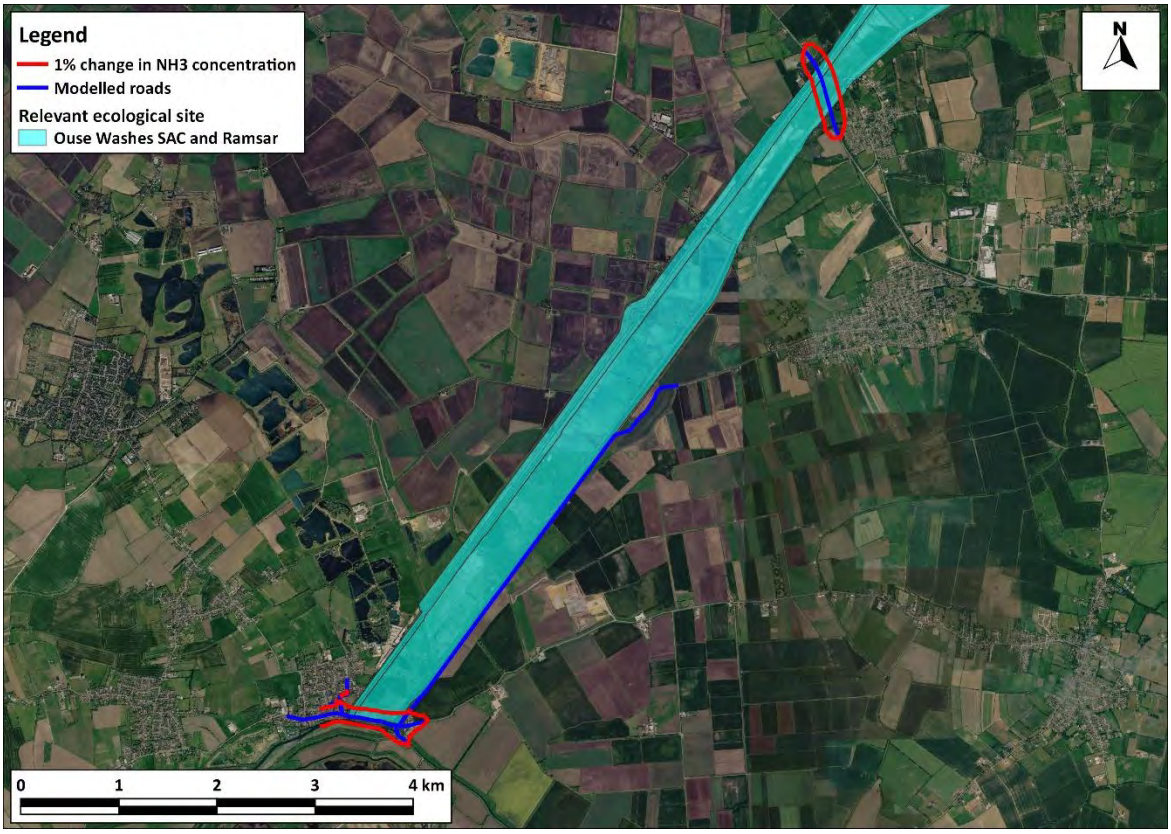

Figure 16: Areas Exceeding 1% of CLe In-Combination in Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

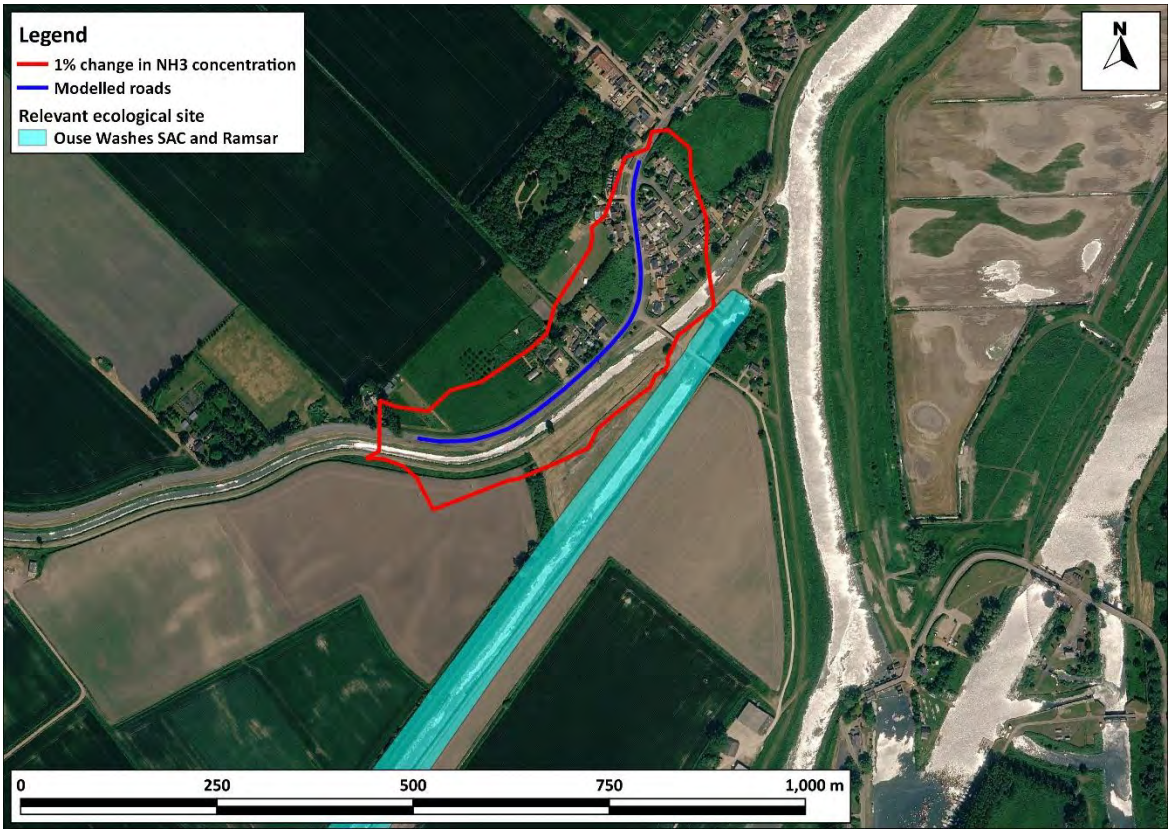

Figure 17: Areas Exceeding 1% of CLe In-Combination in Ouse Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

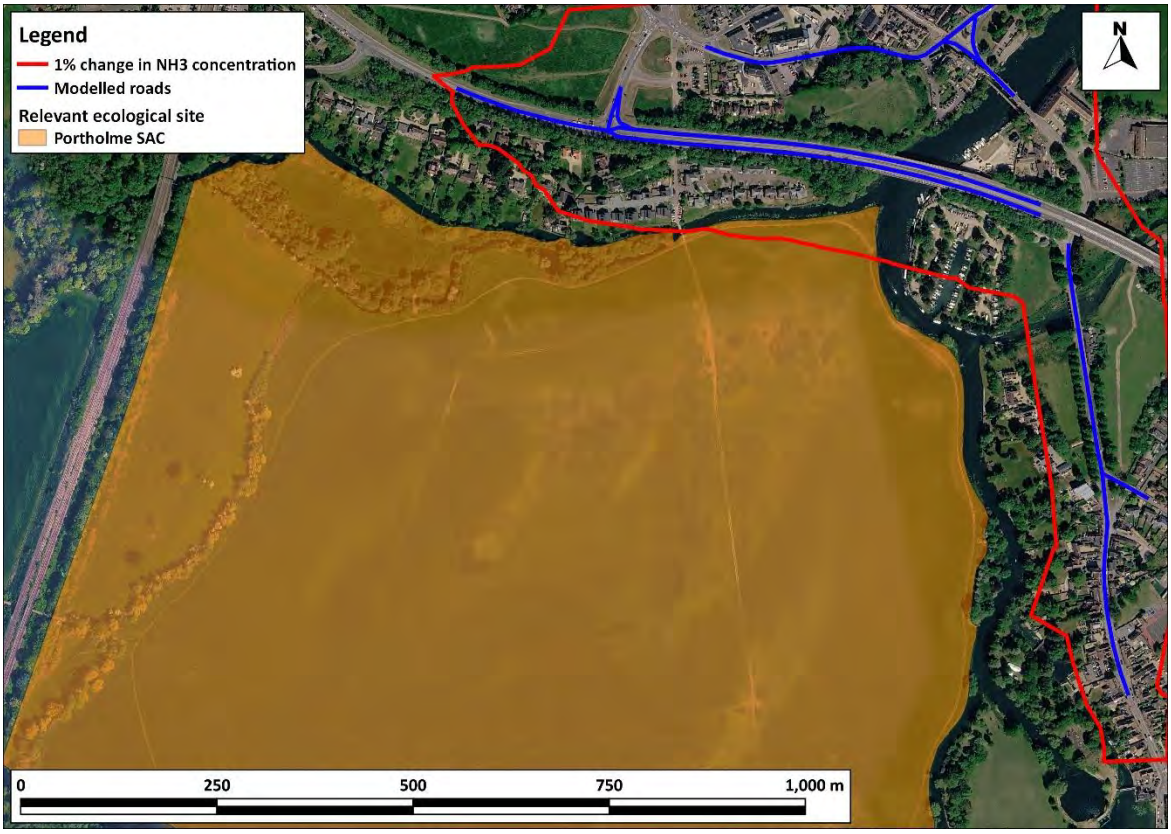

Figure 18: Areas Exceeding 1% of CLe In-Combination in Portholme SAC

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

Nitrogen Deposition

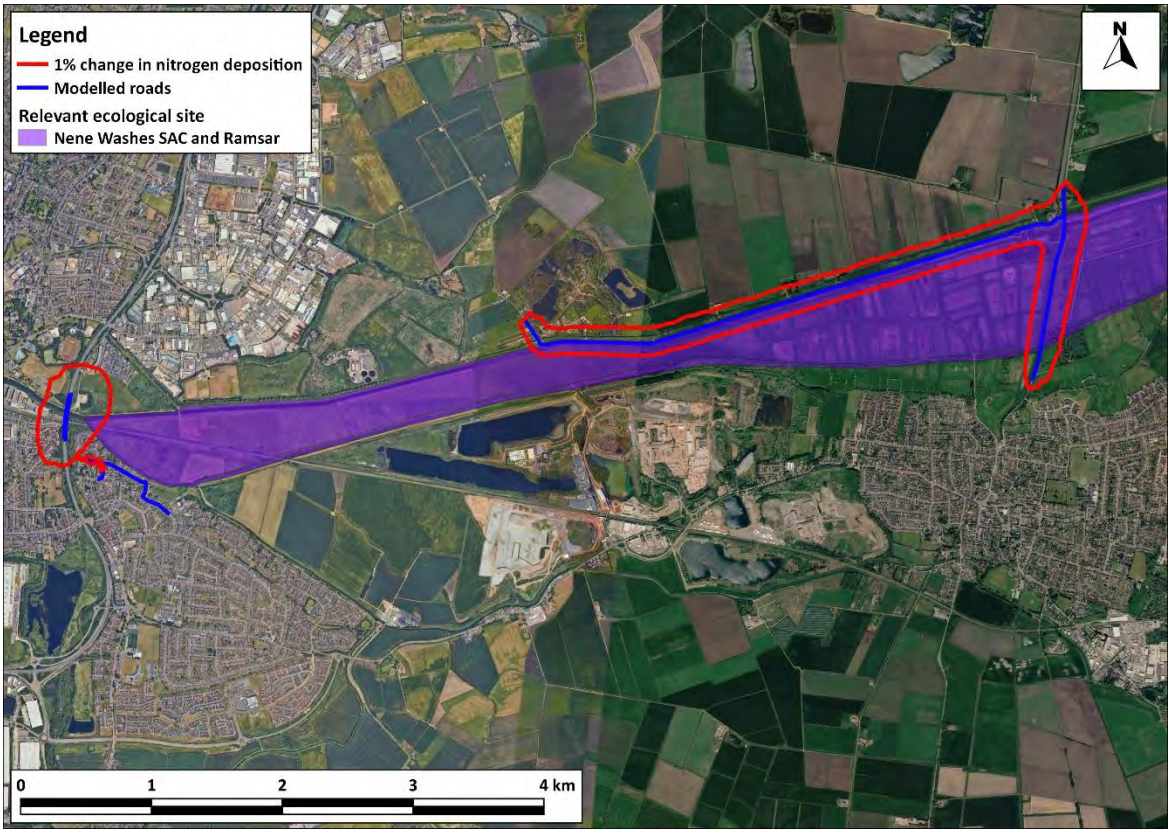

Figure 19: Areas Exceeding 1% of CLo In-Combination in Nene Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

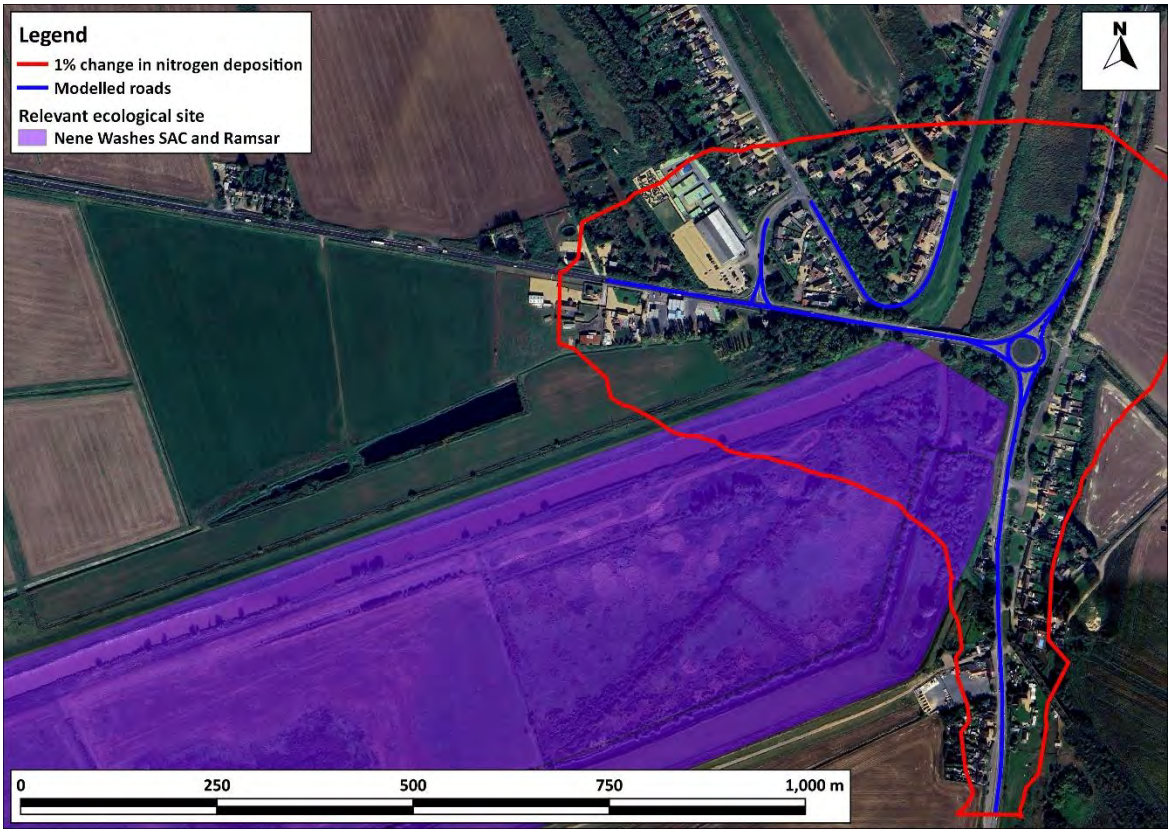

Figure 20: Areas Exceeding 1% of CLe In-Combination in Nene Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

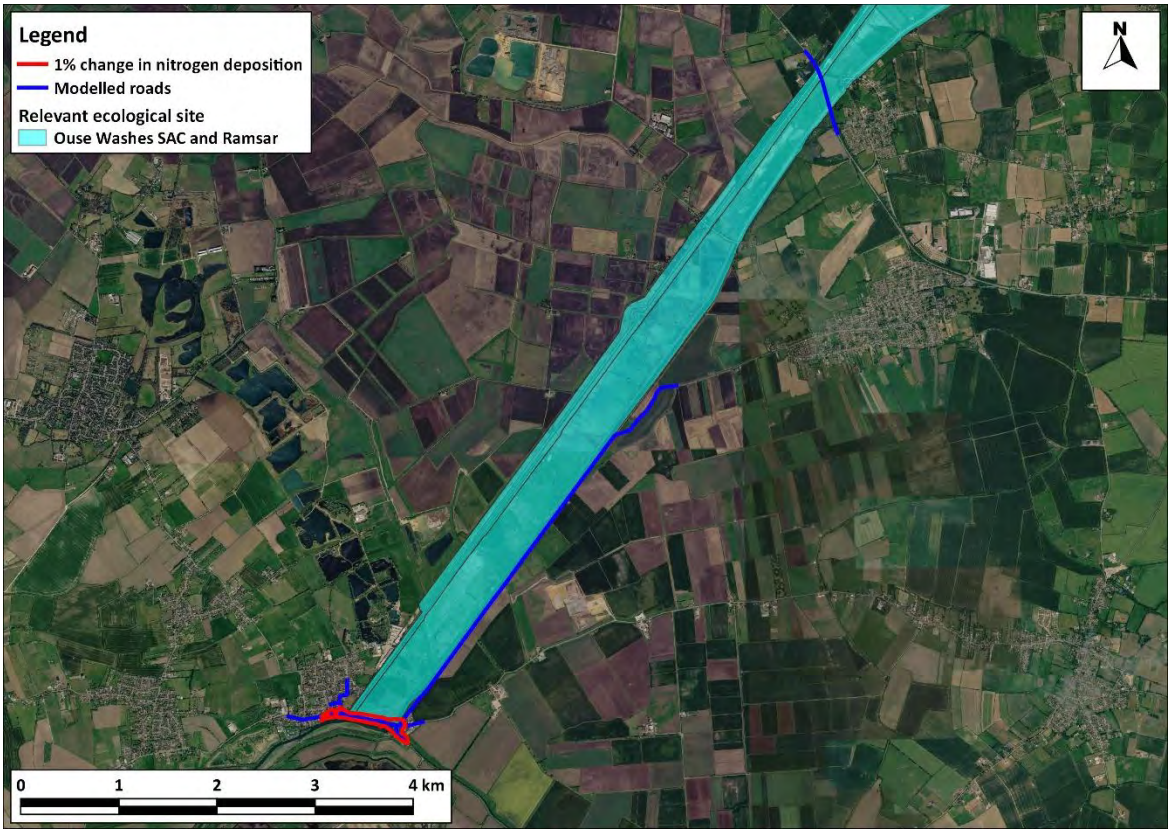

Figure 21: Areas Exceeding 1% of CLo Alone in Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

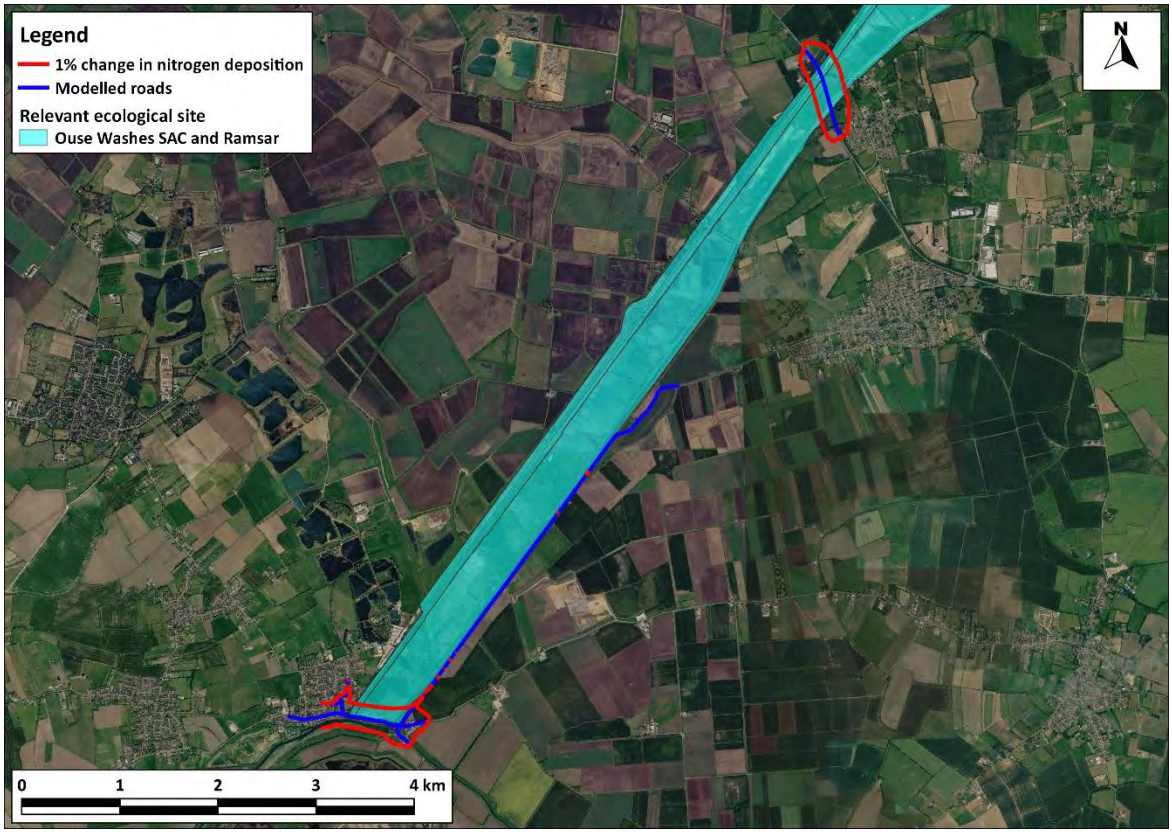

Figure 22: Areas Exceeding 1% of CLo In-Combination in Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

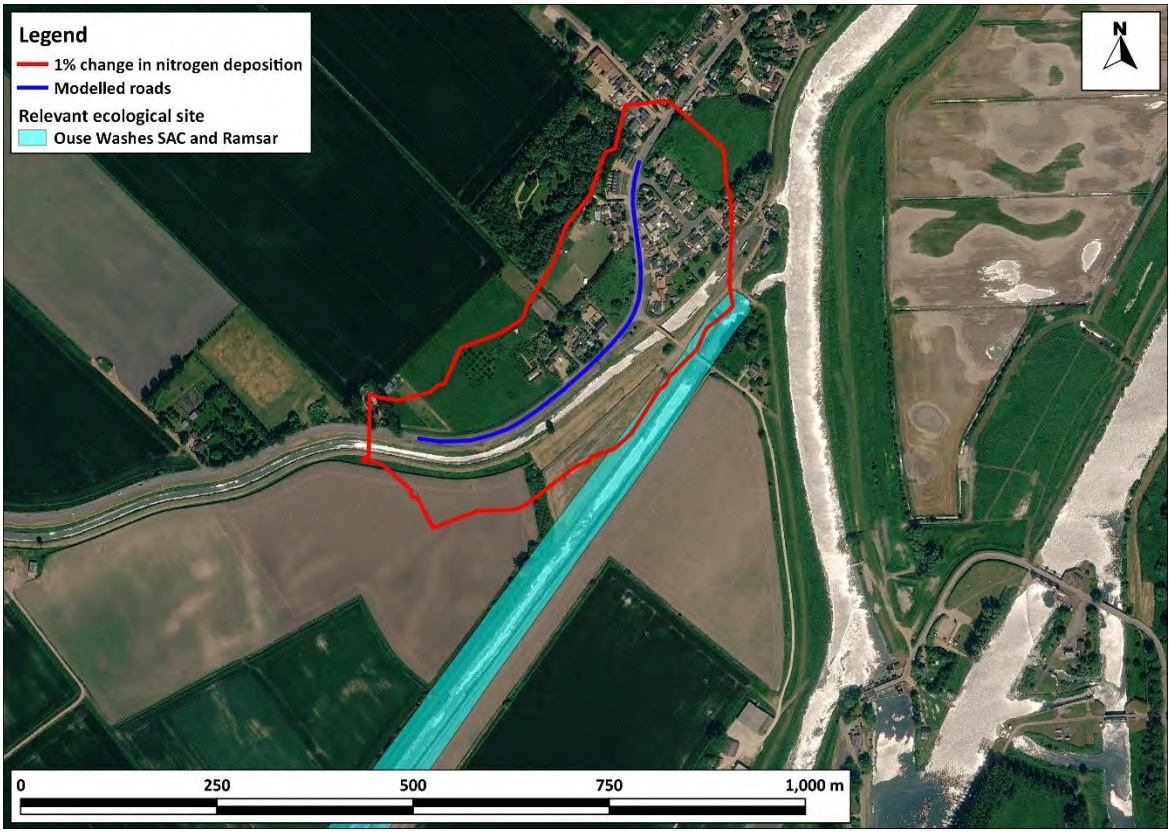

Figure 23: Areas Exceeding 1% of CLo In-Combination in Ouse Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

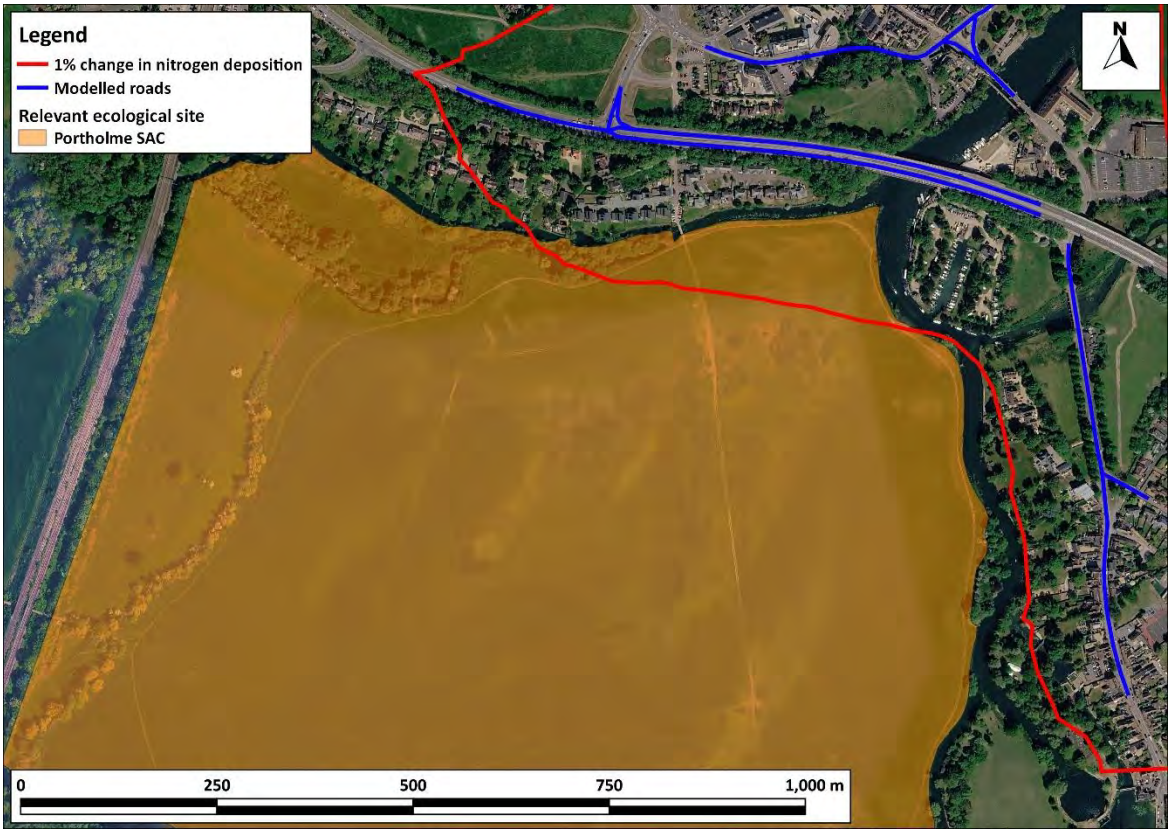

Figure 24: Areas Exceeding 1% of CLo In-Combination in Portholme SAC

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

Acid Deposition

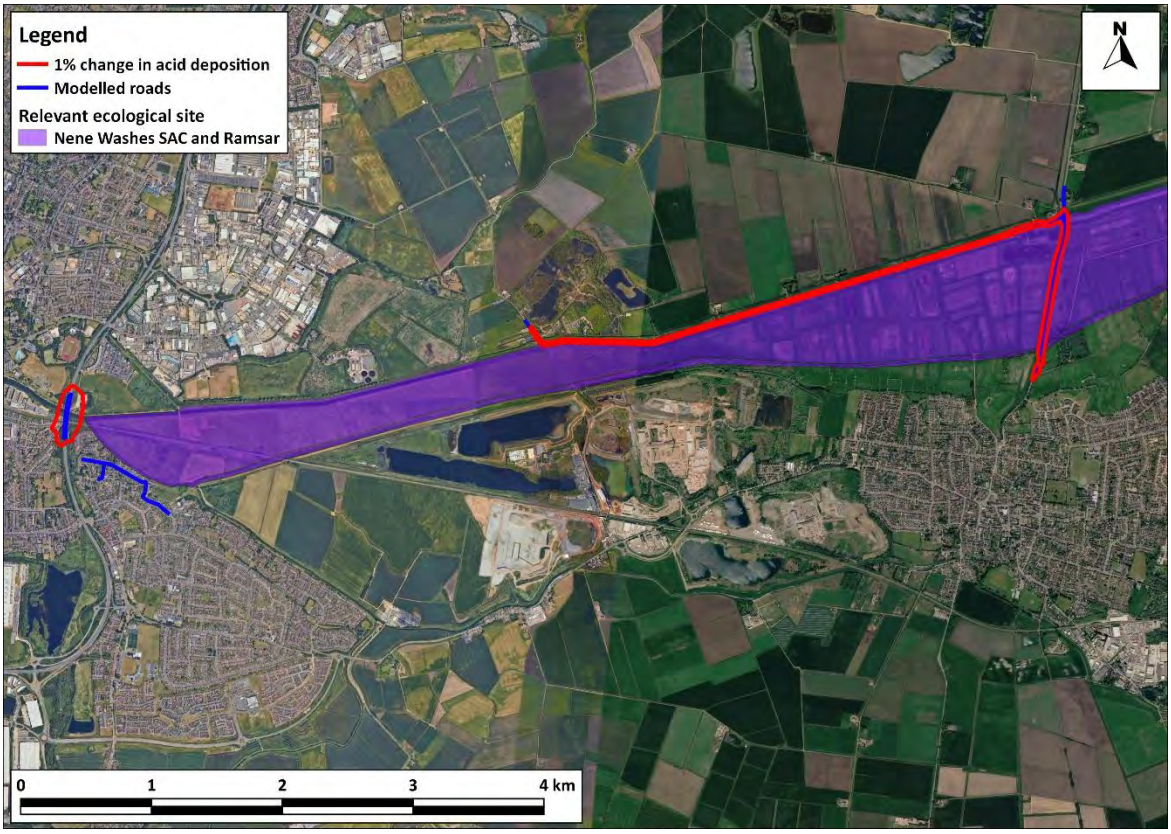

Figure 25: Areas Exceeding 1% of CLo In-Combination in Nene Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

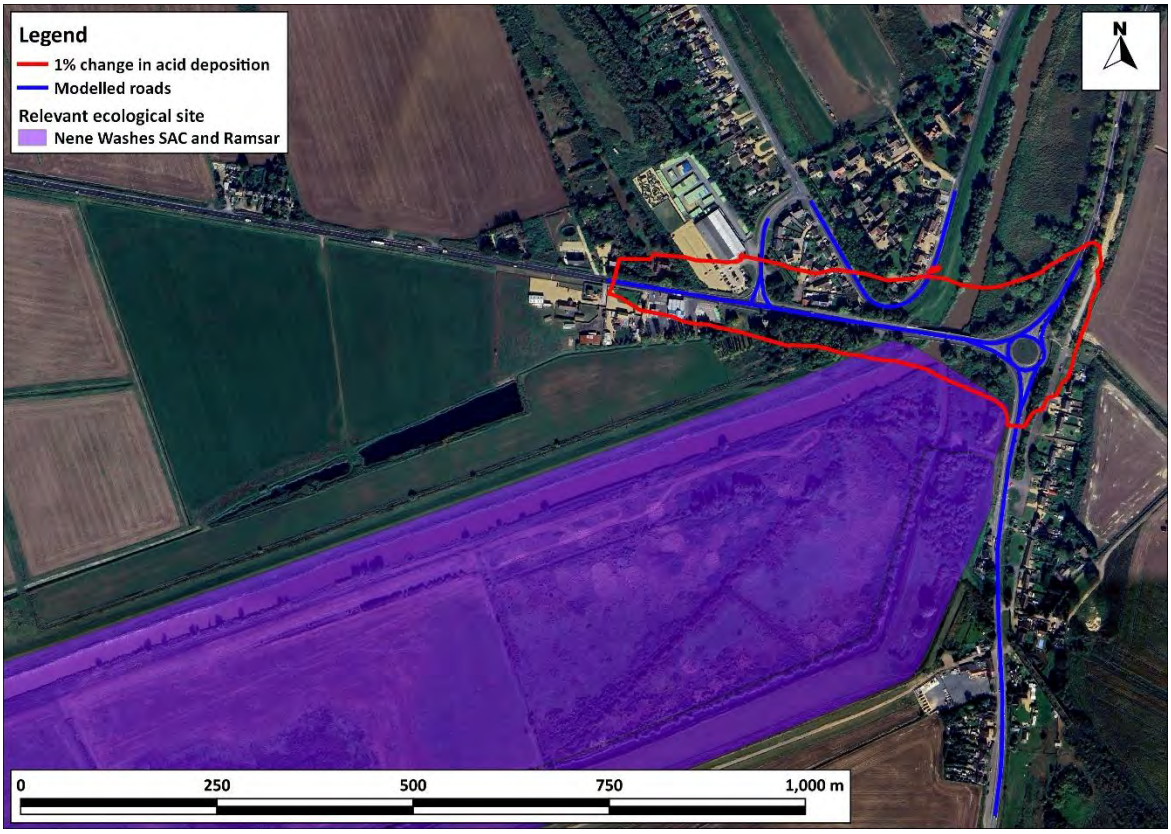

Figure 26: Areas Exceeding 1% of CLo In-Combination in Nene Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

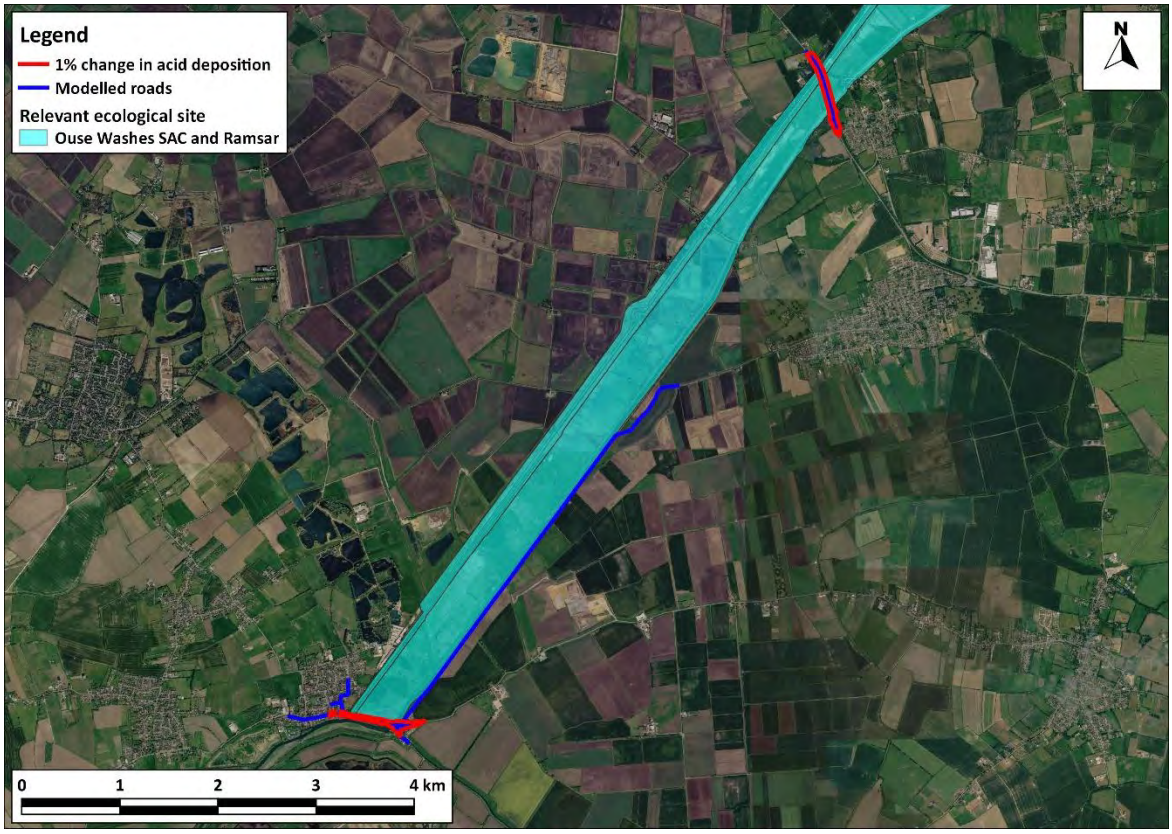

Figure 27: Areas Exceeding 1% of CLo In-Combination in Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

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7 Glossary

AADT	Annual Average Daily Traffic
ADMS-Roads	Atmospheric Dispersion Modelling System model for Roads
APIS	Air Pollution Information System
AQC	Air Quality Consultants
CLe	Critical Level - concentrations of pollutants in the atmosphere above which direct adverse effects on receptors, such as human beings, plants, ecosystems or materials, may occur according to present knowledge
CLo	Critical Load – a quantitative estimate of exposure to one or more pollutants below which significant harmful effects on specified sensitive elements of the environment do not occur according to present knowledge
CREAM	Calculator for Road Emissions of AMmonia
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
EFT	Emissions Factors Toolkit
EU	European Union
Exceedance	A period of time when the concentration of a pollutant is greater than the appropriate air quality objective. This applies to specified locations with relevant exposure
HDV	Heavy Duty Vehicles (> 3.5 tonnes)
IAQM	Institute of Air Quality Management
JNCC	Joint Nature Conservation Committee
kph	Kilometres Per hour
LAQM	Local Air Quality Management
LDV	Light Duty Vehicles (<3.5 tonnes)
µg/m^3	Microgrammes per cubic metre
NAMN	National Ammonia Monitoring Network
NO	Nitric oxide
NO_2	Nitrogen dioxide
NOx	Nitrogen oxides (taken to be NO_2 + NO)
Objectives	A nationally defined set of health-based concentrations for nine pollutants, seven of which are incorporated in Regulations, setting out the extent to which the standards

	should be achieved by a defined date. There are also vegetation-based objectives for sulphur dioxide and nitrogen oxides
PC	Process Contribution
PEC	Predicted Environmental Concentration
SAC	Special Area of Conservation
WHO	World Health Organisation

8 Appendices

A1 Professional Experience

Dr Ben Marner, BSc (Hons) PhD CSci MIEnvSc MIAQM

Dr Marner is the Director of Air Quality Modelling and Assessment at AQC and has more than 20 years' relevant experience. He has been responsible for air quality and greenhouse gas assessments of road schemes, rail schemes, airports, power stations, waste incinerators, commercial developments and residential developments in the UK and abroad. He has acted as expert witness at public inquiries, where he has presented evidence on health-related air quality impacts, the impacts of air quality on sensitive ecosystems, and greenhouse gas impacts. He has developed a range of widely-used air quality models and contributed to the development of best practice. Dr Marner has provided support and advice to foreign governments, Highways England, Transport Scotland, Transport for London, Greater London Authority, the Joint Nature Conservation Committee, the Environment Agency, and numerous local authorities. He is a Member of the Institute of Air Quality Management and a Chartered Scientist. He currently advises the UK Government on air quality as part of its Air Quality Expert Group (AQEG), where his specific area of expertise relates to air quality assessment in the development control process, and has separately provided advice on air quality issues to Defra's Chief Scientific Adviser, the UK Chief Medical Officer, and the UK Chief Planner.

Dr Imogen Heard, BSc (Hons) MSc PhD

Dr Heard is an Associate of AQC with over 12 years' experience in the field of air quality. She has been involved in numerous development projects including road schemes, energy from waste facilities, urban extensions and energy centres. These have included the use of ADMS-5 and ADMS-Roads dispersion models to study the impacts of a variety of pollutants, including nitrogen dioxide, PM_{10} and $PM_{2.5}$, and the preparation of air quality assessment reports and air quality chapters for Environmental Statements. She also has experience in undertaking construction dust risk assessments, Air Quality Neutral assessments and human health risk assessments, as well as in preparing local authority reports. Prior to joining AQC she worked as a scientist in the Atmospheric Dispersion and Air Quality area at the UK Met Office for four years, modelling the dispersion of a range of pollutants over varying spatial and temporal scales.

A2 Modelling Methodology

Model Inputs

A2.1 Predictions have been carried out using the ADMS-Roads dispersion model (v5.1). The model requires the user to provide various input data, including emissions from each section of road and the road characteristics (including road width). Vehicle emissions have been calculated based on vehicle flow, composition and speed data using the EFT (Version 14.1) published by Defra (Defra, 2026a). Model input parameters are summarised in Table A2-1 and, where considered necessary, discussed further below.

Table A2-1: Summary of Model Inputs

Model Parameter	Value Used
Terrain Effects Modelled?	No
Variable Surface Roughness File Used?	Yes – 12km x 12km Cartesian grid at 50m resolution
Urban Canopy Flow Used?	No
Advanced Street Canyons Modelled?	No
Noise Barriers Modelled?	No
Meteorological Monitoring Site	Monks Wood
Meteorological Data Year	2023
Dispersion Site Surface Roughness Length (m)	N/A (variable surface roughness file used)
Dispersion Site Minimum MO Length (m)	1
Met Site Surface Roughness Length (m)	0.3
Met Site Minimum MO Length (m)	1
Gradients?	No

A2.2 AADT flows, diurnal flow profiles, speeds, and vehicle fleet composition data have been provided by Huntingdonshire District Council. Traffic speeds have been estimated based on professional judgement, taking account of the road layout, speed limits and the proximity to a junction. The traffic data used in this assessment are summarised in Table A2-2. Diurnal and monthly flow profiles for the traffic have been derived from the national profiles published by DfT (DfT, 2025).

Table A2-2: Summary of Traffic Data used in the Assessment

Road Link	2023		2046 Base		2046 With Local Plan	
	AADT	%HDV	AADT	%HDV	AADT	%HDV
0	10,678	3.6	12,195	3.2	13,155	3.1
1	1,325	4.6	1,517	4.6	1,527	4.5
2	1,325	4.6	1,517	4.6	1,527	4.5
3	13,216	5.3	18,301	4.4	18,805	3.9

4	14,001	7.1	22,086	5.7	22,426	5.3
5	3,791	7.3	8,669	4.9	9,055	3.9
6	9,428	4.5	9,646	4.0	9,778	4.0
7	14,001	7.1	22,086	5.7	22,426	5.3
8	1,325	4.6	1,517	4.6	1,527	4.5
9	11,918	4.5	10,193	5.5	10,350	5.5
10	10,729	0.0	14,121	0.0	18,213	0.0
11	9,300	0.0	12,635	0.0	16,684	0.0
12	4,414	1.4	9,044	1.0	9,719	0.9
13	14,038	0.3	16,833	0.4	17,692	0.4
14	10,910	1.7	14,642	1.7	14,586	1.6
15	12,812	1.2	18,799	1.3	19,257	1.3
16	12,812	1.2	18,799	1.3	19,257	1.3
17	12,409	3.7	16,704	4.0	19,022	2.9
18	1,933	0.1	2,208	1.3	2,326	1.4
19	13	44.3	7	0.0	-	0.0
20	1,949	0.6	2,208	1.3	2,330	1.4
21	19,731	1.0	24,601	1.1	24,007	1.1
22	10,841	1.8	10,250	2.8	12,595	2.3
23	7,659	1.8	8,722	2.1	8,767	2.0
24	10,910	1.7	14,642	1.7	14,586	1.6
25	3,248	1.3	5,925	1.2	5,819	1.1
26	9,300	0.0	12,635	0.0	16,684	0.0
27	10,729	0.0	14,121	0.0	18,213	0.0
28	12,542	3.7	16,637	4.1	18,621	3.0
29	7,273	1.1	10,880	2.5	10,789	1.6
30	1,420	4.6	2,794	3.7	3,013	2.9
31	25,287	4.9	40,095	6.3	40,383	5.2
32	22,669	4.9	38,136	5.6	38,725	4.5
33	4,572	0.3	5,115	0.3	5,098	0.2
34	477	1.3	515	1.2	512	1.2
35	8,675	3.2	13,662	5.4	13,792	3.7
36	21,046	10.3	31,729	9.6	31,744	9.1

37	14,893	11.4	19,250	9.7	19,354	8.8
38	12,695	8.0	19,282	8.4	19,245	7.8
39	11,585	10.9	16,553	9.6	16,586	9.2
40	18,003	12.3	22,773	9.8	22,903	9.0
41	24,391	9.4	35,835	9.0	35,831	8.5
42	19,018	11.1	29,425	10.1	29,448	9.5
43	24,316	9.4	35,835	9.0	35,831	8.5
44	14,522	11.5	16,844	11.4	16,915	10.6
45	19,086	10.3	25,488	8.8	25,567	7.9
46	4,171	6.2	6,245	6.0	6,200	5.4
47	18,647	10.3	23,089	10.0	23,131	9.2
48	6,383	4.0	7,698	4.2	7,653	3.9
49	3,041	4.5	3,597	4.9	3,579	4.5
50	3,342	3.6	4,101	3.5	4,074	3.4
51	6,403	14.7	6,223	10.2	6,322	8.4
52	19,726	11.7	22,820	9.8	22,973	8.6
53	5,559	4.1	6,478	4.4	6,458	4.2
54	20,515	11.5	23,285	9.7	23,436	8.5
55	20,527	11.5	23,285	9.7	23,436	8.5
56	29,456	11.4	36,094	10.5	36,269	9.6
57	13,003	4.4	11,405	5.5	11,579	5.4
58	7,383	19.0	11,838	15.2	11,969	14.8
59	1,442	0.0	1,496	0.0	1,532	0.0
60	5,048	0.6	5,638	0.8	5,614	0.8
61	19,018	11.1	29,425	10.1	29,448	9.5
62	14,038	0.3	16,833	0.4	17,692	0.4
63	5,365	0.0	7,061	0.0	9,106	0.0
64	10,729	0.0	14,121	0.0	18,213	0.0
65	19,731	1.0	24,601	1.1	24,007	1.1
66	12,812	1.2	18,799	1.3	19,257	1.3
67	14,038	0.3	16,833	0.4	17,692	0.4
68	5,365	0.0	7,061	0.0	9,106	0.0
69	12,542	3.7	16,637	4.1	18,621	3.0

70	1,949	0.6	2,208	1.3	2,330	1.4
71	12,542	3.7	16,637	4.1	18,621	3.0
72	10,678	3.6	12,195	3.2	13,155	3.1
73	3,791	7.3	8,669	4.9	9,055	3.9
74	9,428	4.5	9,646	4.0	9,778	4.0
75	12,542	3.7	16,637	4.1	18,621	3.0
76	9,428	4.5	9,646	4.0	9,778	4.0
77	12,542	3.7	16,637	4.1	18,621	3.0
78	12,542	3.7	16,637	4.1	18,621	3.0
79	12,542	3.7	16,637	4.1	18,621	3.0
80	12,542	3.7	16,637	4.1	18,621	3.0
81	12,542	3.7	16,637	4.1	18,621	3.0
82	12,542	3.7	16,637	4.1	18,621	3.0
83	12,542	3.7	16,637	4.1	18,621	3.0
84	12,542	3.7	16,637	4.1	18,621	3.0
85	12,542	3.7	16,637	4.1	18,621	3.0
86	9,428	4.5	9,646	4.0	9,778	4.0
87	9,428	4.5	9,646	4.0	9,778	4.0
88	9,428	4.5	9,646	4.0	9,778	4.0
89	9,428	4.5	9,646	4.0	9,778	4.0
90	9,428	4.5	9,646	4.0	9,778	4.0
91	9,428	4.5	9,646	4.0	9,778	4.0
92	9,428	4.5	9,646	4.0	9,778	4.0
93	9,428	4.5	9,646	4.0	9,778	4.0
94	9,428	4.5	9,646	4.0	9,778	4.0
95	9,428	4.5	9,646	4.0	9,778	4.0
96	9,428	4.5	9,646	4.0	9,778	4.0
97	9,428	4.5	9,646	4.0	9,778	4.0
98	9,428	4.5	9,646	4.0	9,778	4.0
99	9,428	4.5	9,646	4.0	9,778	4.0
100	9,428	4.5	9,646	4.0	9,778	4.0
101	9,428	4.5	9,646	4.0	9,778	4.0
102	9,428	4.5	9,646	4.0	9,778	4.0

103	14,001	7.1	22,086	5.7	22,426	5.3
104	14,001	7.1	22,086	5.7	22,426	5.3
105	1,325	4.6	1,517	4.6	1,527	4.5
106	1,325	4.6	1,517	4.6	1,527	4.5
107	1,325	4.6	1,517	4.6	1,527	4.5
108	1,325	4.6	1,517	4.6	1,527	4.5
109	1,325	4.6	1,517	4.6	1,527	4.5
110	1,325	4.6	1,517	4.6	1,527	4.5
111	13,003	4.4	11,405	5.5	11,579	5.4
112	13,003	4.4	11,405	5.5	11,579	5.4
113	13,003	4.4	11,405	5.5	11,579	5.4
114	13,003	4.4	11,405	5.5	11,579	5.4
115	13,003	4.4	11,405	5.5	11,579	5.4
116	13,003	4.4	11,405	5.5	11,579	5.4
117	13,003	4.4	11,405	5.5	11,579	5.4
118	13,003	4.4	11,405	5.5	11,579	5.4
119	13,003	4.4	11,405	5.5	11,579	5.4
120	13,003	4.4	11,405	5.5	11,579	5.4
121	7,383	19.0	11,838	15.2	11,969	14.8
122	10,263	11.5	11,643	9.7	11,718	8.5
123	10,263	11.5	11,643	9.7	11,718	8.5
124	24,391	9.4	35,835	9.0	35,831	8.5
125	19,018	11.1	29,425	10.1	29,448	9.5
126	7,273	2.9	10,880	5.9	10,789	3.8
127	7,273	2.9	10,880	5.9	10,789	3.8
128	8,675	3.2	13,662	5.4	13,792	3.7
129	8,675	3.2	13,662	5.4	13,792	3.7
130	8,675	1.5	13,662	2.3	13,792	1.7
131	8,675	3.2	13,662	5.4	13,792	3.7
132	7,273	2.9	10,880	5.9	10,789	3.8
133	7,273	2.9	10,880	5.9	10,789	3.8
134	7,273	2.9	10,880	5.9	10,789	3.8
135	7,273	2.9	10,880	5.9	10,789	3.8

136	7,273	2.9	10,880	5.9	10,789	3.8
137	7,273	2.9	10,880	5.9	10,789	3.8
138	7,273	2.9	10,880	5.9	10,789	3.8
139	7,273	2.9	10,880	5.9	10,789	3.8
140	7,273	2.9	10,880	5.9	10,789	3.8
141	5,048	0.4	5,638	0.4	5,614	0.4
142	477	1.3	515	1.2	512	1.2
143	477	1.3	515	1.2	512	1.2

A2.3 Figure A2-1 to Figure A2-6 show the road network included within the model, along with the speed at which each link was modelled.

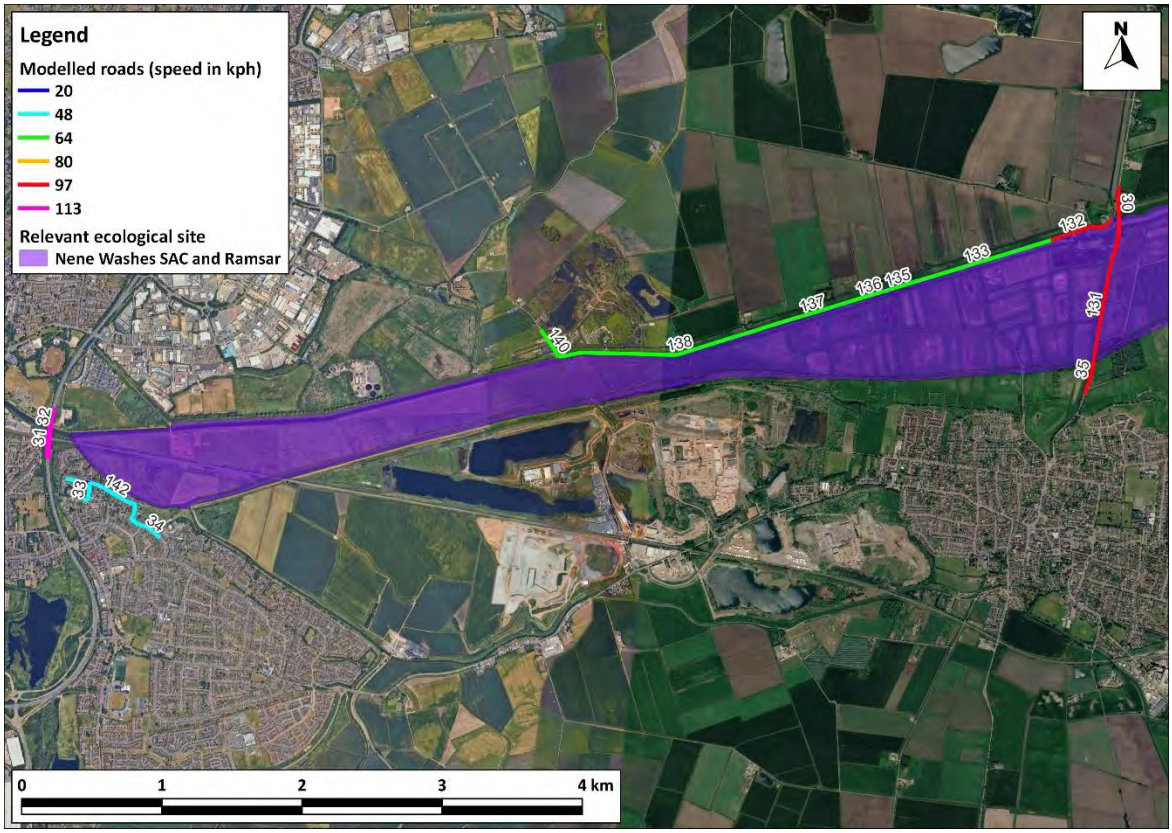

Figure A2-1: Modelled Road Network & Speed – Nene Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

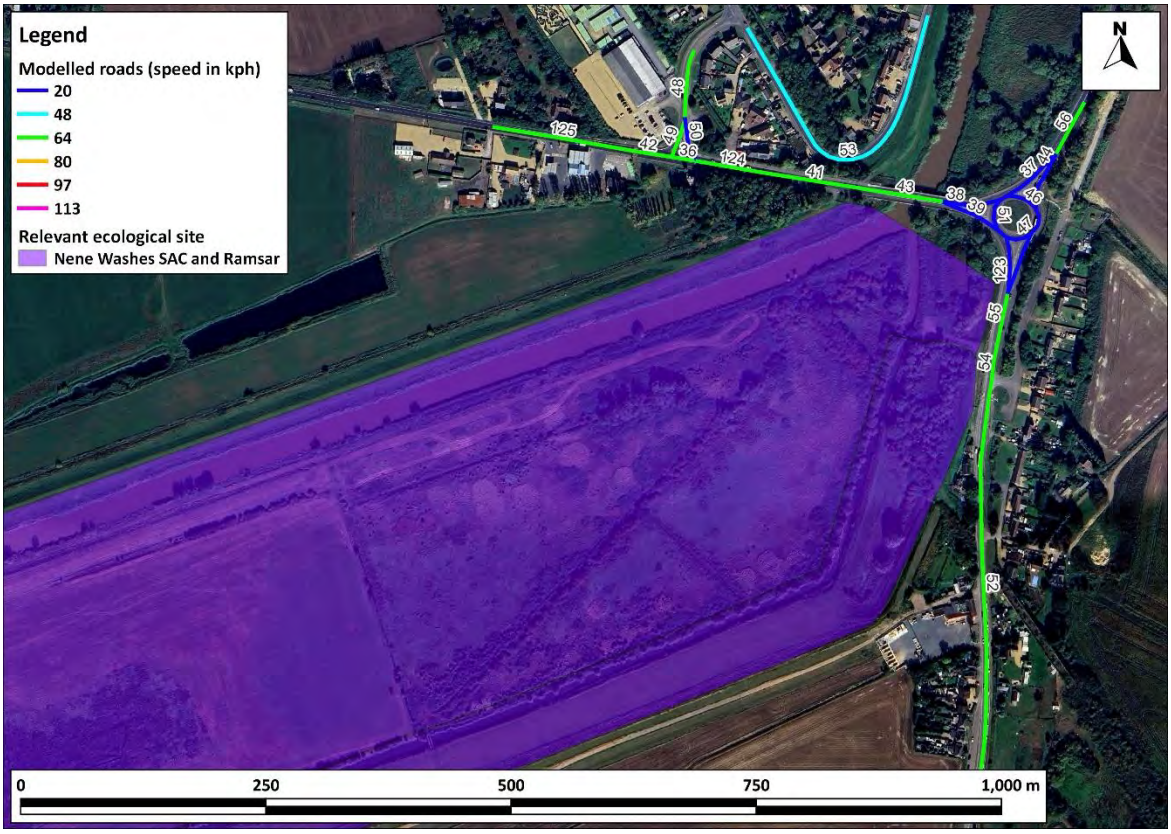

Figure A2-2: Modelled Road Network & Speed – Nene Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

Figure A2-3: Modelled Road Network & Speed – Ouse Washes (south)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

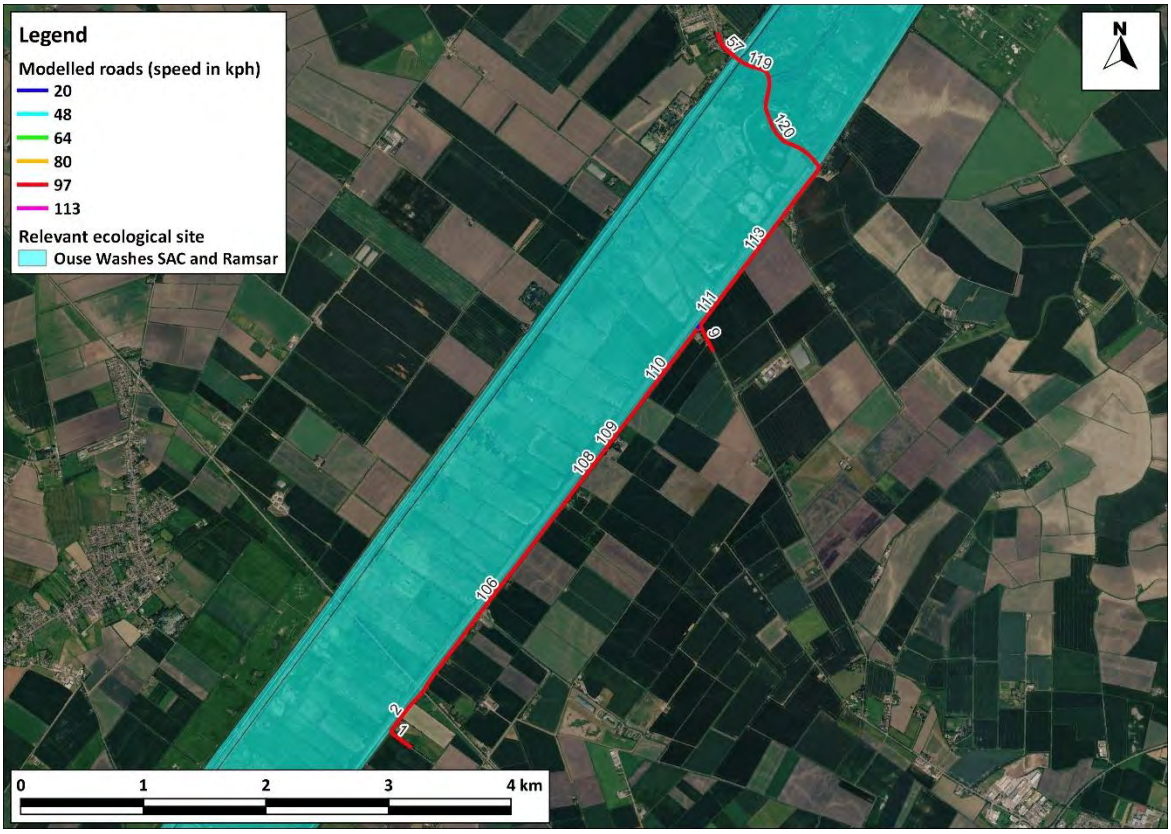

Figure A2-4: Modelled Road Network & Speed – Ouse Washes (mid)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

Figure A2-5: Modelled Road Network & Speed – Ouse Washes (north)

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

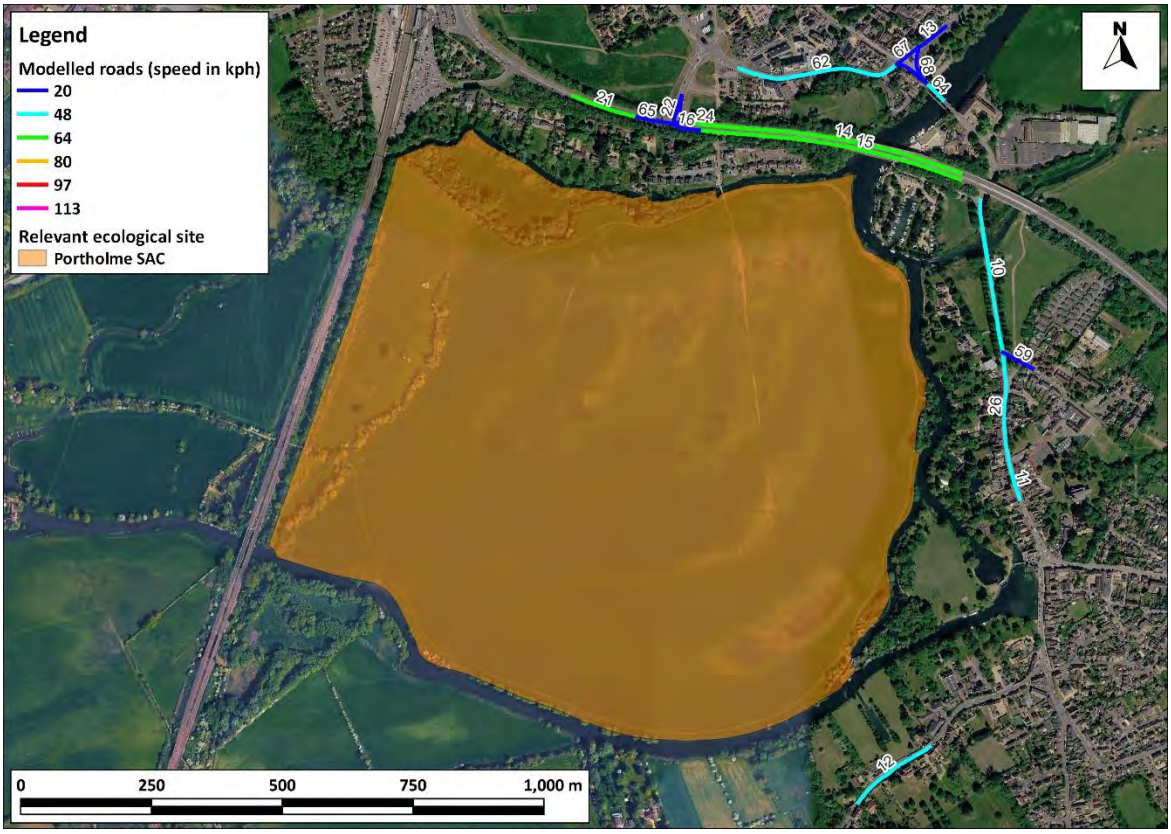

Figure A2-6: Modelled Road Network & Speed – Portholme SAC

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

A2.4 Hourly sequential meteorological data in sectors of 10 degrees from Monks Wood for 2023 have been used in the model. The Monks Wood meteorological monitoring station is located at C.E.H. Monks Wood, approximately 7 km to the northwest of Huntingdon. It is the nearest monitoring station representative of meteorological conditions at the designated sites. Both the designated sites and the Monks Wood meteorological monitoring station will be influenced by the effects of inland meteorology over flat-lying topography. A wind rose for the site for 2023 is provided in Figure A2-7. The station is operated by the UK Met Office. Raw data were provided by the Met Office and processed by AQC for use in ADMS.

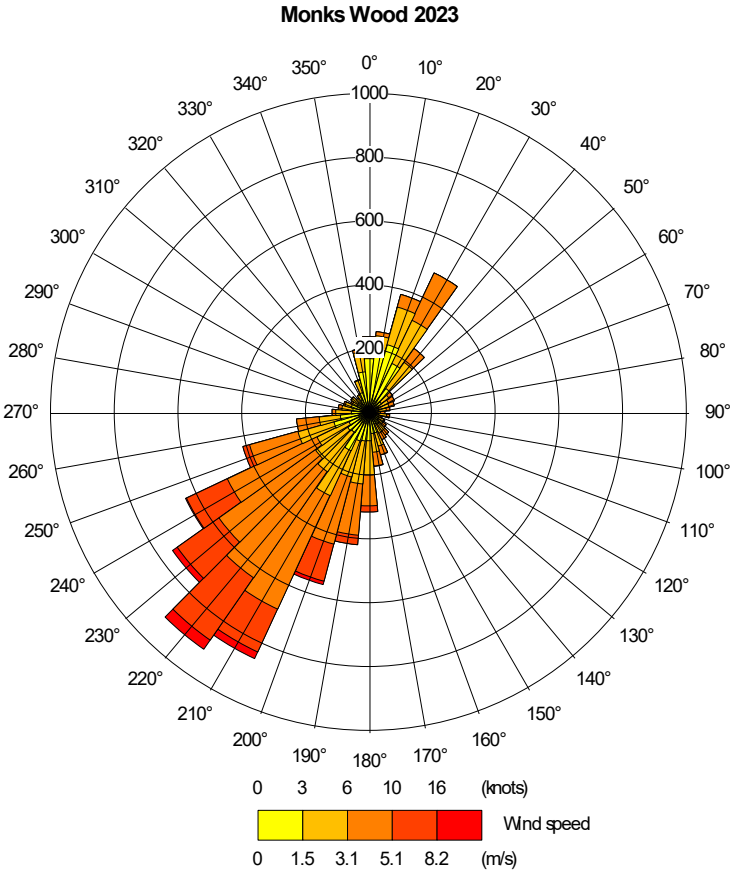

Figure A2-7: Wind Rose

Model Verification

A2.5 Evidence collected over many years has shown that, in most urban areas, dispersion modelling relying upon Defra's EFT has tended to systematically under-predict roadside nitrogen dioxide concentrations. To account for this, it is necessary to adjust the model against local measurements. The model has been run to predict annual mean nitrogen dioxide concentrations during 2023 at the S9 (Fenland District), Earith 1 (Huntingdonshire District), and PFH (Huntingdonshire District) monitoring sites. These sites have been selected because traffic data were available for the adjacent roads. Concentrations have been modelled at the heights of the monitors. The designated sites considered in this assessment are spread out from one another, but there is one monitoring site close to each designated site. For this reason, a separate adjustment factor has been calculated using each monitoring site, for application to roads within 200 m of the nearest designated habitat.

Nitrogen Dioxide

A2.6 Most nitrogen dioxide (NO_2) is produced in the atmosphere by reaction of nitric oxide (NO) with ozone. It is therefore most appropriate to verify the model in terms of primary pollutant emissions of nitrogen oxides (NOx = NO + NO_2). The model output of road-NOx (i.e. the component of total NOx coming from road traffic) has been compared with the 'measured' road-NOx. Measured road-NOx has been calculated from the measured NO_2 concentration and the predicted background NO_2 concentration using the NOx from NO_2 calculator (Version 9.1) available on the Defra LAQM Support website (Defra, 2026a).

A2.7 An adjustment factor has been determined as the ratio of the 'measured' road contribution and the model derived road contribution. This factor has then been applied to the modelled road-NOx concentration for each receptor to provide adjusted modelled road-NOx concentrations. The total nitrogen dioxide concentrations have then been determined by combining the adjusted modelled road-NOx concentrations with the predicted background NO_2 concentration within the NOx to NO_2 calculator (Defra, 2026a).

Nene Washes SAC and Ramsar Site

A2.8 The background annual mean nitrogen dioxide concentration used in the model verification was 6.84 µg/m³, having been derived from the national maps provided by Defra for Local Air Quality Management (Defra, 2026a).

A2.9 AADT flows, and the proportions of HDVs, for the road adjacent to the monitoring site, have been taken to be the same as those on link 125 in Table A2-2. The road and verification site are shown in Figure A2-8.

Figure A2-8: Modelled Road Network & Speed - Nene Washes Verification

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

A2.10 The data used to calculate the adjustment factor are provided below:

- Measured NO_2 : 16.8 µg/m³
- Background NO_2 : 6.84 µg/m³
- 'Measured' road-NOx (using NOx from NO_2 calculator): 21.5 µg/m³
- Modelled road-NOx = 8.37 µg/m³

- Road-NOx adjustment factor: 21.5/8.37 = 2.562[9]

A2.11 The factor implies that the unadjusted model is under-predicting the road-NOx contribution. This is a common experience with this and most other road traffic emissions dispersion models.

Ouse Washes SAC and Ramsar Site

A2.12 The road network and verification site are shown in Figure A2-9.

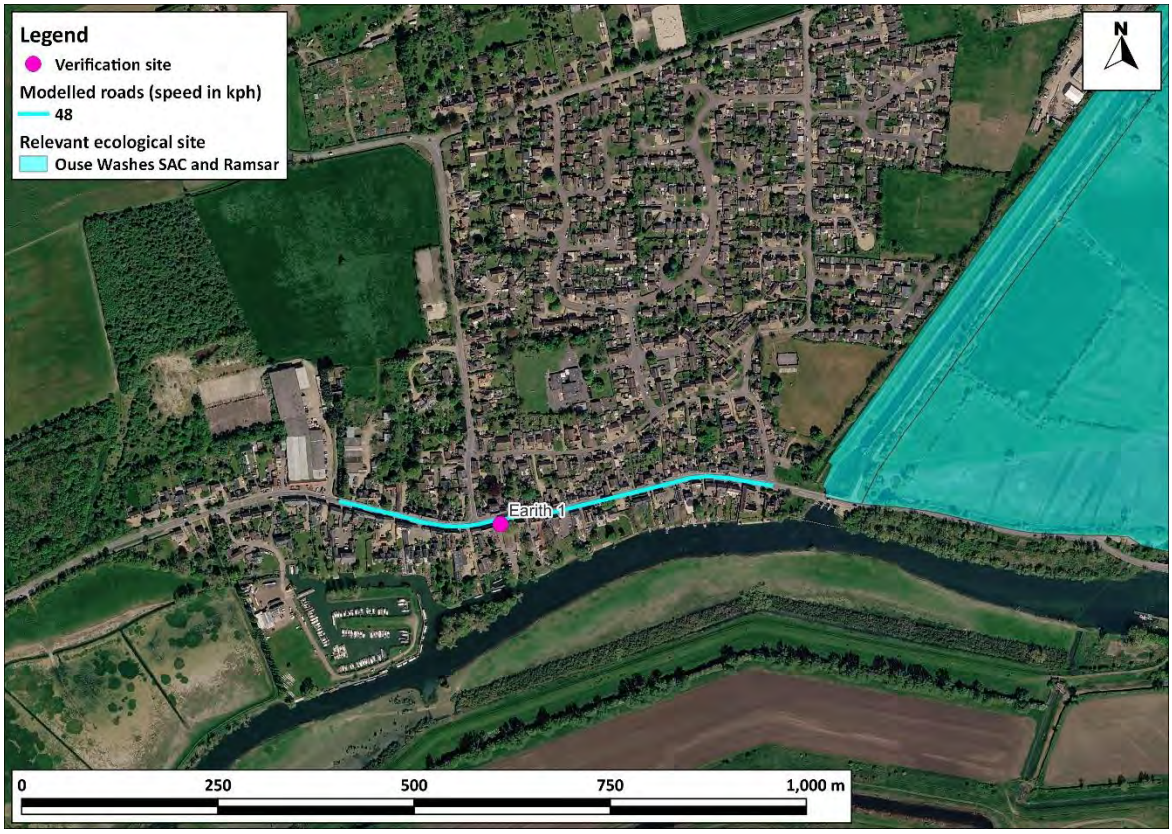

Figure A2-9: Modelled Road Network & Speed - Ouse Washes Verification

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

A2.13 The data used to calculate the adjustment factor are provided below:

- Measured NO_2 : 10.2 µg/m³
- Background NO_2 : 6.72 µg/m³
- 'Measured' road-NOx (using NOx from NO_2 calculator): 7.14 µg/m³
- Modelled road-NOx = 7.64 µg/m³
- Road-NOx adjustment factor: 7.14/7.64 = 0.934[10]

A2.14 As the factor is less than one, no adjustment has been applied to the model. This will provide a worst-case assessment.

[9] Based on un-rounded values.
[10] Based on un-rounded values.

Portholme SAC

A2.15 The road network and verification site are shown in Figure A2-10.

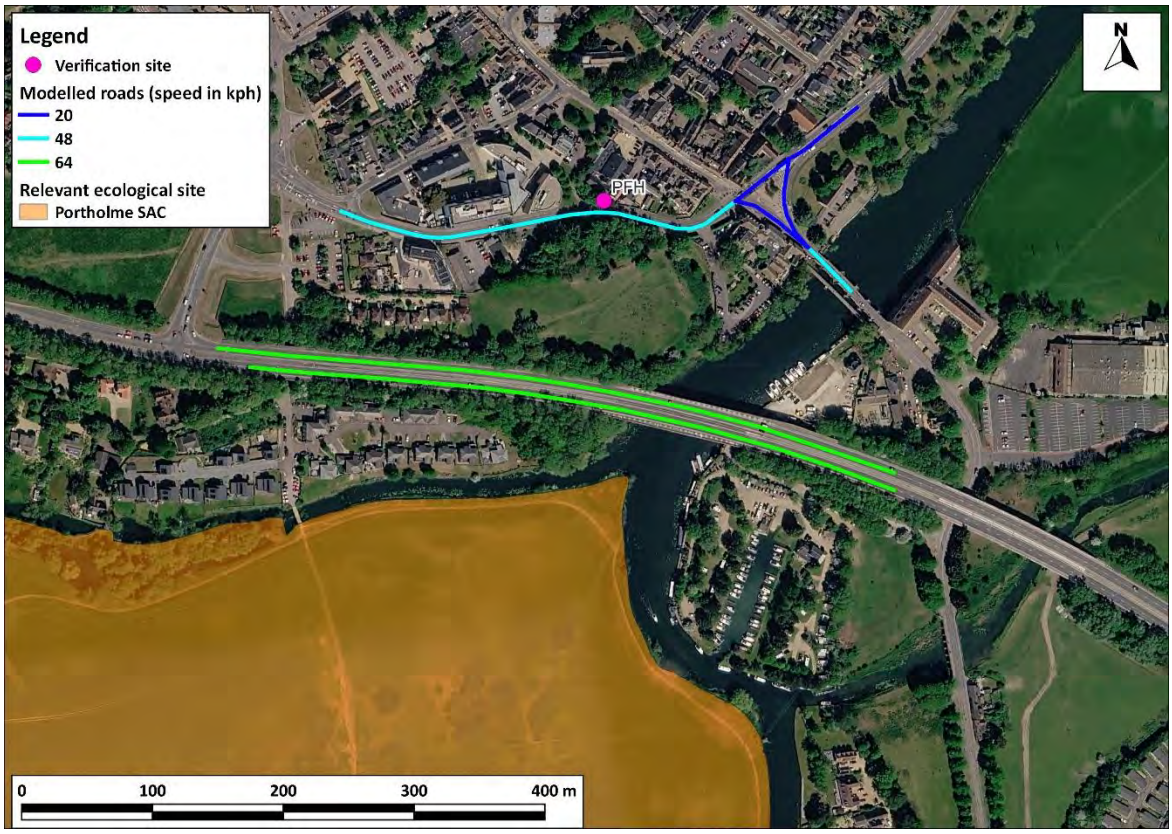

Figure A2-10: Modelled Road Network & Speed – Portholme SAC Verification

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies.

A2.16 The data used to calculate the adjustment factor are provided below:

- Measured NO_2 : 25.0 µg/m^3
- Background NO_2 : 10.3 µg/m^3
- 'Measured' road-NOx (using NOx from NO_2 calculator): 33.9 µg/m^3
- Modelled road-NOx = 8.54 µg/m^3
- Road-NOx adjustment factor: 33.9/8.54 = 3.970[11]

A2.17 The factor implies that the unadjusted model is under-predicting the road-NOx contribution. Experience elsewhere has shown that this type of modelling is much more likely to under-predict road-NOx alongside slow-flowing 'urban' roads (such as Castle Moat Road, which runs alongside monitor PFH) than beside more open roads (such as the A1307, which runs past the SAC). An adjustment factor of 3.970 has been applied to emissions from all the roads around Portholme SAC, and this is expected to have over-predicted the impacts, making the assessment worst-case.

[11] Based on un-rounded values.

NH_3

A2.18 Development of the CREAM emissions models (AQC, 2020; 2025) included verification of concentrations predicted using the ADMS-Roads dispersion model and measured traffic data against ambient measurements from the most detailed network of roadside monitoring sites which has ever been run in the UK. No further adjustment to the model predictions is considered appropriate.

Post-processing

A2.19 The model predicts road-NOx concentrations at each receptor location. These concentrations have been adjusted using the adjustment factor set out above, which, along with the background NO_2, has been processed through the NOx to NO_2 calculator available on the Defra LAQM Support website (Defra, 2026a). The traffic mix within the calculator has been set to "All non-urban UK traffic" for Nene Washes SAC and Ramsar site and Ouse Washes SAC and Ramsar site, and to "All UK traffic" for Portholme SAC, which are considered suitable for the study areas. The calculator predicts the component of NO_2 based on the adjusted road-NOx and the background NO_2.

Deposition Rates

A2.20 Deposition of NO_2 has not been included within the dispersion model because this is calculated from NOx outside of the model. Instead, deposition has been calculated from the predicted ambient concentrations using the deposition velocities set out in Table A2-3. Deposition velocities refer to a height above ground, typically 1 or 2 m, although in practice the precise height makes little difference and here they have been applied to concentrations predicted at a height of 0 m above ground. The velocities are applied simply by multiplying a concentration ($\mu g/m^3$) by the velocity (m/s) to predict a deposition flux ($\mu g/m^2/s$) and then scaling by time and area to represent kg/ha/yr of the nitrogen component of the molecule. The deposition velocity for NH_3 has been included within the dispersion model to allow for the calculation of depletion. NH_3 deposits much more rapidly than NO_2, meaning that while it is important to include depletion for NH_3, it is relatively trivial for NO_2.

Table A2-3: Deposition Velocities Used in This Assessment

Pollutant	Deposition Velocity (m/s)	Reference
Nitrogen Dioxide	0.0015 m/s (Grassland); 0.003 m/s (Forest)	AQTAG06 (AQTAG, 2011)
NH_3	0.02 m/s (Grassland); 0.03 m/s (Forest)	AQTAG06 (AQTAG, 2011)

A2.21 Wet deposition of the emitted pollutants close to the emission source will be restricted to wash-out, or below cloud scavenging. For this to occur, rain droplets must come into contact with the gas molecules before they hit the ground. Falling raindrops displace the air around them, effectively pushing gasses away. AQTAG06 guidance (AQTAG, 2011) is that the wet deposition of sulphur dioxide, nitrogen dioxide and NH_3 is not significant within a short range. It has thus not been included.

A2.22 Deposition may have an acidifying effect through the release of acid protons during chemical transformation in the soil or biota. Thus, even alkaline gases such as NH_3 can have an acidifying effect. The acidity CLos are expressed as equivalents ('eq'), referring to the molar equivalent of potential acidity. This is calculated from the mass (in g) of the deposited element, taking account of both its atomic mass and its valency. For example, the acidifying potential (in eq) of both ammonium (NH_4^+) and nitrate (NO_3^-) is 1/14 times the deposited mass in grammes (with 14 being the atomic mass of nitrogen), while for sulphate (SO_4^{2-}) it is 2/32 (with 32 being the atomic mass of sulphur). The species

included in the calculation of acid deposition, and their calculated acidifying potentials, are set out in Table A2-4.

Table A2-4: Species Included in Acid Deposition Calculations

Pollutant	Calculation (kg deposition to keq)
N (from deposited NO_2, NH_3)	0.071

A3 Retardation

A3.1 Nitrogen deposition in the future will be less than in 2023. This is because of natural turnover of the vehicle fleet as well the response to policies to reduce emissions from many sectors across Europe. Natural England sometimes requests that the degree of 'retardation' to ongoing reductions in nitrogen deposition should be calculated, and that this should be done assuming a linear trajectory (in this case between 2023 and 2046) which also continues at the same rate afterwards[12]. This calculation has focused on the transect within each site with the highest PC in-combination with other projects and plans.

A3.2 As explained in Paragraph 3.12, background deposition has been assumed to change between 2023 and 2046 based on JNCC's Nitrogen Futures Business-as-Usual modelling, but only allowing 7 years of change because Nitrogen Futures did not make predictions beyond 2030. The total reductions to 2046 are therefore highly likely to have been under-predicted, which makes the 'retardation' calculation particularly worst-case.

A3.3 The first step of the 'retardation' calculation is to show the magnitude of improvement which is forecast between 2023 Base and the 2046 Zero Growth scenario, and between 2023 Base and the 2046 With Local Plan scenario. These improvements are shown in Table A3-1, expressed both as the 23-year total and as the change per year. For example, deposition at 2 m from the road along Transect E in the Nene Washes SAC and Ramsar site is expected to be 3.7 kgN/ha/yr lower in 2046 than in 2023 if there is no increase in traffic over this 23-year period. With the Local Plan and all other traffic growth, deposition will be 1.6 kgN/ha/yr lower than in 2023.

Table A3-1: Reduction in Nitrogen Deposition between 2023 and 2046 the Worst-case Transect in Each Designated Site, in kgN/ha/yr[a]

Dist from Road (m)	Change from 2023 **Base to '20**46 Zero **Growth'**		Change from 2023 **to '20**46 With Local **Plan'**	
	over 23 years	per year	over 23 years	per year
Nene Washes SAC and Ramsar (Transect E)				
2	-3.7	-0.16	-1.6	-0.07
3	-3.5	-0.15	-1.6	-0.07
5	-3.2	-0.14	-1.6	-0.07
9	-2.8	-0.12	-1.6	-0.07
17	-2.4	-0.10	-1.5	-0.06
33	-1.9	-0.08	-1.4	-0.06
65	-1.5	-0.06	-1.2	-0.05
129	-1.2	-0.05	-1.0	-0.05

[12] In practice, the first of these assumptions is invalid and the second one is also unlikely to be true, however this is the only robust basis to provide this calculation which is sometimes required by Natural England.

Dist from Road (m)	Change from 2023 **Base to '20**46 Zero **Growth'**		Change from 2023 **to '20**46 With Local **Plan'**	
	over 23 years	per year	over 23 years	per year
200	-1.0	-0.04	-0.9	-0.04
Ouse Washes SAC and Ramsar (Transect D)				
2	-2.5	-0.11	0.1	0.005
3	-2.4	-0.10	0.1	0.003
5	-2.2	-0.09	0.0	0.000
9	-1.8	-0.08	-0.1	-0.005
17	-1.5	-0.06	-0.2	-0.010
33	-1.1	-0.05	-0.3	-0.015
65	-0.8	-0.03	-0.4	-0.017
129	-0.5	-0.02	-0.4	-0.016
200	-2.4	-0.11	-1.6	-0.070
Portholme SAC (Transect A)				
44	-3.1	-0.13	-2.6	-0.11
65	-2.7	-0.12	-2.3	-0.10
129	-2.0	-0.09	-1.9	-0.08
200	-1.7	-0.07	-1.6	-0.07

[a] The majority of values are shown as negatives since they are reductions over time.

A3.4 The next step is to divide the PC by the 'per year' improvements to the 2046 Zero Growth scenario. These results are shown in Table A3-2. At Transect E in the Nene Washes SAC and Ramsar site, the Local Plan alone will retard the improvements by between 0.17 and 1.09 years, while the Local Plan in-combination, will retard the improvements by between 1.5 and 13 years. At Transect D in the Ouse Washes SAC and Ramsar site, the Local Plan alone will retard the improvements by between 0.15 and 0.53 years, while the Local Plan in-combination, will retard the improvements by between 7.2 and 24 years. At Transect A in the Portholme SAC, the Local Plan alone will retard the improvements by between 0.16 and 0.27 years, while the Local Plan in-combination, will retard the improvements by between 1.3 and 3.5 years.

A3.5 It should be stressed that this calculation is highly precautionary. While this is the only approach to using JNCC's forecasts with which Natural England currently agrees, it assumes that the UK will break a raft of long-standing legal commitments to reduce emissions and environmental impacts in the future. In addition to this, regarding the years after 2046, which are invoked by the concept of a 'delay' while these years have not been modelled, it is reasonable to expect a significant volume of electric vehicles in the fleet by this time, which have no local emissions of NOx or NH_3. This means that the years of delay statistics are likely to have been significantly overpredicted.

Table A3-2: Years Delay to Reductions in Nitrogen Deposition at the Worst-case Transect in Each Designated Site, in kgN/ha/yr

Dist from Road (m)	Local Plan Alone		Local Plan In Combination	
	PC (kg/N/ha/yr)	Years Delay[a]	PC (kg/N/ha/yr)	Years Delay[a]
Nene Washes SAC and Ramsar (Transect E)				
2	-0.17	1.09	2.07	13.0
3	-0.16	1.03	1.89	12.5
5	-0.13	0.96	1.62	11.6
9	-0.10	0.85	1.26	10.3
17	-0.07	0.69	0.87	8.5
33	-0.04	0.51	0.52	6.3
65	-0.02	0.34	0.27	4.2
129	-0.01	0.22	0.12	2.4
200	-0.01	0.17	0.07	1.5
Ouse Washes SAC and Ramsar (Transect D)				
2	0.059	0.53	2.66	24.0
3	0.053	0.51	2.47	23.7
5	0.048	0.51	2.16	23.0
9	0.039	0.49	1.73	21.7
17	0.026	0.42	1.22	19.3
33	0.017	0.37	0.74	15.8
65	0.008	0.24	0.38	11.4
129	0.004	0.15	0.17	7.2
Portholme SAC (Transect A)				
44	0.036	0.27	0.46	3.5
65	0.029	0.25	0.33	2.8
129	0.018	0.20	0.16	1.8
200	0.012	0.16	0.09	1.3

[a] i.e. the PC divided by the 'per year' reductions to the Future Zero Growth scenario.

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Habitats Regulations Assessments

Sustainability Appraisals

Strategic Environmental Assessments

Landscape Character Assessments

Landscape and Visual Impact Assessments

Green Belt Reviews

Expert Witness

Ecological Impact Assessments

Habitat and Ecology Surveys

Biodiversity Net Gain

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Statement of Representations Procedure for the Huntingdonshire Local Plan to 2046

Huntingdonshire District Council has prepared a pre-submission draft local plan entitled “Huntingdonshire Local Plan to 2046” which is being published for representations. This is the draft Local Plan which the Council propose to submit to the government. It sets out the Council’s strategy for future growth and change through to 2046.

The representations period runs from **16th September to 28th October 2026**.

You can see read the Local Plan on our engagement portal at Huntingdonshire District Council Consultation Home - Keystone.

During the consultation period a paper copy of the draft local plan will be available at Pathfinder House, St Mary’s Street, Huntingdon, PE29 3TN, during normal office opening days and times on Mondays to Thursdays between 8:45am and 5pm and on Fridays between 8:45am and 4.30pm.

We strongly encourage representations to be made through our online engagement portal at Huntingdonshire District Council Consultation Home - Keystone
The portal includes a ‘frequently asked questions’ section which includes guidance eon how to register, login and make representations on the portal.

If you have difficulty responding online representations may be made in writing by completing a response form available on our website, or you can request a form by email to local.plan@huntingdonshire.gov.uk or by phone on 01480 388424.

Responses form may be returned by email to local.plan@huntingdonshire.gov.uk or in paper form to Ms Clara Kerr, Head of Planning, Infrastructure and Public Protection, Huntingdonshire District Council, Pathfinder House, St Mary’s Street, Huntingdon, Cambridgeshire, PE29 3TN.

Please note that the representations period **closes at 23:59 on Wednesday 28th October 2026**. As per current planning regulations all representations must be received by this time. Any representations received after this time will not be considered to be duly made. Only representations received within the specified period have a statutory right to be considered in the examination process. As this is a formal representations period no exceptions or extensions can be made.

Representations

During this period representations are required to state how they relate to ‘Soundness’ and ‘Legal Compliance’.

The tests of soundness are set out in the National Planning Policy Framework (December 2024 version) at paragraph 36. Plans are considered to be sound if they are:

a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

Legal compliance focuses on the processes by which the Local Plan has been prepared. This includes consideration of whether:

a) The Local Plan is included within the Local Development Scheme, and the key stages set out within that have been followed. The most recent Local Development Scheme was published in May 2026.
b) The process of community involvement is in general accordance with the Statement of Community Involvement.
c) A Sustainability Appraisal report is published to accompany the Local Plan.
d) The Local Plan complies with all other relevant requirements of the Planning and Compulsory Purchase Act (prior to the commencement of changes on 3 March 2026) and the Town and Country Planning (Local Planning) (England) Regulations 2012, as amended (the Regulations).

If you wish to make a representation seeking a modification to the Local Plan you should clearly state in what way you consider the Local Plan, or a specific element of the Local Plan, not to be legally compliant or unsound as explained above. Your representation should be supported by evidence wherever possible, which may be provided as a supporting document. Please be as precise as possible, and do not simply refer to an attached supporting document(s). For your representation to be considered, it must be set out within your submission, not wholly contained within a supporting document.

Wherever possible, state how you think the Local Plan should be modified to make it sound and legally compliant. Please put forward your suggested revised wording for any textual change. Where you wish to make representations on more than one part of the Local Plan, please submit separate representations for each.

Representations may be accompanied by a request to be notified at a specific address (email or postal) of any of the following:

a) the submission of the local plan for independent examination under section 20 of the Act,
b) the publication of the recommendations of the person appointed to carry out an independent examination of the local plan under section 20 of the Act, and

c) the adoption of the local plan.

Detailed advice about making representations can be found on the Council's website.

Additional Documents

Representations are also being invited on the Proposed Submission Policies Map, and the accompanying Sustainability Appraisal (incorporating the requirements of Strategic Environmental Assessment) and Habitats Regulations Assessment.

Data Protection

Please note that we cannot accept anonymous representations. Representations will be published on the Council's engagement portal and will include the names and organisations who submitted them. Other personal contact details will not be published on the engagement portal. Please refer to our privacy notice for further details, which can be found on our website. Copies of all representations (including respondent details) received during the consultation period will also be provided to the Planning Inspectorate as part of the submission and examination of the Local Plan. Please refer to the Planning Inspectorate's Privacy statement for further details.

Following the representations period

Following the representations period the draft local plan, all proposed submission documents and all duly made representations will be submitted to the Secretary of State for examination. The Council aims to complete the submission no later than 31st December 2026.

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Huntingdonshire
DISTRICT COUNCIL

INFRASTRUCTURE READINESS REPORT

AUGUST 2026

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1. Introduction

1.1. This report follows a request by Members at Full Council, for information relating to infrastructure and the implications for the delivery of the emerging Local Plan to be brought together, in a consolidated way. This report does not seek to substitute or supersede any of the documents referred to within, and should be read alongside, or considered a summary of the key outcomes and positions from the evidence documents.

1.2. This report forms part of the appendices to the report submitted to Council for consideration on 9 September 2026 regarding the Pre-Submission Local Plan to 2046.

2. Background

2.1. The Council produced a Stage 1 and 2 Infrastructure Delivery Study. The Infrastructure Delivery Studies (IDS) identify the infrastructure required to support growth arising from the local plan. They assess the baseline infrastructure and cumulative impact of growth across the District and to individual settlements (where growth is proposed) as a result of the local plan to 2046.

2.2. The following stakeholders and infrastructure providers were consulted at both stages of the studies, ensuring a comprehensive assessment of all infrastructure:

- Anglian Water
- British Horse Society
- Cadent Gas
- Cambridgeshire Constabulary
- Cambridgeshire County Council – Education, Minerals and Waste, Public Health, Transport, Digital Communities etc.
- Cambridgeshire Fire & Rescue Service
- CPCA
- East of England Ambulance Service NHS Trust
- East West Rail
- Environment Agency
- HDC – Active Lifestyles, Health, Parks and Open Spaces, Operations, landscape and ecology, economic development & regeneration etc.
- Historic England
- Lead Local Flood Authority
- Middle Level Commissioners & IDBs
- National Highways
- National Highways
- Natural England
- Neighbouring authorities

- Network Rail
- NHS
- Sport England
- UK Power Networks
- Wildlife Trust

2.3. Stage 1 established a baseline of current infrastructure provision and deficits within the District. It tested a series of different growth options/locations to help identify a final growth strategy, alongside drawing the findings from a number of complementary evidence base documents, including but not limited to The Sustainability Appraisal, Transport Strategy, Water Cycle Study and Habitats Regulations Assessment and information from consultees. It also identified infrastructure required for a number of Strategic sites in consultation with infrastructure providers.

2.4. The Stage 2 Infrastructure Delivery Study assessed the infrastructure needed to support the emerging Huntingdonshire Local Plan to 2046, including employment and housing growth, five strategic housing allocations and two strategic employment allocations. It identified infrastructure requirements, costs, delivery mechanisms and phasing considerations across transport, education, healthcare, utilities, emergency services, green infrastructure, community facilities and sports and leisure. Infrastructure providers were consulted to inform the findings.

2.5. Stage 2 also identified what infrastructure will be required on large-scale strategic sites, where infrastructure can more readily be provided on-site to create sustainable new communities.

2.6. The Stage 2 Infrastructure Delivery Study includes three infrastructure schedules which list the infrastructure required to support the emerging Local Plan at a range of spatial scales: site specific; settlement focused; and district-wide. These schedules include infrastructure projects, costs, funding sources and delivery leads, these can be used alongside planning policies to leverage/determine developer contributions towards infrastructure, and inform site specific requirements as part of the planning application process. They also help to inform infrastructure providers of the infrastructure required to support growth to enable forward planning. If considered appropriate the schedules can also be used to identify potential CIL spending or identify to local communities' infrastructure or projects that could be funded through town or parish meaningful contributions[1].

[1] A proportion of CIL that must be passed to local communities, particularly parish and town councils. Under the CIL regulations, parish councils receive 15% of CIL receipts generated in their area (capped), rising to 25% where there is an adopted Neighbourhood Plan. This share is intended to give

2.7. The report concludes that growth as a result of the Local Plan to 2046 can be supported and that infrastructure is deliverable over the lifetime of the plan and can be delivered through a range of funding solutions, thus meeting the threshold for plan-making. It identifies that infrastructure projects and utility upgrades will be required to be implemented in parallel with development. It highlights that infrastructure planning will require ongoing monitoring and regular updates as capacity, costs and delivery programmes evolve.

3. Transport and Travel

A141 and St Ives Transport Improvement Scheme

3.1. The IDS identifies the A141 and St Ives Transport Improvements Scheme, including the A141 bypass, as an important infrastructure requirement for the Local Plan. It is described as critical to delivery of the North Huntingdon growth cluster.

3.2. Key elements include:

- New A141 bypass from Spittals Interchange to Sawtry Way.
- New and upgraded roundabouts.
- Junction improvements and signalisation.
- Integration with public transport and active travel measures.

3.3. Without the scheme:

- Congestion will continue on the A141.
- Public transport and park-and-ride measures become far less effective.
- Strategic sites at Wyton Airfield and Lodge Farm become more difficult to deliver.

Public Transport

3.4. Major improvements required include:

- Park and Ride facilities at Wyton Airfield and Huntingdon Racecourse.
- Guided Busway enhancements.
- New bus services and route extensions.
- Bus priority infrastructure and dedicated bus roads.

Active Travel

3.5. Required projects include:

- A141 cycleway improvements.
- Local Cycling and Walking Improvement schemes.

local communities a meaningful ability to influence and benefit from development-related infrastructure investment.

- Strategic walking and cycling links connecting major growth sites.

Council Response

3.6. The A141 and St Ives Improvements Scheme has been the subject of substantial public engagement and extensive collaborative working between HDC, Cambridgeshire and Peterborough Combined Authority and Cambridgeshire County Council (CCC). It is a CPCA project, which is identified within their existing list of transport schemes; with the technical work being delivered via consultants agreed by CCC.

3.7. The scheme is crucial to delivery of the North Huntingdon Opportunity Zone growth area which was established through the CPCA's Local Growth Plan. Collaboration on the scheme has recognised the importance of the Local Plan as a delivery vehicle for this element of the Local Growth Plan. Engagement has included a series of ongoing meetings of the A141 Project Board, along with more topic specific meetings primarily between HDC and CPCA regarding business cases and deliverability. A Statement of Common Ground is being prepared to identify progress and areas of agreement on the project along with a prospective timetable for the full business case and scheme delivery.

3.8. The housing trajectory to support the Local Plan reflects the need for the A141 and St Ives Improvements Scheme to be delivered before substantial development can take place, where development is dependent upon it. All schemes in North Huntingdon are phased for the first homes to complete beyond 2033/34 to allow housing growth to align with infrastructure delivery.

3.9. Huntingdonshire District Council have also been working with Cambridgeshire County Council (CCC) – Strategic Transport Modelling Team to develop the Huntingdonshire's Strategic Transport Assessment. This is using the CPCA's CAPCAM strategic transport model. The role of Cambridgeshire County Council has been to input into the project brief prior to issuing invitation to tender and review of submissions to assist with decision-making on appointment. Joint participation has continued through technical review meetings, discussions with consultants on details of modelling and mitigation options, review of technical outputs and provision of advice and commentary at all stages. This allows a cross boundary strategic response to Huntingdonshire's Strategic Transport Assessment with agreement across the two authorities throughout the process. Collaboration and engagement is ongoing. Engagement with CCC continued in relation to transport and growth options, where CCC confirmed that they are confident in the modelling approach and collaboration on the work. CCC noted that the A141 upgrade will assist with development at Lodge Farm and Wyton Airfield in particular. The Councils discussed the delivery of strategic sites and the need for phasing. CCC noted that A141 upgrade would remove transport

pressure on the A1123 and A1307 and in St Ives and that they are working with the Cambridgeshire and Peterborough Combined Authority (CPCA) on the development of the A141 and St Ives transport improvement scheme. CCC remain engaged with HDC to advise on transport and travel issues throughout preparation of the local plan, including being committed to providing support through the examination in public.

3.10. The Local Plan has included a policy on Supporting and Enabling Strategic Infrastructure to facilitate the delivery of strategic infrastructure. This includes the proposed A141 upgrade and rerouting, the proposed St Ives Transport Improvement Scheme, and initiatives that improve accessibility in rural parts of the district including public transport and active travel.

3.11. Strategic site allocation North Huntingdon 3 (Lodge Farm) includes a requirement for realignment route for the A141 including land for the roadway and active travel infrastructure along with associated landscaping and drainage infrastructure. It also requires the provision of transport infrastructure improvements proportionate to the scale of development including upgrades to the A141 and provision of public transport infrastructure at least one mobility hub and active travel routes. The site has been assessed through the Infrastructure Delivery Study and the Whole Plan Viability Assessment to demonstrate delivery.

3.12. Strategic site allocation North Huntingdon 4 (Wyton Airfield) includes a requirement for transport infrastructure improvements including upgrades to the A141, retention of land for a park and ride site, linkages to the Cambridgeshire Busway and provision of active travel routes along with associated landscaping and drainage infrastructure. The site has been assessed through the Infrastructure Delivery Study and the Whole Plan Viability Assessment to demonstrate delivery.

4. Water Supply

4.1. Huntingdonshire lies within a seriously water stressed area. Regional water supply plans do not yet fully reflect increased housing growth requirements following the revised NPPF standard method.

4.2. Key requirements to support growth as a result of the Local Plan include:

- Continued strategic engagement with Anglian Water.
- Water efficiency standards for all development.
- Greater use of water recycling and rainwater harvesting.
- Ongoing delivery of the Grafham-to-Cambridge Pipeline.

4.3. The report supports:

- 90 litres/person/day residential water consumption target.
- Enhanced water efficiency standards for commercial development.

Council Response

4.4. The Local Plan to 2046 includes a policy on water efficiency that goes beyond the national requirements it requires new residential development to demonstrate that it is designed to utilise fixtures and fittings that result in an average usage of 90 litres per person per day of mains supplied/ potable water. It also requires non-residential development to achieve a minimum of 3 credits in WAT01 water consumption category, or an equivalent standard set out in any future update to BREEAM; and asks that it has undertaken an assessment of non-domestic supplies if required by Anglian Water or Cambridge Water meeting any additional requirements as a result.

4.5. A Statement of Common Ground (SoCG) with Anglian Water demonstrates their support for the policy. A Statement of Common Ground with Greater Cambridge Planning also demonstrates how the Councils have worked collaboratively to address the issue of water supply. These SoCGs (along with other collaboration documents) are publicly available as part of the evidence library[2] for the Local Plan Update.

4.6. The Local Plan policy 'Managing Surface Water' requires the incorporation of rainwater harvesting, unless demonstrated to be inappropriate.

5. Wastewater Treatment Capacity

5.1. The Water Cycle Study and Infrastructure Delivery Study identifies that Huntingdon, Somersham and Brampton WRC catchments do currently not have sufficient capacity and no planned investment for AMP8.

5.2. Ramsey/Sawtry Water Recycling Centres (WRC). Peterborough (Flag Fen), and St Neots (which has network capacity constraints), have some capacity, but would not have capacity to serve all the growth planned in their catchments to 2046.

5.3. The report emphasised:
- Local Plan allocations must be phased in line with treatment capacity upgrades.
- Early engagement with Anglian Water is required.

- [2] Statement of Common Ground Between HDC and Anglian Water (Updated August 2026) & Greater Cambridge Proposed Submission Plan - Draft Statement of Common Ground

Council Response

5.4. Huntingdonshire District Council has engaged with Anglian Water throughout Local Plan preparation. A Statement of Common Ground (SoCG)[3] sets out how Anglian Water will support growth arising from the Plan to 2046.

5.5. The SoCG identifies St Neots WRC for a growth scheme between 2025 and 2030. Anglian Water is assessing growth forecasts and capacity requirements across all 2025-2030 WRC growth schemes and prioritising investment based on site-specific risks.

5.6. HDC and Anglian Water agree that several Water Recycling Centres serving planned growth through the Local Plan to 2046 will require capacity upgrades to support development to 2046. Both parties will continue to work together to align wastewater infrastructure delivery with planned allocated growth, this will include the phasing of allocated sites to coincide with infrastructure enhancements and delivery.

5.7. AW confirms that, upgrades at Huntingdon (Godmanchester), Brampton, Elton and Somersham WRCs will be assessed through DWMP28[4] to inform AMP9[5] (2030–2035) investment decisions, subject to regulatory approval and funding. For other catchments, infrastructure delivery will need to be phased alongside development trajectories, with AW's June 2026 strategic sites guidance[6] allowing temporary foul drainage connections to support early phases of major developments where appropriate.

5.8. AW has advised that they have recently identified an approach to strategic sites (500+ homes), such as The Lattenburys and Godmanchester 3. This approach is to prioritise development in locations where sufficient infrastructure capacity is already in place to support growth from the outset.

5.9. All parties agree that to overcome the issue of no existing WRC to serve the allocations identified in the Local Plan to 2046, onsite solutions could be a solution to be taken forward. Developers have an option to expedite delivery by providing an onsite WRC with potential to recover treated wastewater for non-potable reuse to supply onsite industrial uses, subject to the necessary discharge consents, to be agreed by the Environment Agency

[3] Statement Of Common Ground Between Huntingdonshire District Council and Anglian Water

[4] Drainage and Wastewater Management Plan
[5] Asset Management Plan – regulated by Ofwat the AMP periods (which cover 5-year time periods) sets out capital investment, infrastructure upgrades and environmental targets for water and wastewater companies.
[6] See Appendix 2 of Statement Of Common Ground Between Huntingdonshire District Council and Anglian Water

5.10. The Local Plan has included a policy on Supporting and Enabling Strategic Infrastructure to facilitate the delivery of strategic infrastructure. This includes strategic water infrastructure and wastewater networks.

5.11. The Local Plan includes a policy on Managing Wastewater which asks that "there is agreement with the Council in liaison with Anglian Water that there is capacity for wastewater treatment and a sustainable point of connection is or can be made available to serve the whole development for its lifetime, and that a sustainable foul/ used water strategy has been prepared and agreed with Anglian Water as the sewerage undertaker to establish whether any upgrades are necessary to ensure the provision of the required infrastructure to serve the whole development for its lifetime, prior to the occupation of the development." If upgrades to the infrastructure are necessary, the proposal must include an agreed plan for delivery with Anglian Water, where development is being phased, this must be demonstrated for each phase before first occupation.

5.12. Each site allocation within the local plan includes the requirement for early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated where relevant

6. Electricity Network Capacity

6.1. Through the findings of the Infrastructure Delivery Study and ongoing engagement with UK Power Networks (UKPN) the following was identified:

- UKPN will need to provide new infrastructure in the central section of Huntingdonshire in the medium term (post ED3[7] (2028 – 2033)) by means of a primary substation assuming proposed major development progresses in the forecasted timescales.
- There are some localised needs for reinforcement in areas such as Brington/Kimbolton, being addressed during ED2 and ED3. There are also plans to increase capacity to the east of St Neots and Godmanchester during ED3.
- There is potential for the need for cabling/connection work at Sawtry and Kimbolton 2: South East of Bicton Industrial Estate, Stow Road.
- To the north of the District, UKPN foresees potential for capacity constraints at Orton Primary Substation, which is relatively close to capacity and may require reinforcement. Dependent on energy intensity and efficiency, some individual pockets inside the new development areas may also need to await delivery of further Extra

[7] ED refers to Ofgem five-year price control framework it sets the revenue allowances, investment projects and performance targets for organisations such as UK Power Networks. Each ED lasts 5 years e.g. ED3 runs from 2028 to 2033.

High Voltage (EHV) reinforcements, currently being planned for the longer term with the neighbouring Distribution Network Operator (National Grid Electricity Distribution). The sites most affected are Peterborough Services 1: West of the A1 and south of Peterborough Motorway Services and Yaxley 1: 18 Eagle Business Park, Phase 3

Council Response

6.2. Huntingdonshire District Council have been working with UK Power Networks throughout the preparation of the Local Plan.

6.3. The Council has worked with UK Power Networks to ensure development as a result of the Local Plan can be accommodated. A Statement of Common Ground with UKPN notes that:

- UKPN are the responsible body for the operation, maintenance and upgrade of the electricity network infrastructure and that there is strategic alignment between more immediate development needs (Year 11 and under), existing network availability and planned network reinforcement e.g. works at Huntingdon Grid, reinforcement of Godmanchester Primary, establishment of a new supply to Hinchingbrooke Hospital and establishment of a new primary substation to the east of St Neots.
- The cumulative impact of growth as a result of the Local Plan and growth in neighbouring areas have been adequately addressed through the development of the IDS, the involvement of HDC in the Regional Energy Strategic Planning Forum and through UKPNs continued engagement with other energy infrastructure providers including National Grid.
- UKPN will investigate whether localised needs for reinforcement in areas such as Brington and Kimbolton are required in the long-term and include measures within the relevant price review process.
- Peterborough Services 1: West of the A1 and south of Peterborough Motorway Services and Yaxley 1: 18 Eagle Business Park, Phase 3 may need to be phased to accommodate additional capacity development at Orton Primary (circa 3–5 years). However, overall requirements for system upgrades will depend on the energy intensity and efficiency of end uses. If demand exceeds the wider system capacity, some sites may need to await delivery of further EHV reinforcements. The timeframe associated with these EHV reinforcements lies in the range of 5-10 years.
- There will be a need in the medium term (post ED3/2033) to establish new infrastructure in the central section of Huntingdonshire by means of a primary substation. This will be triggered by developments at Huntingdon 4: Wyton Airfield and Huntingdon 3: Lodge Farm.

Preparations including site selection and cable routes are currently being reviewed.

7. Education Infrastructure

7.1. Huntingdonshire District Council has been working with Cambridgeshire County Council throughout the preparation of the Local Plan including through the development of the Infrastructure Delivery Study (IDS). The IDS identifies that growth as a result of the local plan generates the following education requirements:

Infrastructure	Estimated Cost
Early Years	£27.5m
Primary Schools	£187.5m
Secondary Schools	£143.6m
SEND	£34.4m

7.2. The IDS identifies key requirements including:

- Multiple new primary schools.
- New secondary schools on strategic sites.
- Additional SEND provision.
- Expansion of existing schools across settlements.

Council Response

7.3. The Council has worked with Cambridgeshire County Council (CCC) to ensure development as a result of the Local Plan can be accommodated and how the Local Plan can allocate growth to sustain the continued provision of education in settlements. A Statement of Common Ground[8] with CCC notes that:

- The cumulative impact of growth as a result of the Local Plan and growth in neighbouring areas have been adequately addressed and identified through the development of the Infrastructure Delivery Studies.
- Any existing deficits in education infrastructure provision is not the remit of Huntingdonshire's Local Plan to 2046.
- CCC are the responsible body for the provision of educational infrastructure across Huntingdonshire which meets basic need requirements. Monies levied through developer contributions by Huntingdonshire District Council will assist in the delivery of future

[8] Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

infrastructure provision to meet the needs of growth across the plan period. However, where section 106 funds have not been secured, and demand for expansion can be evidenced, Cambridgeshire County Council will be encouraged to apply for funding through the Community Infrastructure Levy (CIL).

- Schools and academy trusts are responsible for managing the maintenance and condition of existing infrastructure.
- Strategic sites North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys identified within the Pre-Submission Local Plan are expected to deliver primary and secondary education provision. This is adequately addressed within the relevant site allocation policies, the Infrastructure Delivery Study and accompanying Schedule with specific detail to be agreed at planning application stage.
- Strategic sites Needingworth 1: Giffords Park, East of B1040 and St Neots 1: East of Loves Farm (Tithe Farm) identified within the Pre-Submission Local Plan are expected to provide developer contributions to contribute to educational infrastructure delivery with specific detail to be agreed at planning application stage. This is adequately addressed within the relevant site allocations policies, the Infrastructure Delivery Study and accompanying Schedule.
- The expansion of Abbey College, Ramsey will deliver an additional 150 secondary places and is expected to be completed by 2027, which will provide additional places for the wider catchment and contribute, alongside the provision of developer contributions, to meeting future growth needs.
- SEND provision does not operate on catchment areas and places are sorted by the type of facility across Cambridgeshire that best meet a child's needs, taking into consideration parental preference at all times. Contributions will be requested from developments towards countywide schemes.
- On smaller sites, off-site developer contributions will be determined at application stage and guided by the Infrastructure policies and the Developer Contributions Appendix as set out in the Local Plan in consultation with CCC.

7.4. Strategic sites identified within the local plan set out specific on-site requirements for education provision, these sites include North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys.

8. Healthcare

8.1. Huntingdonshire District Council has been working with NHS Central East Integrated Care Board and NHS Property (CE ICB) throughout the preparation of the Local Plan including through the development of the Infrastructure Delivery Study (IDS). The IDS identifies that healthcare capacity is already under pressure, with most GP practices reporting capacity deficits.

8.2. The IDS identifies the following requirements as a result of growth from the Local Plan:

- an approximate investment of between £19,415,062 - £25,098,147 (at present day costings) would be needed to provide the additional 3,857 sqm of primary care-led floorspace necessary to directly mitigate the impact of planned housing growth.
- New Neighbourhood Health Centres on major strategic sites.
- Expansion of existing facilities elsewhere.

Council Response

8.3. The Council has worked with CE ICB to ensure development as a result of the Local Plan can be accommodated. A Statement of Common Ground[9] with CE ICB notes that:

- The cumulative impact of growth as a result of the Local Plan and growth in neighbouring areas have been adequately addressed and identified through the development of the Infrastructure Delivery Studies.
- CE ICB are the responsible body for the planning and commissioning of health infrastructure across Huntingdonshire District Council and developer contributions from new housing growth will play a key role in guaranteeing the delivery of future health infrastructure provision to meet the needs of growth across the plan period.
- Any existing deficits in infrastructure provision is not the remit of Huntingdonshire's Local Plan to 2046.
- Delivery of new floorspace will be required on-site for the strategic housing allocations of North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4:Wyton Airfield and Hemingford Abbots 1: The Lattenburys where the need for approximately 3,100sqm GIA of new primary care-led floorspace is required. Interim facilities during early phases of the development may be required and will be determined a planning application stage as part of a phasing plan and Section 106 agreement. This is adequately addressed within the relevant site allocation policies, the Infrastructure Delivery Study and

[9] Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

accompanying Schedule. With specific detail to be agreed at planning application stage.

- Primary Care resulting from site allocation St Neots 1: East of Loves Farm (Tithe Farm) would require the extension/refurbishment of an existing Primary Care facility. This would be determined at application stage. This is adequately addressed within the relevant site allocation policies, the Infrastructure Delivery Study and accompanying Schedule. Specific details are to be agreed at planning application stage.
- On sites where less floorspace needs are generated, provision through off-site financial contributions towards the extension/refurbishment of existing premises will be determined at application stage and guided by the Infrastructure policies and the Developer Contributions Appendix as set out in the Local Plan.

8.4. Strategic sites identified within the local plan set out specific on-site requirements for healthcare provision, these sites include North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys

Ambulance Services

8.5. The IDS also identifies that:

- Existing ambulance facilities are operating at capacity.
- Growth across Huntingdonshire and neighbouring authorities will worsen pressure.
- A new ambulance hub/station is required, estimated at £22 million.

Council Response

8.6. Hinchingbrooke Hospital Allocation (Huntingdon 1) in the Pre-Submission Local Plan, sets out criteria for an ambulance station as part of the redevelopment of Hinchingbrooke Hospital. This can be constructed to meet existing and future needs.

9. Green and Blue Infrastructure

9.1. The Infrastructure Delivery Study Identifies district-wide requirements as a result of growth from the Local Plan. These include a requirement for:

- 36.94 ha parks and gardens.
- 27.71 ha amenity greenspace.
- 83.12 ha natural and semi-natural open space.
- 11.54 ha equipped play space.
- 9.7 ha allotments/community gardens.

9.2. The report also supports strategic projects such as:

- Paxton Pits Nature Reserve expansion.
- Wider green corridors and nature recovery projects.

Council Response

9.3. The Pre-Submission Local Plan includes a number of policies on Green and Blue infrastructure including: LP4 ‘Green and Blue Infrastructure Priority Areas’, LP 19 ‘Green and Blue Infrastructure’ where development will be expected to support green and blue infrastructure and incorporates open/ green space in accordance with 'Appendix 3: Developer Contributions'. The Developer Contributions Appendix includes enhanced green space standards to that of the current adopted Local Plan to 2036 including open space, outdoor sports, play space and allotments.

9.4. Policy LP 55 looks to protect existing open spaces, outdoor sport and recreational facilities.

9.5. All large-scale residential-led allocations specifically require strategic green infrastructure within the policy criteria :

- North Huntingdon 3 - Lodge Farm, North of A141
- North Huntingdon 4 - Wyton Airfield
- St Neots 1 - East of Loves Farm (Tithe Farm)
- Hemingford Abbots 1 - The Lattenburys
- Needingworth 1 Giffords Park, East of B1040

9.6. Some smaller scale sites also set out specific open space requirements such as Fenstanton 1 - Galley Hill and Godmanchester 2 - South of Godmanchester off the A1198. All sites will be required to incorporate open/ green space in accordance with 'Appendix 3: Developer Contributions' where applicable.

10. Waste Management

10.1. The findings from the Infrastructure Delivery Study identifies a strategic need for:

- New Household Recycling Centre capacity.
- A replacement waste transfer station after 2036.
- Additional waste handling infrastructure to support growth.

Council Response

10.2. Huntingdonshire District Council has identified these requirements within the infrastructure delivery schedule and will continue to engage with the County Council on the location of sites as more information becomes available.

11. Additional Approaches to Infrastructure Provision

11.1. The Pre-Submission Local Plan includes a comprehensive framework to ensure infrastructure is delivered alongside new development. Policy LP12 requires developers to provide the necessary on-site and, where appropriate, off-site infrastructure to address the direct and cumulative impacts of growth. Infrastructure must be delivered at the right time to avoid adverse effects on existing communities, and existing facilities may need to be retained or enhanced depending on the scale of development.

11.2. Policy LP13 sets out the developer contributions that may be required to support infrastructure provision, with further guidance provided through the Developer Contributions Appendix. Together, these policies help ensure that the costs of new infrastructure and services arising from development are appropriately addressed.

11.3. Strategic infrastructure investment is recognised as essential to supporting Huntingdonshire's future growth, resilience and economic prosperity. Policy LP14 supports the coordinated delivery of key infrastructure projects, including improvements to the A141 and St Ives transport networks, East West Rail, strategic water infrastructure such as the Fens Reservoir and Grafham to Cambridge Pipeline, wastewater networks, and initiatives that improve public transport, active travel and accessibility in rural areas.

11.4. The Pre-Submission Local Plan will phase delivery of allocated sites. This is demonstrated within policy LP 1 'How much development do we expect'.

11.5. A stepped housing trajectory is a housing delivery strategy used in a Local Plan where the annual housing requirement is set at different levels during different stages of the plan period, rather than requiring the same number of homes to be delivered every year. It typically starts with a lower requirement in the early years and increases later in the plan period. Planning Practice Guidance states that a stepped housing requirement may be appropriate where there is a significant change between existing and emerging housing requirements, or where major strategic sites are expected to deliver homes later in the plan period.

11.6. The approach recognises that large strategic allocations often require substantial lead-in times for planning, land assembly and infrastructure provision before homes can be delivered at scale. A stepped trajectory therefore aligns housing delivery with the timing of infrastructure and the realistic build-out of strategic sites, while allowing smaller and more deliverable sites to provide housing in the early years. Many authorities have

used stepped trajectories where housing requirements increase significantly from previous plans or where major infrastructure is needed to unlock growth. This is also an approach supported by the Planning Inspector on their advisory visit to review the Local Plan.

11.7. This approach is proposed in the Pre-Submission Local Plan and policy LP 1 'How much Development do we expect'.

12. Further Information

12.1. The following list identifies some of documents related to infrastructure which can be found in the Evidence Library for the Local Plan Update (https://www.huntingdonshire.gov.uk/planning/local-plan-update/evidence-library-for-local-plan-update/)

- **Infrastructure Delivery Study Baseline Assessment** - The first stage of the Infrastructure Delivery Study, an evidence-based assessment of existing and future infrastructure requirements to support the Huntingdonshire District Council's Preferred Options Draft Local Plan to 2046 (Regulation 18). It includes strategic growth options and some strategic scale sites that were put forward to the council
- **Stage 2 Infrastructure Delivery Study** - provides an assessment of infrastructure to inform the Pre-Submission Local Plan and presents a schedule of infrastructure, at a range of prioritisation scales, to be delivered across the Plan Period to 2046, and beyond (in the case of strategic allocations)
  - Appendix B: Infrastructure Schedules - Strategic Sites
  - Appendix C: Infrastructure Schedules - Settlements
  - Appendix D: Infrastructure Schedules - District-wide
- **Statement of Common Ground** between HDC and UK Power Networks
- **Statement of Common Ground** Between HDC, NHS Central East Integrated Care Board and NHS Property Services
- **Statement of Common Ground** Between HDC and Anglian Water (Updated August 2026)
- **Draft Statement of Common Ground** - Greater Cambridge Proposed Submission Plan
- **Statement of Common Ground** between HDC and Peterborough City Council
- **Statement of Common Ground** between HDC and Cambridgeshire County Council (Education)

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Equalities Impact Assessment for the Pre-Submission Local Plan to 2046

Document Information

This version was produced on 20th August 2026.

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1 Introduction

Equalities Act 2010

1.1 The Equalities Act 2010 requires the Council to have due regard to the need to eliminate unlawful discrimination, advance equality of opportunity and foster good relations. The Council also needs to demonstrate its compliance with the Equality Duty. The Council therefore needs to understand how its decisions and activities impact on different people and how they are affected by policies and practices. An Equality Impact Assessment is the method by which the Council can assess the impact of a new strategy, policy or decision.

1.2 The assessment focuses primarily on identifying circumstances where an adverse impact may occur; an adverse impact is is defined as occurring when a strategy, policy or decision has a disproportionately negative effect on a protected group or groups. Any adverse impact may be unintentional.

Public Sector Equalities Duty

Table 1 Relationship between the Preferred Options Draft Local Plan to 2046 and Implementation of the Public Sector Equalities Duty

Aim	Relevant?	Details
Eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act.	Yes	The Preferred Options Draft Local Plan to 2046 aims to ensure the sustainable development of Huntingdonshire up to 2046. The promotion of balanced and inclusive communities that benefit all is a key element of this. The policies set out in the Local Plan aim to guide development and promote opportunities for all members of the community. It specifically includes policy guidance which is intended to have a positive impact in helping to eliminate unlawful discrimination, harassment and victimisation of all groups of Gypsies, Travellers and Travelling Showpeople. Facilitating an adequate supply of sites for Gypsies, Travellers and Travelling Showpeople to occupy, in line with current evidence of existing and future need, will help to ensure fair and equal treatment, in a way that promotes their traditional way of life whilst respecting the interests of settled communities.
Advancing equality of opportunity between people who share protected characteristics and those who do not.	Yes	The Preferred Options Draft Local Plan to 2046 aims to promote balanced, inclusive and sustainable communities that benefit all residents as well as those who work or visit the district. The Local Plan will have a broad and positive impact on advancing equality of opportunity, particularly through its policies to deliver a wide range of housing, including both general and rural exceptions affordable housing, specialist housing for older people and those with specific needs and accessible and adaptable housing. It also seeks to advance equality of opportunity for gypsies, travellers and travelling showpeople through specific policy guidance to promote suitable sites to meet their needs whilst respecting the interests of settled communities. Policies to promote local provision of services and facilities, sustainable travel, green infrastructure, health impact assessments, employment and community facilities also aim to have a positive impact on advancing equality of opportunity.

Aim	Relevant?	Details
Foster good relations between people who share a protected characteristic and those who do not.	Yes	The Preferred Options Draft Local Plan to 2046 will have a broad positive impact on fostering good relations through its housing policies which aim to further the creation of balanced, mixed, sustainable communities. Policies promoting local services and facilities, community planning proposals and tourism and recreation will also aim to have a positive impact.

1.3 The protected characteristics considered are:

- Age
- Gender
- Disability
- Marriage and civil partnership status
- Pregnancy and maternity
- Race
- Religion or belief
- Sexual orientation
- Gender reassignment

What proposal is being assessed?

1.4 This Equalities Impact Assessment is considering the Preferred Options Draft Local Plan to 2046. This sets out planning policies and proposals to guide development in the district up to 2046. Huntingdonshire is committed to providing equality in our policy-making and service delivery and continuing to improve the quality of life for residents and promoting sustainable economic growth.

What is the purpose of the proposal?

1.5 The purpose of the Equalities Impact Assessment is to assess the potential impact of the policies and proposals in the Preferred Options Draft Local Plan to 2046 on groups with the protected characteristics listed above. Each aspect is assessed by consideration of whether the policy or proposal could have a differential impact on each group of people with a protected characteristic and seeks to identify and address any potential inequalities of outcome.

1.6 The Pre-Submission Local Plan to 2046 sets out policies and proposals for development and growth and for protection and enhancement of the natural and built environment of the district. It contains:

- An overall vision for Huntingdonshire up to 2046 to indicate aspirations for the nature and characteristics of Huntingdonshire by this time
- A series of objectives indicating how this vision may be delivered
- The approach to climate resilience to be taken through land use planning
- Policies to shape the nature and scale of development
- Site allocation proposals to deliver the district's growth targets

Undertaking the assessment

Table 2 Assessment Preparation

Assessment	Details
Service area	Planning
Date of assessment	17th July 2026
Name of strategy being assessed	Pre-Submission Local Plan to 2046
Is this a new or existing strategy?	Replacement of Huntingdonshire's Local Plan to 2036
Name of manager responsible for the strategy	Clara Kerr
Assessment conducted by	Planning Policy Team

2 Protected Characteristics in Huntingdonshire

2.1 The following section provides brief details relating to the protected characteristics where data is available.

Age

2.2 The diagram below illustrates broad age groups for Huntingdonshire in 2024 sourced from Cambridgeshire Insight which has built on the 2021 Census.

2.3 The table below shows the comparative percentages of broad age groups across Huntingdonshire, Cambridgeshire and England in 2024. This shows that Huntingdonshire has a higher proportion of people aged 65 and over than average across wider areas.

	Huntingdonshire	Cambridgeshire	England
Persons aged 0 - 15	34,743	126,334	10,768,248
Persons aged 0 - 15 %	18.2	17.8	18.4
Persons aged 16 - 64	116,811	449,253	36,870,761
Persons aged 16 - 64 %	61.3	63.3	62.9
Persons aged 65+	39,065	134,730	10,981,092
Persons aged 65+ %	20.5	19	18.7

Date: 2024 | Source: ONS, Population Estimates

2.4 The age profile in 5 year groups is set out below to provide detailed information.

Table 3 Comparative age profiles

Name	Huntingdonshire	Huntingdonshire %	Cambridgeshire	Cambridgeshire %	England	England %
Age 0 - 4	9,883	5.18	35,406	4.98	3072243	5.24
Age 5 - 9	11,170	5.86	40,095	5.64	3401724	5.80

Name	Huntingdonshire	Huntingdonshire %	Cambridgeshire	Cambridgeshire %	England	England %
Age 10 - 14	11,442	6.00	42,462	5.98	3581732	6.11
Age 15 - 19	9,863	5.17	42,390	5.97	3509155	5.99
Age 20 - 24	8,092	4.25	44,452	6.26	3526018	6.02
Age 25 - 29	11,106	5.83	46,666	6.57	3885571	6.63
Age 30 - 34	12,962	6.80	48,857	6.88	4101144	7.00
Age 35 - 39	13,795	7.24	49,906	7.03	4073458	6.95
Age 40 - 44	12,764	6.70	47,231	6.65	3855280	6.58
Age 45 - 49	11,755	6.17	44,027	6.20	3479767	5.94
Age 50 - 54	13,011	6.83	46,333	6.52	3728798	6.36
Age 55 - 59	13,348	7.00	45,908	6.46	3861340	6.59
Age 60 - 64	12,363	6.49	41,854	5.89	3562779	6.08
Age 65 - 69	10,243	5.37	34,807	4.90	2951642	5.04
Age 70 - 74	9,021	4.73	31,375	4.42	2568308	4.38
Age 75 - 79	9,120	4.78	30,675	4.32	2433995	4.15
Age 80 - 84	5,737	3.01	19,334	2.72	1543135	2.63
Age 85 - 89	3,231	1.70	11,789	1.66	951,369	1.62
Age 90+	1,713	0.90	6,750	0.95	532,643	0.91
	190,619		710,317		58620101	

2.5 All age data is based on estimates at 2024 sourced from Cambridgeshire Insight.

Gender

2.6 Cambridgeshire Insight's population report provides details on the structure of Huntingdonshire's population as at 2024. The illustration below shows that the gender structure of our population is very similar to that for the wider county and for England as a whole with a marginal higher proportion of males than the other areas.

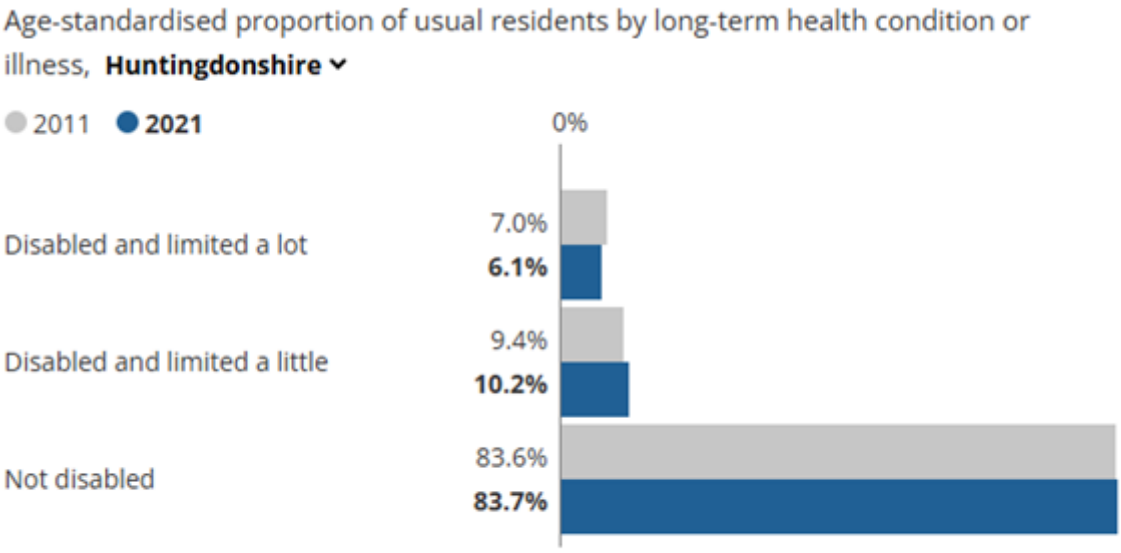
	Huntingdonshire	Cambridgeshire	England
Females	96,367	360,378	29,895,762
Females (%)	50.6	50.7	51
Males	94,252	349,939	28,724,339
Males (%)	49.5	49.3	49

Date: 2024 | Source: ONS, Population Estimates

Disability

2.7 In 2021, 6.1% of Huntingdonshire residents were identified as being disabled and limited a lot. This figure decreased from 7.0% in 2011. These are age-standardised proportions. In 2021, just over 1 in 10 people (10.2%) were identified as being disabled and limited a little, compared with 9.4% in 2011. The proportion of Huntingdonshire residents who were not disabled increased from 83.6% to 83.7%.

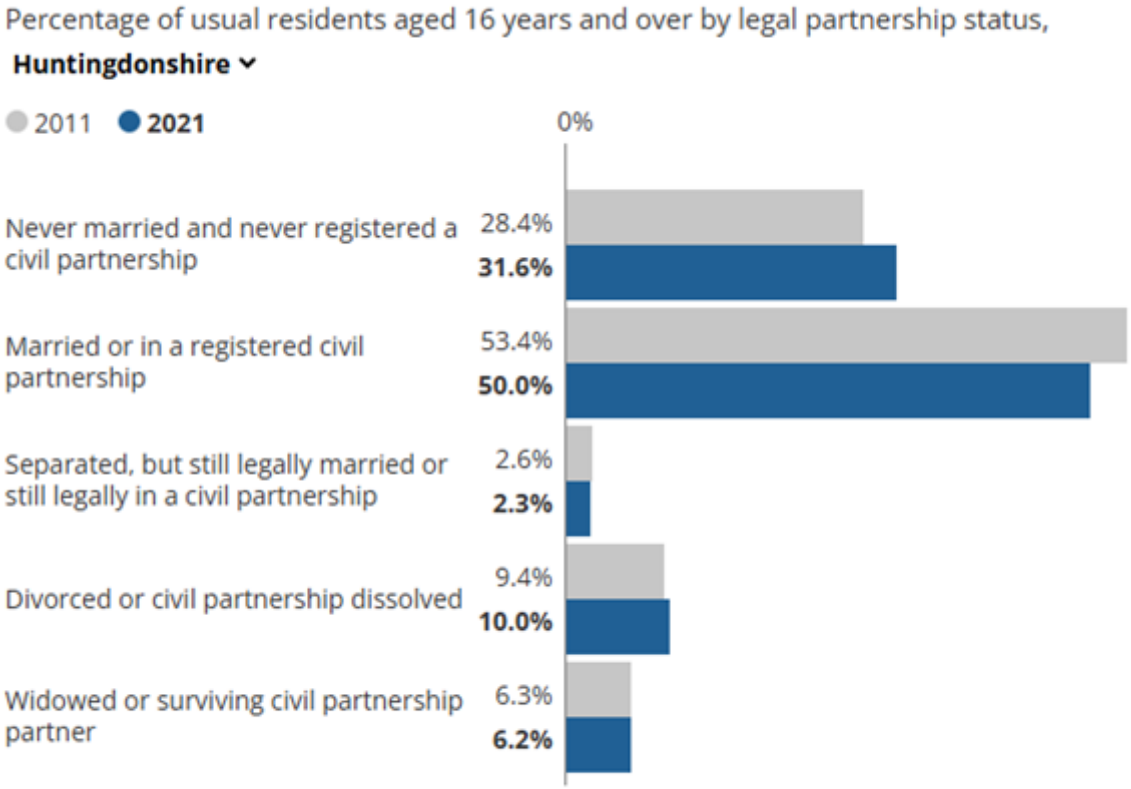
2.8 The decrease in the proportion of residents who were identified as being disabled and limited a lot in Huntingdonshire (0.9 percentage points) was similar to the decrease across the East of England (1.2 percentage points, from 7.8% to 6.6%). Across England, the proportion fell by 1.6 percentage points, from 9.1% to 7.5%.



Source: Office for National Statistics – 2011 Census and Census 2021

Marriage and civil partnership status

2.9 Official statistics from the Office for National Statistics shown below indicate people's marital/ partnership status.



Source: Office for National Statistics – 2011 Census and Census 2021

2.10 Of Huntingdonshire residents aged 16 years and over, 31.6% said they had never been married or in a civil partnership in 2021, up from 28.4% in 2011.

2.11 In 2021, around one in two people (50.0%) said they were married or in a registered civil partnership, compared with 53.4% in 2011. The percentage of adults that had divorced or dissolved a civil partnership increased from 9.4% to 10.0%.

2.12 The increase in the percentage of people aged 16 years and over who had never been married or in a civil partnership was greater across the East of England (3.7 percentage points, from 31.1% to 34.8%) than in Huntingdonshire (3.2 percentage points). Across England, the percentage increased from 34.6% to 37.9%.

2.13 These figures include same-sex marriages and opposite-sex civil partnerships in 2021, neither of which were legally recognised in England and Wales in 2011. Same-sex marriages have been legally recognised in England and Wales since 2014 and opposite-sex civil partnerships have been recognised since 2019.

Pregnancy and maternity

2.14 In 2024 1,731 live births were recorded in Huntingdonshire as published by the Office for National Statistics in August 2025. This represented a maternity rate of 49.9 per 1,000 women aged 15 to 44 compared to 45 for Cambridgeshire which is influenced by the exceptionally low rate in Cambridge, and 48.5 for England .

2.15 Office for National Statistics data on fertility, pregnancy and birth is illustrated below.

Indicator	Period	Hunts		East of England	England	England		
		Recent Trend	Count	Value	Value	Value	Worst/ Lowest	Range	Best/ Highest
Fertility and demographic information									
General fertility rate New data	2023	–	1,714	51.4	52.3	49.4	27.9		67.2
Under 18s conception rate New data	2022	→	35	12.4	12.9	13.9	34.4		4.2
Under 18s births rate New data	2023	→	3	1.0	2.8	3.0	10.9		0.7
Deliveries to women aged 12 to 17	2023/24	–	-	-	0.5%	0.6%	-	*Insufficient number of values for a spine chart*	-
Deliveries to women aged 35 years and above	2023/24	→	450	27.5%	24.8%	24.7%	12.5%		47.8%
Deliveries to women from ethnic minority groups	2023/24	↑	210	12.8%	22.2%	27.9%	1.6%		74.5%
Planning and preparation for pregnancy									
Smoking status at time of delivery New data	2024/25	→	135	8.3%	6.5%	6.1%	13.2%		2.2%
Pregnancy and birth									
Stillbirth rate	2021 - 23	–	25	4.7	4.0	4.0	7.1		1.3
Premature births (less than 37 weeks gestation)	2020 - 22	–	375	69.5	74.6	77.0	108.1		44.0
Low birth weight of term babies New data	2024	→	30	2.0%	2.7%	3.0%	5.2%		1.0%
Deliveries by caesarean section	2023/24	↑	665	40.7%	41.2%	40.9%	56.2%		13.1%
Admissions of babies under 14 days	2023/24	→	150	91.7	84.1	88.7	679.2		16.3
Breastfeeding									
Baby's first feed breastmilk ⚠	2023/24	–	1,150	73.5%	74.3%	71.9%	41.3%		94.3%
Emergency admissions for gastroenteritis (0 to 4 years)	2023/24	→	105	106.8	58.9	67.6	243.2		12.6
Emergency admissions for lower respiratory tract infections (0 to 4 years)	2023/24	↑	225	228.8	186.8	207.7	486.3		50.2

Race

2.16 The way people describe their ethnic group is based on their culture, family background, identity or physical appearance. The 2021 Census identified 92.4% of our population as being of 'White' ethnic groups including white British, Irish, and Eastern European. This differs from the Cambridgeshire population of whom 88.6% are within this group and differs even more from the average for England as a whole where 81% are of White ethnicity. The largest ethnic minority group was Asian, Asian British or Asian Welsh at 3.2%. While these also represent the largest ethnic minority groups in Cambridgeshire at 5.8% and England at 9.6% the Huntingdonshire proportion is significantly lower. This is followed by people of multiple or mixed ethnicities at 2.2% in Huntingdonshire which shows less divergence from the Cambridgeshire figure at 2.9% and the England figure at 3%.

2.17 The table below from the 2021 Census data provides broad categories for ethnic groups allowing comparison across Huntingdonshire, Cambridgeshire and England.

	Huntingdonshire	Cambridgeshire	England
Asian, Asian British or Asian Welsh	5,745	39,689	5,426,392
Asian, Asian British or Asian Welsh (%)	3.2	5.8	9.6
Black, Black British, Black Welsh, Caribbean or African	2,646	9,745	2,381,724
Black, Black British, Black Welsh, Caribbean or African (%)	1.5	1.4	4.2
Mixed or Multiple ethnic groups	4,057	19,354	1,669,378
Mixed or Multiple ethnic groups (%)	2.2	2.9	3
White	167,116	601,166	45,783,401
White (%)	92.4	88.6	81
Other ethnic group	1,268	8,895	1,229,153
Other ethnic group (%)	0.7	1.3	2.2

Date: 2021 | Source: ONS, Census 2021

Religion or belief

2.18 Christianity is the still the most widespread religion held in Huntingdonshire with 47.3% of residents stating this in the 2021 Census although this represents a significant fall since the 60.8% of residents identifying as Christian in the 2011 Census. The next largest group was no religion at 44%. 1.4% of residents identify as Muslim, and 0.5% identify as Hindu and 0.4% as Buddist. The proportion identifying as Christian is slightly higher than the average of 45.1% for England. The proportions identifying as Muslim are significantly lower than the England average of 6.7% or as Hindu at 1.8% across England.

Table 4 Comparison of religious affinity from the 2021 Census

Name	Huntingdonshire	Cambridgeshire	England
Christian	85568	306302	26167899
Christian (%)	47.3	45.1	46.3
Buddhist	670	3698	262433
Buddhist (%)	0.4	0.5	0.5
Hindu	972	7245	1020533
Hindu (%)	0.5	1.1	1.8
Jewish	222	1978	269283
Jewish (%)	0.1	0.3	0.5
Muslim	2583	13953	3801186
Muslim (%)	1.4	2.1	6.7
Sikh	325	1165	520092

Sikh (%)	0.2	0.2	0.9
Other religion	900	3853	332410
Other religion (%)	0.5	0.6	0.6

Sexual orientation

2.19 The 2021 Census asked a question on sexual orientation for the first time. This indicated that amongst those aged 16 and over who answered the question 3,938 people indicated that they identified as one of: gay or lesbian, bisexual, pansexual, asexual, queer or other non-heterosexual. This compares to 1.46 million identifying within these groups across England.

Gender reassignment

2.20 The 2021 Census for the first time asked adults (16+): 'is the gender you identify with the same as your registered sex at birth?' (Table TS070). However, since 5 September 2024 the figures initially published have been downgraded from being accredited official statistics to official statistics in development. This change in designation reflects the innovative nature of the gender identity estimates and the evolving understanding of measuring gender identity, along with the uncertainty associated with these estimates. Broad data is is published at a regional level but no details are available at a district level now.

2.21 The initial data indicates that of those who answered the question in Huntingdonshire just over 200 people recorded a different gender identity than the sex registered at birth, representing 0.14% of residents aged 16 and over.

3 Assessment of Policies

3.1 This table provides an analysis of each Local Plan policy against the protected characteristics groups and considers whether the likely effect of the policy is positive (+), neutral (~) or negative (-) with respect to that particular group compared to the overall population.

Table 5 Assessment of Policies: How will Huntingdonshire grow and change

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP1: How much development do we expect	~	~	~	~	~	~	~	~	~	Providing an adequate supply of homes and employment opportunities is likely to benefit all sectors of society equally.
LP2: Our strategy for change	+	~	+	~	+	~	~	~	~	Focusing development in settlements with greatest opportunity to access services and facilities should help improve access for all but may have a particularly positive effect on those with restricted mobility through age, disability or pregnancy & maternity.
LP3: Distribution of growth	+	~	+	~	+	~	~	~	~	Focusing development in settlements with greatest opportunity to access services and facilities should help improve access for all but may have a particularly positive effect on those with restricted mobility through age, disability or pregnancy & maternity.
LP4: Green and blue infrastructure priority areas	+		+	~	~	+	~	~	~	The policy seeks to promote additional green infrastructure for the benefit of all sectors of the community. It may in particular be beneficial in supporting the development of young people and the well-being of older people and those with mental health challenges. Provision of additional blue and green infrastructure, particularly in more accessible locations supports overcoming challenges such as those demonstrated in work commissioned by the National Trust which found that black and Asian people visit natural settings 60 per cent less than white people.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP5: Settlement hierarchy	~	~	~	~	~	~	~	~	~	The settlement hierarchy provides a categorisation of places in the district to which other policies are applied and so has no direct impact on any protected characteristics.
LP6: Market towns	+	~	~	~	+	~	+	~	~	Facilitating growth for all types of development within the market towns should contribute to the provision of a range of services and facilities within the most accessible locations in the District for many residents. This could result in a positive effects from reduced potential for isolation amongst the ageing population, parents and pregnant women through increased opportunities for social interaction. They may also include places in which faith groups can meet. It may also provide younger people with the opportunity to live independently where they have grown up.
LP7: Service centres	+	~	~	~	+	~	+	~	~	Facilitating growth for all types of development within the service centres should contribute to the provision of a range of services and facilities within locally accessible locations. This could result in a positive effects from reduced potential for isolation amongst the ageing population, parents and pregnant women through increased opportunities for social interaction. It may also provide younger people with the opportunity to live independently where they have grown up.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP8: Local service villages	+	~	~	~	~	~	~	~	~	Facilitating some growth for housing and other uses within the local services centres may have a positive impact on older people through provision of suitable and accessible homes within their established communities and provide younger people with the opportunity to live independently where they have grown up.
LP9: Villages	+	~	~	~	~	~	~	~	~	Facilitating some growth for development within villages may have a positive impact on older people through provision of suitable and accessible homes within their established communities and provide younger people with the opportunity to live independently where they have grown up.
LP10: Hamlets and the countryside	+	~	~	~	~	~	~	~	~	Facilitating limited growth within hamlets and the countryside may have a positive impact on younger people through provision of suitable and accessible homes specifically related to rural employment.
LP11: Placemaking for larger scale developments	+	+	+	~	+	~	+	+	~	The policy seeks to ensure large scale developments are masterplanned to promote fully inclusive communities where all people's needs are met and they feel comfortable living and working. This is likely to particularly benefit people with reduced mobility whether this temporary through maternity, a permanent disability or due to age. It also has potential to benefit people seeking specific places of worship or of varied sexual orientation where community inclusion is designed into the scheme.

Table 6 Assessment of Policies: How we will enable sustainable growth

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP12: How will infrastructure be provided	+	~	+	~	+	~	+	~	+	The policy seeks provision of infrastructure to meet the needs arising from new development which may have positive impacts for young and older people or those with disabilities, health and gender reassignment care needs where education, health and social care facilities are provided and for people seeking specific buildings for places of worship.
LP13: Securing infrastructure provision	+	~	+	~	+	~	+	+	+	Securing infrastructure through planning decisions can help benefit all sectors of the community through provision of general or specialist infrastructure including health care, education, and places of worship.
LP14: Supporting and enabling strategic infrastructure	+	~	+	~	+	~	+	~	+	Securing and enabling strategic infrastructure through planning decisions can help benefit all sectors of the community through provision of water management, water supply, transport and public transport.
LP15: Facilitating transport, travel and connectivity	+	+	+	~	~	~	~	~	~	The policy strongly supports provision of active travel infrastructure, and public and community transport users. This should benefit young people who are often dependant on active travel for personal mobility, older and disabled people and women who are typically higher users of use public transport.
LP16: Approach to renewable energy schemes	~	~	~	~	~	~	~	~	~	The policy is likely to benefit all sectors of society equally by supporting provision of power.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP17: Health and well-being	+	+	+	~	+	~	~	+	+	The policy strongly focuses on ensuring larger scale new developments create inclusive, accessible, safe places which support the needs of the most vulnerable members of society and contribute to social cohesion and interaction. As such, implementation of this policy has the potential to have positive impacts of many of the groups with protected characteristics.
LP18: Providing affordable homes	+	+	+	~	+	~	~	~	~	Promoting provision of affordable homes will contribute to providing a range of sizes, types and tenures of housing suitable to meet the needs of all sectors of the community. It may particularly benefit older people with specialist needs, women and young people and families seeking a secure home.
LP19: Blue and green infrastructure	~	~	~	~	~	~	~	~	~	The policy is likely to benefit all sectors of society equally through promoting accessible blue and green infrastructure for all.
LP20: Supporting carbon capture through nature	+	~	~	~	~	~	~	~	~	Supporting carbon capture should limit increases in air temperature and pollution arising from climate change which will be particularly beneficial for older and young people who are generally more vulnerable to temperature extremes and impacts of poor air quality.
LP21: Managing flood risk	~	~	~	~	~	~	~	~	~	The policy is likely to benefit all sectors of society equally through the management of flood risk.

Policy	Age	Gender	Disability	Marriage & civil partner-ship status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assign-ment	Explanation
LP22: Managing waste water	~	~	~	~	~	~	~	~	~	The policy is likely to benefit all sectors of society equally through the management of waste water and provision of enhanced waste water management infrastructure.
LP23: Managing surface water	~	~	~	~	~	~	~	~	~	Integrating surface water management into the design of development is likely to benefit all sectors of the community equally.
LP24: Water efficiency	~	~	~	~	~	~	~	~	~	The policy is likely to benefit all sectors of the community equally by ensuring adequate provision of water services.

Table 7 Assessment of Policies: How we will create well designed places

Policy	Age	Gender	Disability	Marriage & civil partner-ship status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP25: Design context and character	~	~	~	~	~	~	~	~	~	Ensuring development responds well to its context is likely to benefit all sectors of the community equally.
LP26: Creating high quality places and spaces	+	~	+	~	+	~	~	~	~	Well designed proposals are expected to be of benefit to all but the particular focus on ensuring ease of getting around is likely to benefit a range of groups for whom mobility may be more challenging.
LP27: Ensuring amenity for new buildings and neighbours	~	~	~	~	~	~	~	~	~	Ensuring high standards of amenity is likely to benefit all sectors of the community equally.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP28: Minimising embodied and operational carbon in new buildings	+	+	+	~	+	~	~	~	~	Minimising embodied carbon in new buildings is expected to have long term beneficial impacts for all members of our community. While reducing operational carbon will help to reduce energy running costs for all new buildings it has the potential to be of particular benefit to older and young people, those experiencing pregnancy and maternity and people with reduced mobility where additional heating may be required to maintain a comfortable living or working environment. This may also benefit women who head up a higher proportion of single parent households.
LP29: Making existing buildings more energy efficient	~	~	~	~	~	~	~	~	~	Enhancing the energy efficiency of existing buildings when uses are changing or extensions being constructed is likely to benefit all sectors of the community equally.
LP30: Supporting active and sustainable travel	+	+	+	~	+	~	~	~	~	Enhancing transport networks and supporting opportunities for travel by sustainable modes is likely to benefit all sectors of the community but may have a particularly positive effect on those with restricted mobility through age, disability or pregnancy & maternity; enhancements to public transport may positively effect women and young people who are disproportionately higher users of these services..
LP31: Parking and vehicle movement	+	~	+	~	~	~	~	~	~	This policy supports incorporation of adequate vehicle and cycle parking provision for all development proposals; it

Policy	Age	Gender	Disability	Marriage & civil partner-ship status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
										may have a positive effect on people with mobility disabilities through requirement of specific parking provision for people with disabilities.
LP32: Electric vehicle charging points	~	~	~	~	~	~	~	~	~	Provision of additional electric vehicle charging points will help all members of the community equally by contributing to access to this service and reducing the impacts of fossil fuel usage ont he environment.
LP33: Preventing and reducing air pollution	+	~	~	~	~	~	~	~	~	Prevention and reduction of air pollution and requirement for an air quality assessment where necessary may have a positive effect on older and young people in particular and those with respiratory conditions.
LP34: Preventing and reducing ground contamination and groundwater pollution	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by safeguarding the natural environment.

Table 8 Assessment of Policies: How will we support a strong local economy

Policy	Age	Gender	Disability	Marriage & civil partner-ship status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assign-ment	Explanation
LP35: Protecting and enhancing Established Employment Areas	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by supporting the local economy and providing employment opportunities.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP36: Expansion and diversification of rural business	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by supporting the local economy and providing employment opportunities.
LP37: Shaping new businesses in the countryside	+	+	~	~	~	~	~	~	~	This policy will support access to rural employment opportunities in more diverse locations which are less likely to require access to a private car.
LP38: Enabling key cluster and innovation-led growth	+	~	+	~	~	~	~	~	~	This policy seeks to support more diverse, more skilled and higher value jobs in the local economy which may be beneficial to young people and those with certain disabilities may offering greater employment opportunities close to home and so reducing the time and cost of commuting.
LP39: Enabling logistics and distribution	~	~	+	~	+	~	~	~	~	Supporting logistics and distribution, including provision of last-mile facilities may be particularly beneficial to people with disabilities or experiencing pregnancy and maternity by enhancing opportunities to have items delivered directly home and so reducing the need to travel.
LP40: Helping tourism and recreation in the countryside	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by enhancing leisure opportunities and supporting the rural economy.
LP41: Defining our retail hierarchy	+	~	+	~	~	~	~	~	~	The policy seeks to protect town centres and areas of local shops that are most likely to be in more accessible locations to people with limited mobility or reliant on active travel or public transport.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP42: Promoting town centre vitality and viability	+	~	~	~	~	~	~	~	~	The policy seeks to protect town centres that are most likely to be in more accessible locations to people with limited mobility or reliant on active travel or public transport.
LP43: Supporting local centres	+	~	+	~	+	~	~	~	~	Provision and protection of community services and facilities may positively benefit a range of protected groups by promoting easily accessible options.
LP44: Services and facilities outside designated centres	+	~	+	~	+	~	~	~	~	Provision and protection of community services and facilities may positively benefit a range of protected groups by promoting easily accessible options.

Table 9 Assessment of Policies: How will we support homes for all

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP45: Promoting a mix of housing	+	~	+	~	+	~	~	~	~	Promoting a wide range of housing types and sizes will have a positive benefit for all members of the community looking for a new homes, particularly older and young people, people with disabilities and people experiencing pregnancy or maternity through promoting properties particularly suitable to meet their needs.

Policy	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
LP46: Ensuring accessible and adaptable homes	+		+		+					Ensuring that all new homes are constructed to enhanced Building Regulation standards will support those with permanent or temporary reduced mobility due to age, disability, pregnancy or maternity.
LP47: Facilitating self and custom build homes	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by providing additional housing options.
LP48: Supporting specialist housing	+	~	+	~	~	~	~	~	~	Both self-contained specialist housing and residential institutions are particularly intended to have a positive effect for older people including those seeking to downsize and people with a range of physical and/or mental health needs.
LP49: Supporting houses in multiple occupation	~	~	~	~	~	~	~	~	~	This policy is expected to support all members of the community equally.
LP50: Promoting rural exceptions housing	+	~	+	~	+	~	~	~	~	Promoting provision of affordable housing will contribute to providing a range of sizes, types and tenures of housing suitable to meet the needs of all sectors of the community. It may particularly benefit older people with specialist needs, or those who wish to stay within their existing community but require alternative housing and young people and families seeking a secure home.
LP51: Gypsies, Travellers and Travelling showpeople	~	~	~	~	~	+	~	~	~	A criteria based policy to facilitate provision of sufficient plots/ pitches to meet needs of the protected groups is expected to have a positive effect on their well-being.

Table 10 Assessment of Policies: How we will conserve and enhance the environment

Policy	Age	Gender	Disability	Marriage & civil partner-ship status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assign-ment	Explanation
LP52: Protecting our nature conservation sites	+	~	+	~	~	~	~	~	~	This is likely to benefit all sectors of the community by safeguarding the natural environment. It may be particularly beneficial in supporting young people's development and the well-being of older people and those with mental health challenges.
LP53: Enhancing biodiversity and geodiversity	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by safeguarding the natural environment.
LP54: Protecting our trees, orchards, woodlands, hedges and hedgerows	+	~	+	~	~	~	~	~	~	This is likely to benefit all sectors of the community and may be particularly beneficial for protecting older and young people from overheating and those and people with respiratory illnesses from poor air quality.
LP55: Protecting our open spaces, outdoor sports and recreational facilities	+	~	+	~	+	~	~	~	~	Protection of open spaces may help promote social cohesion by providing opportunities for interaction particularly amongst young and older people, and those during pregnancy and early stages of maternity. It also has the potential to benefit all sectors of the community.
LP56: Heritage assets and their settings	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by prevention of harm to the historic environment.
LP57: Water related development	~	~	~	~	~	~	~	~	~	This is likely to benefit all sectors of the community equally by safeguarding the natural environment.

3.2 6

4 Assessment of Proposals

4.1 This table provides an analysis of each category of site proposals by location against the protected characteristics groups and considers whether the likely effect of the type of site proposal is positive (+), neutral (~) or negative (-) with respect to that particular group compared to the overall population. This approach has been taken to avoid extensive repetition across the 67 proposed site allocations set out in the Preferred Options Draft Local Plan to 2046.

Table 11 Assessment of Proposals: North Huntingdon Growth Cluster

Proposals	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
Proposals at: • Lodge Farm, North of A141 • Wyton Airfield	+	+	+	~	+	~	+	+	~	These two proposals are expected to form substantial new communities offering a wide range of homes, local services and facilties, enhanced active travel and public transport, strategic green infrastructure, integral employment opportunities and enhanced highway infrastructure. The scale of each development provides opportunities to benefit all members of the community. They may particularly benefit older people and those with disabilities through the requirements to include supported housing and care homes. It may also particularly benefit young people through the requirements for secondary school, primary schools and day care/ nursery provision. Inclusion of local shops and services, enhanced active travel and public transport infrastructure connecting the new communities to existing larger settlements may positively support older and younger people, those with disabilities and those experiencing pregnancy and maternity through both access to local services and enhanced access to wider services and facilities by non-car modes of travel. Inclusion of community facilities, particularly community meeting spaces, may benefit many people with protected characteristics

Proposals	Age	Gender	Disability	Marriage & civil partner-ship status	Pregnancy & mater-nity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
										by offering safe, modern places for groups sharing a characteristic to meet if they choose to do so.
Proposals at: • Huntingdon Racecourse • Land North of A141 between the Racecourse and A1307										These two proposals are for non-residential development with the Racecourse seeking to upgrade facilities to aid long term retention of the activity and the land and the land north of the A141 put forward for a large scale logistics and distribution site. The enhanced employment opportunities may particularly benefit young people seeking work close to where thye have grown up and give more opportunities for people with disabilities to work in large modern environments that may more easily accommodate any specialist adaptations needed.

Table 12 Assessment of Proposals: Market Towns

Proposal	Age	Gender	Disability	Marriage & civil partner-ship	Pregnancy & mater-nity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
Proposals in Huntingdon, St Neots and St Ives	+	~	+	~	+	~	+	~	~	All development proposals within Huntingdon, St Neots and St Ives are likely to benefit all sectors of the community through provision of new development in the district's most sustainable and accessible locations. They may particularly

Proposal	Age	Gender	Disability	Marriage & civil partnership	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
										benefit older people and those with disabilities where specialist accommodation is sought. They may also benefit young people through greater proximity to secondary schools, primary schools and day care/ nursery provision encouraging education and independence. Proximity to local shops, services and meeting places may positively support older and younger people, those with disabilities and those experiencing pregnancy and maternity. There are active mosques in Huntingdon and St Ives offering places of worship for the district's second largest religious group.
Proposals in Ramsey	+	~	+	~	+	~	~	~	~	Development proposals in Ramsey are likely to benefit all sectors of the community equally by provision of homes in our smallest market town. The range of facilities is lower than the other market towns but young people may benefit from secondary education being located within the town encouraging access by active travel while people with disabilities and experiencing pregnancy and maternity may benefit from proximity to GP services.

Table 13 Assessment of Proposals: Service Centres

Proposal	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
Proposals in Brampton, Godmanchester, Little Paxton and Yaxley	+	~	+	~	+	~	~	~	~	Development proposals in these locations are likely to benefit all sectors of the community by provision of homes and green infrastructure in a sustainable location. Older and younger people may particularly benefit from local provision of education and those as well as people experiencing pregnancy and maternity may benefit from local access to healthcare. Proposals in these places may also benefit people with disabilities by being close to larger centres of services and facilities.
Proposals in Kimbolton, Sawtry and Somersham	+	~	~	~	~	~	~	~	~	Development proposals in these locations are likely to benefit all sectors of the community by provision of homes and green infrastructure in a sustainable location. Younger people may particularly benefit from local provision of education. Older people seeking more suitable accommodation within their established community may benefit from a wider choice of homes built to higher accessibility standards. Those as well as people experiencing pregnancy and maternity may benefit from local access to healthcare.

Table 14 Assessment of proposals: Local Services Villages

Proposal	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
Proposals in Abbots Ripton, Alconbury, Bluntisham, Great Gransden, Great Staughton, Houghton & Wyton, Offord D'Arcy & Offord Cluny, and Stilton	+	~	~	~	~	~	~	~	~	Development proposals in these locations are likely to benefit all sectors of the community by provision of homes in a sustainable location and may particularly benefit older people seeking a wider choice of homes built to higher accessibility standards within their established community.
Proposals for The Lattenburys and Giffords Park	+	+	+	~	+	~	+	+	~	The Lattenburys is expected to form a substantial new community offering a wide range of homes, local services and facilties, enhanced active travel and public transport, strategic green infrastructure, integral employment opportunities and enhanced highway infrastructure. Giffords Park is of a smaller scale but immediately adjoins St Ives and so has al the services and facilities of the market town close by. Each development provides opportunities to benefit all members of the community. They may particularly benefit older people and those with disabilities through the requirements to include supported housing and care homes. It may also particularly benefit young people through the requirements for education provision. Inclusion of local shops and services, enhanced active travel and public transport infrastructure connecting them to existing larger settlements may positively support

Proposal	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
										older and younger people, those with disabilities and those experiencing pregnancy and maternity through both access to local services and enhanced access to wider services and facilities by non-car modes of travel. Inclusion of community facilities, particularly community meeting spaces, may benefit many people with protected characteristics by offering safe, modern places for groups sharing a characteristic to meet if they choose to do so.

Table 15 Assessment of Proposals: Villages

Proposal	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
Proposals in Abbotsley, Bythorn, Colne, Ellington, Grafham, Hail Weston, Holme, Ramsey Forty Foot, Upton and Waresley	+	~	~	~	~	~	~	~	~	Proposals in these villages may particularly benefit older people by offering more accessible homes allowing people to downsize while remaining in the same community to maintain social and community links.
Proposals in Alwalton, Great Paxton, Haddon, and The Stukeleys	+	~	~	~	~	~	~	~	~	Proposals in these villages may particularly benefit older people by offering more accessible homes allowing people to

Proposal	Age	Gender	Disability	Marriage & civil partnership status	Pregnancy & maternity	Race	Religion or belief	Sexual orientation	Gender re-assignment	Explanation
										downsize while remaining in the same community to maintain social and community links.

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Huntingdonshire DISTRICT COUNCIL

Date:
O&S (P&G) - 2nd September 2026
Cabinet -15th September 2026

Report by:
Head of Economy, Regeneration & Housing Delivery
Operations Manager, Parking & Markets Services

Lead Cllrs:
Cllr J Kerr - Executive Councillor for Parks and Countryside, Waste & Street Scene
Cllr B Mickelburgh - Executive Councillor for Economy, Regeneration & Housing Delivery

Wards	Open / Exempt	Key Decision?
All	Open	Yes

Parking Strategy

Executive Summary: words

Recommendations

The Overview & Scrutiny Panel is:

1. Invited to comment on the Parking Strategy

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Date:
O&S (P&G) - 2nd September 2026
Cabinet -15th September 2026

Report by:
Head of Economy, Regeneration & Housing Delivery
Operations Manager, Parking & Markets Services

Lead Cllrs:
Cllr J Kerr - Executive Councillor for Parks and Countryside, Waste & Street Scene
Cllr B Mickelburgh - Executive Councillor for Economy, Regeneration & Housing Delivery

Parking Strategy

Executive Summary: words

Recommendations
Cabinet is recommended in respect of the funding proposal to: 1. To consider and adopt the Parking Strategy

	Key Corporate Plan Priorities
1	*Objective 33 - Progress the development of a parking strategy that informs our approach to the management of our car parks; and move to implement the adopted strategy and associated actions*
2	

	Place Strategy Priorities
1	*Supporting economic growth*
2	*Boosting town centre vitality and Improving accessibility*

Report Author(s)

Author 1, Head of Economy, Regeneration & Housing Delivery
Author 2, Operations Manager, Parking & Markets Services

1. PURPOSE OF THE REPORT

1.1 The purpose of this report is to seek endorsement for the 'Parking Strategy'. The Parking Strategy includes objectives and sets an ambition for how we will operate our car parks. The strategy sets a *Vision, Themes, Objectives* and includes *Principles of parking charges*. The strategy does not set charges, however the elements that form it will inform how we establish our tariff structures.

2. BACKGROUND & CONTEXT

2.1 The Councils previous Parking Strategy was adopted in 2018 and applied until 2023. During this time, it was agreed that the Council would deviate from this strategy enabling the pursuit of Civil Enforcement in Huntingdonshire.

2.2 Key principles included *implementing technology that positively assists our car park users* which led to the installation of equipment that facilitated card and contactless payment, along with *promoting environmental sustainability by supporting alternative fuel and travel methods* that supported our installation of cycle shelters and our early works implementing EV charge points.

2.3 The Joint Administration committed to refreshing the strategy following significant local change with the introduction of Civil Parking Enforcement in 2025. The development of the Parking Strategy is an objective within the Councils Corporate Plan.

2.4 That strategy review commenced in early October 2025 following a procurement exercise. There was also a clear desire for the evidence/data collection to take place during the pre-Christmas peak period. Rowley Arts Centre car park has not been included within the scope of this strategy as this forms part of the Councils commercial Estate.

2.5 Activities that have been undertaken to inform the strategy includes a review of the current car parks (e.g. features) and multiple occupancy studies to provide a robust evidence base to underpin any future considerations.

2.6 The strategy sets out a Vision

> *The Huntingdonshire Car Park Strategy will enable a well-managed, balanced and future-focused parking service that supports vibrant town centres and sustainable economic growth, ensuring parking is appropriately located, efficiently operated and integrated with active and sustainable travel, whilst providing a safe, accessible and positive parking experience for residents, businesses and visitors.*

2.7 Underpinning the Vision are our Themes to:

- Support Thriving town centres and economic activity
- Deliver a modern, efficient, and customer focussed parking service
- Integrate parking with active travel and sustainable transport
- Manage parking assets responsibly and plan for the future

2.8 The proposed strategy the reflects the current position and aims to provide clear direction for the service and guide future courses of action. Similarity in the proposed and previous parking strategy can be seen as both recognise the importance of our car parks as a way in which we can support our towns; previously through 4 core priorities, and now through 4 themes.

3. RECOMMENDATION

3.1 The works undertaken as part of the development of the Parking Strategy included an assessment of our car park to understand in detail the features and standards at each location. The user surveys sought to understand what is important to respondents, which in turn informed the Vision, Themes and Objectives that include activities to explore and support improvement of our sites.

3.2 Data gathering has taken place including an extensive review of occupancy through studies undertaken to understand the levels of usage within our car parks to provide a robust evidence base for any future decision making. These were conducted:

- October 2025 (neutral week)
- October 2025 (half-term)
- December 2025
- June 2026

3.3 The 'Parking Strategy' that has been developed provides clarity and direction that will inform service activity and future delivery.

3.4 For the reasons set out above, it is recommended that Cabinet considers and adopts the Parking Strategy.

4. COMMENTS OF OVERVIEW & SCRUTINY

4.1 The comments of the relevant Overview and Scrutiny Panel will be included in this section prior to its consideration by the Cabinet.

5. POST ADOPTION / IMPLEMENTATION

5.1 The strategy sets objectives which inform its actions. Following adoption, works will commence to deliver the quick wins identified with priority being given to those that can be achieved and delivered within in-year available resource

5.2 Other actions will inform future service plans. Any financial implications being considered through established governance and budget-setting arrangements.

6. IMPLICATIONS OF THE DECISION

6.1 Council Key Priorities and Performance

6.1.1 Corporate Plan 2023 - 2028

The development of the Parking Strategy is in accordance with the **Council's Corporate Plan** objective 33:

- Priority - Creating a better Huntingdonshire for future generations
- Outcome - Forward-thinking economic growth
- Objective - *Progress the development of a parking strategy that informs our approach to the management of our car parks; and move to implement the adopted strategy and associated actions.*

Endorsement of the Parking Strategy would achieve this Corporate Plan Objective.

6.1.2 Huntingdonshire Futures Place Strategy

The **Huntingdonshire Futures Place Strategy** aims to make town centres more attractive and accessible.

The Parking Strategy recognises the importance that car parks play in supporting town centres through objectives that focus on providing the right parking in the right place, and others that consider wayfinding and pedestrian connections along with the overall appearance of our car parks.

6.2 Financial Implications

6.2.1 The adoption of the Parking Strategy does not introduce any new financial commitments or implications.

6.2.2 The Parking Strategy includes objectives and sets an ambition for how we will operate our car parks. These objectives will inform service actions, with future financial implications being considered through established governance and budget-setting arrangements.

6.2.3 The Parking Strategy sets a Vision, Themes, Objectives and includes 'Principles of parking charges'. The strategy does not set charges, however the elements that form it will inform how we establish our tariff structures.

6.3 Policy Implications

6.3.1 The proposal is considered to be in alignment with the Councils agreed policy framework with the development of the Parking Strategy being in accordance with the Council's Corporate Plan objective 33 (6.1.1).

6.4 Legal & Constitutional Implications

6.4.1 The Parking Strategy includes objectives and sets an ambition for how we will operate our car parks. These objectives will inform actions, with future financial implications being considered through established governance and budget-setting arrangements.

6.4.2 Endorsement of the Parking Strategy is an Executive function as confirmed by the DMO who had no adverse comments to make, there are therefore no legal or constitutional implications which should prevent this matter from proceeding.

6.5 Community Engagement

6.5.1 A Phase 1 user survey was conducted from 12th November 2025 and remained live until 21st December 2025. The survey received a total of 1,546 responses. A summary of the findings is in Appendix 3. The finding of this informed the early development of a Vision, Themes and Objectives.

6.5.2 A Phase 2 engagement was conducted from 16th July 2026 and remained live util 16th August 2026. The survey received a total of 1,472 responses. A summary of the findings is in Appendix 4. This survey aimed to test the Vision, Themes and Objectives to understand what was important to respondents. This has informed the ordering within the developed strategy, therefore leading to a difference when compared to the ordering in the other appended documents.

6.6 Environment & Climate Change Implications

6.6.1 The strategy considers through its themes how we integrate parking with active and suitable travel. The strategy reflects that the Council previously adopted its EV Strategy and looks at how active travel may be supported within our car parks by improving facilities for people walking and cycling, along with exploring other opportunities for wider active travel support.

6.7 Equality & Diversity Implications

6.7.1 Accessibility is fundamental to good parking management. Car parks should be safe and convenient for everyone, including disabled users, older people and those with temporary mobility impairments. The strategy looks at how we can deliver a customer focussed parking service, with an objective to undertake an accessibility review of council-operated car parks, including disabled parking provision and pedestrian accessibility.

6.8 Implications on Resources

6.8.1 The Parking Strategy includes objectives and sets an ambition for how we will operate our car parks. These objectives will inform actions undertaken by the service with initial focus on *quick wins* where possible to be delivered within in-year available resource. Other actions will inform future service plans with any financial implications being considered through established governance and budget-setting arrangements.

6.9 Health & Wellbeing Implications

6.9.1 The occupancy works undertaken included sites near our open spaces along with facilities at our One Leisure sites. The strategy sets out that we will provide the right parking in the right places, such as short-stay parking near shops and long-stay parking further away.

6.9.2 Two of our principles of parking charges are

> '*Tariff structures are not just models of pricing; they determine the available durations of stay and can be used as a mechanism to promote access and turnover of space'*

and

> '*Car parks will be assessed on an induvial basis considering location and desired usage which will inform the tariff structure'.*

6.9.3 The strategy recognises and supports the need to make decisions based on the individual requirements of a location.

6.10 Local Government Reorganisation (LGR) Implications

6.10.1 The parking strategy sets out how the Council operates its car parks with a focus on delivering the priorities for its users. As reorganisation progresses, the parking strategy may require review by the new authority.

6.10.2 The strategy will be less than 2 years old at the point currently envisaged for vesting day. The strategy is supported by evidence which can act as a baseline position; it therefore provides a document which the new authority can use in its own decision making and can act as an interim guide whilst it develops its own plans and strategies.

7. RISK MANAGEMENT

7.1 The ability to deliver all identified actions within available resources and timescales may be impacted by competing priorities, capacity constraints, or external factors. This risk will be managed through robust prioritisation, performance monitoring, and regular review of actions.

8. LIST OF APPENDICES

- Appendix 1 - Huntingdonshire District Council Car Park Strategy - 2026 08 20
- Appendix 2 - Parking Strategy - Evidence Report
- Appendix 3 - Parking Strategy - Phase 1 User Engagement Feedback Report
- Appendix 4 - Parking Strategy - Phase 2 User Engagement Feedback Report

9. BACKGROUND PAPERS– LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

9.1 Cabinet (18/10/2018) - Item 33 - Strategic Review of Parking

https://democracy.huntingdonshire.gov.uk/moderngov/ieDecisionDetails.aspx?AIId=50418

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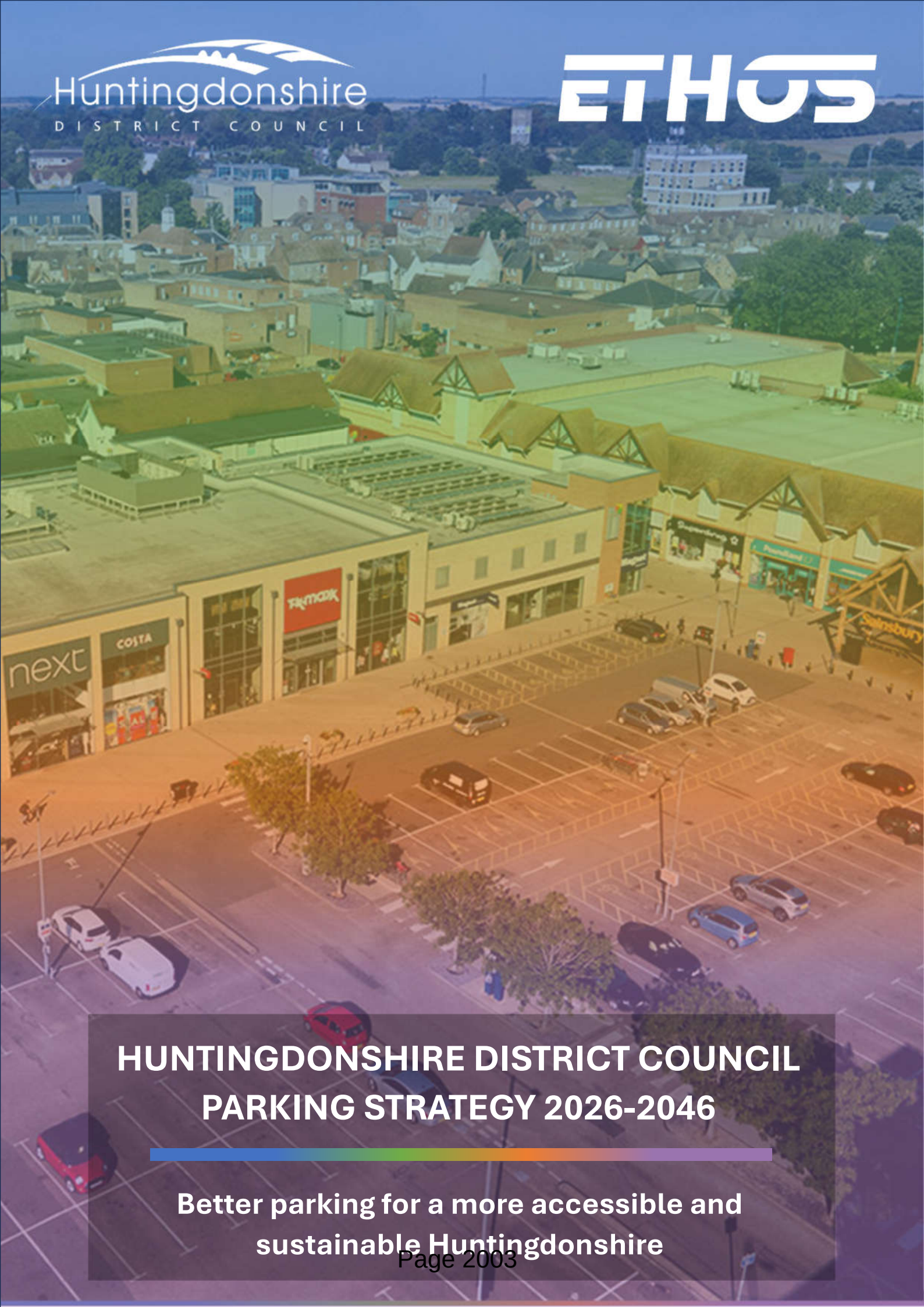
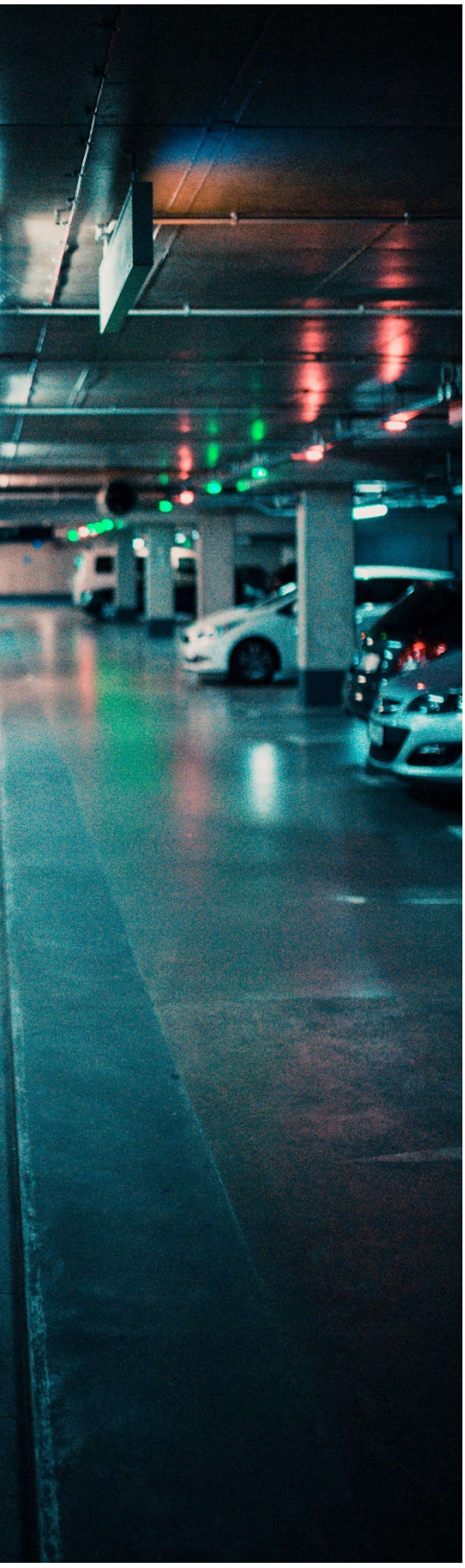


HUNTINGDONSHIRE DISTRICT COUNCIL PARKING STRATEGY 2026-2046

Better parking for a more accessible and sustainable Huntingdonshire



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INTRODUCTION

Ethos Consultants have been commissioned by Huntingdonshire District Council to prepare a new Parking Strategy for its off-street car parks. The strategy establishes a long-term framework for managing, maintaining and investing in the Council's parking assets, ensuring they continue to support residents, businesses and visitors while responding to future growth, evolving travel patterns and changing customer expectations.

The Parking Strategy has been developed to support the Council's wider priorities and ambitions for Huntingdonshire. Parking is an essential part of the transport network, providing access to employment, retail, leisure, community facilities and services across the district. The way parking is planned and managed can also influence travel choices, support the local economy, improve the customer experience and ensure valuable public assets are used effectively.

The Council has previously adopted a Parking Strategy, however, the parking landscape has continued to evolve in response to changing travel patterns, customer expectations, technological innovation and wider Council priorities. This refreshed strategy builds upon previous work to provide an updated strategic framework that will guide future decision making, ensuring parking is managed consistently and continues to support the Council's ambitions over the lifetime of the strategy.

The strategy has been informed by a comprehensive evidence base, including parking surveys, utilisation data, stakeholder engagement and user surveys. Rather than repeating this evidence, the Parking Strategy builds upon the accompanying Evidence Base Report and translates its findings into a clear vision, four strategic themes and 20 objectives that will guide the future management of the Council's parking service.

While Huntingdonshire District Council owns and manages a significant off-street parking portfolio, the wider parking network also includes on-street parking managed by Cambridgeshire County Council, together with privately operated car parks. This strategy therefore focuses on those areas where the District Council has direct responsibility and influence, whilst recognising that successful parking management will continue to rely on partnership working with the County Council, neighbouring authorities, transport operators, businesses and other stakeholders.

Over recent decades, increasing reliance on private car travel has contributed to higher levels of traffic congestion, carbon emissions and poorer air quality, particularly within busy town centres and at peak times. While travel patterns have evolved since the Covid-19 pandemic, private vehicles continue to play a vital role for many residents, businesses and visitors, particularly in a predominantly rural district such as Huntingdonshire where travel choices can vary significantly between communities.

This strategy recognises that the private car will remain an important mode of transport for many journeys. However, it also acknowledges that parking should be planned as part of a wider, integrated transport system. As travel behaviour, technology and customer expectations continue to evolve,

parking must adapt to support greater travel choice whilst continuing to provide convenient and accessible parking where it is needed.

A key principle of the strategy is to integrate parking with active and sustainable transport, along with the existing EV Strategy previously developed. This does not mean discouraging people from driving where the car remains the most appropriate option. Instead, the strategy seeks to ensure that the right parking is provided in the right locations, managed in a way that supports local economic activity whilst encouraging walking, cycling and public transport wherever practical.

Measures such as improved active travel connections, enhanced public transport integration, electric vehicle infrastructure and, in the longer term, integrated transport hubs will all contribute towards a more balanced, resilient and sustainable transport network.

There are many benefits in Huntingdonshire District Council taking the proactive approach to deliver a sustainable parking strategy. Some of these benefits include:

DELIVERING CHANGE

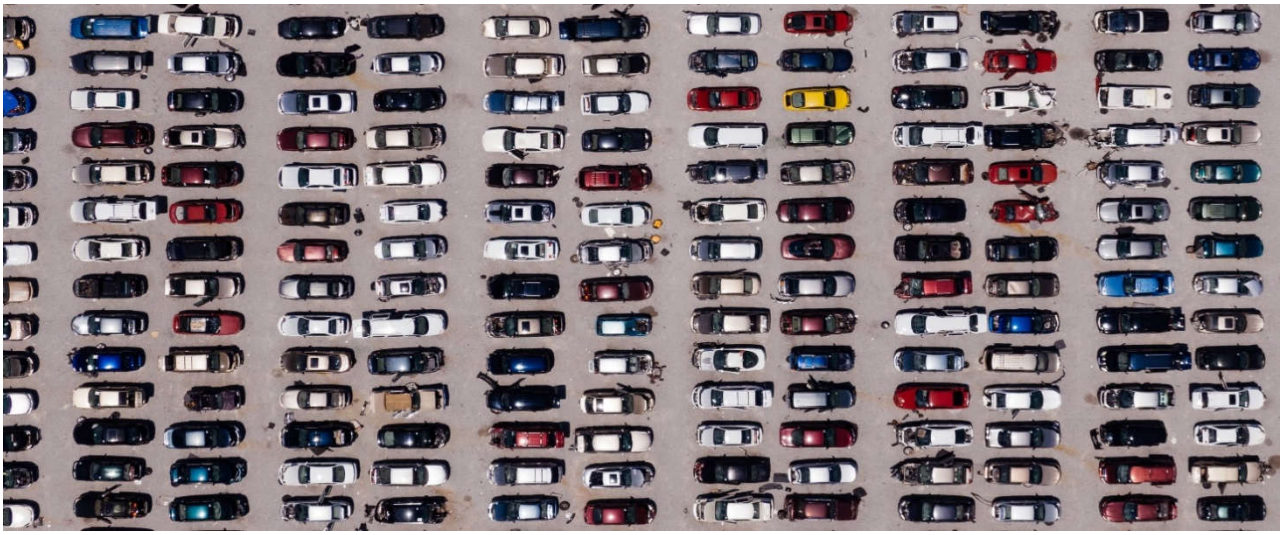
The Parking Strategy sets out a long-term vision for the future management of Huntingdonshire District Council's off-street parking provision. The vision is supported by four strategic themes, each containing a series of objectives that together establish the direction for how parking will be managed, maintained and developed over the lifetime of the strategy.

The themes and objectives should not be viewed in isolation. They have been developed as a complementary framework, with each supporting the delivery of the Council's wider priorities. Collectively, they provide an approach that recognises the important role parking plays in supporting residents, businesses and visitors, whilst responding to changing travel patterns, customer expectations and future opportunities.

Supporting the strategy is an Implementation Plan that translates the strategic objectives into a programme of actions and initiatives. The Implementation Plan identifies the measures required to deliver the vision, together with indicative timescales, priorities and responsibilities. Actions are grouped into short, medium and longer-term priorities, recognising that some improvements can be delivered quickly whilst others require further planning, investment or partnership working.

The Parking Strategy provides the framework for future decision making rather than detailed solutions for every location. As individual projects come forward, further feasibility work, technical assessments and stakeholder engagement may be required to ensure proposals are appropriate, deliverable and represent value for money.

Successful delivery of the strategy will also depend upon continued collaboration with a range of partners. While the Council has direct responsibility for its off-street parking assets, achieving the wider vision will require ongoing partnership working with the County Council, transport operators, businesses, developers and communities to ensure parking supports wider transport, and economic objectives within Huntingdonshire.



WHY DO WE NEED A STRATEGY?

Parking is one of the Council's most important public assets. Well-managed parking supports thriving town centres, enables access to employment, retail, leisure and community facilities, and contributes to the overall attractiveness of Huntingdonshire as a place to live, work and visit.

At the same time, parking is a finite resource that must be managed carefully to balance the needs of residents, businesses, visitors and the wider community.

The way people travel is continually evolving. Changes with technology, customer expectations, vehicle ownership, patterns of development and environmental priorities are influencing how parking is used across the district. A long-term strategy provides a clear framework for responding to these changes, ensuring decisions are made consistently, supported by evidence and aligned with the Council's wider priorities.

The Parking Strategy recognises that parking is about much more than providing spaces for vehicles. It is an important tool that can support economic growth, improve accessibility, encourage sustainable travel, enhance the customer experience and ensure the Council's parking assets continue to meet the needs of future generations.

SUPPORTING A THRIVING ECONOMY

Parking plays a vital role in supporting the vitality and viability of Huntingdonshire's market towns, local centres and visitor destinations. Convenient, well-managed parking helps people access shops, services, employment, leisure facilities and community venues, supporting both local businesses and the wider economy.

The strategy promotes an approach that balances the availability of parking with effective management of demand, helping ensure that parking continues to support regeneration, investment and economic growth while responding to the differing needs of individual towns and locations across the district.

SUPPORTING ACTIVE & SUSTAINABLE TRAVEL

For many journeys, particularly within Huntingdonshire's rural communities, the private car will continue to be an essential mode of transport. However, parking also has an important role in supporting wider

transport objectives by integrating with walking, cycling, public transport and emerging travel options.

The strategy promotes a balanced approach that seeks to provide convenient parking where it is needed while encouraging greater travel choice where practical. This includes supporting infrastructure such as electric vehicle charging, improved cycling facilities and, where appropriate, opportunities to better integrate parking with sustainable transport networks.

INVESTING IN HIGH QUALITY PARKING

The Council's car parks represent valuable public assets that require ongoing investment to remain safe, attractive and fit for purpose. Maintaining these assets protects their long-term value, improves the customer experience and ensures parking continues to meet the needs of residents, businesses and visitors.

The strategy promotes a planned approach to maintenance, renewal and investment, recognising that improvements should be prioritised using evidence, customer feedback, asset condition and future demand to maximise the value delivered by the parking service.

PLANNING FOR THE FUTURE

Huntingdonshire will continue to change over the lifetime of this strategy. Population growth, new development, advances in technology, changing travel behaviour and environmental commitments will all influence future parking requirements.

This strategy provides a flexible framework that enables the Council to respond positively to these changes, ensuring parking remains an integral part of a connected, accessible and sustainable transport network. Through regular monitoring and periodic review, the strategy will continue to evolve alongside the district and the communities it serves.

Shell
Recharge
Parking restrictions apply. Please see the sign near the store entrance for full details.

OUR VISION

The Huntingdonshire Car Park Strategy will enable a well-managed, balanced and future-focused parking service that supports vibrant town centres and sustainable economic growth, ensuring parking is appropriately located, efficiently operated and integrated with active and sustainable travel, whilst providing a safe, accessible and positive parking experience for residents, businesses and visitors.

We have developed a clear and ambitious vision that establishes the long-term direction for the management of Huntingdonshire District Council's off-street parking assets.

The vision recognises the important role that parking plays in supporting residents, businesses and visitors, whilst responding to changing travel patterns, evolving customer expectations, technological innovation and future growth across the district.

Alongside this, the strategy promotes greater integration between parking and the wider transport network. By considering parking alongside walking, cycling, public transport and emerging technologies, the Council will seek to provide greater travel choice, improve accessibility and support more sustainable travel where practical.

The aim is not to discourage the use of the private car where it remains the most appropriate option, but to ensure that parking contributes positively to creating attractive, well connected and prosperous communities that support economic growth and enhance quality of life.

The vision is supported by four strategic themes that reflect the Council's priorities for the future of parking in Huntingdonshire. Each theme is underpinned by a series of objectives that establish the strategic direction for the parking service and provide a consistent framework for future decision making in both the short and longer term.

Delivering these themes and objectives will be the focus of the strategy over its lifetime. Together with the supporting Implementation Plan, they provide a clear programme for investment, management and continuous improvement, ensuring the Council's parking assets continue to support the district's economic, environmental and community ambitions for many years to come.

OUR STRATEGIC PARKING THEMES

SUPPORT THRIVING TOWN CENTRES AND ECONOMIC ACTIVITY

Vibrant town centres rely on convenient, accessible and well managed parking. Whether people are travelling to shop, work, access services, visit attractions or spend time with family and friends, the availability and quality of parking plays an important role in shaping their experience.

Parking therefore makes a significant contribution to the vitality and long-term viability of Huntingdonshire's market towns and local centres.

Managing parking effectively is about more than simply providing enough spaces. The Council must ensure parking is available in the right locations, is easy to find and is managed in a way that supports an appropriate turnover of spaces.

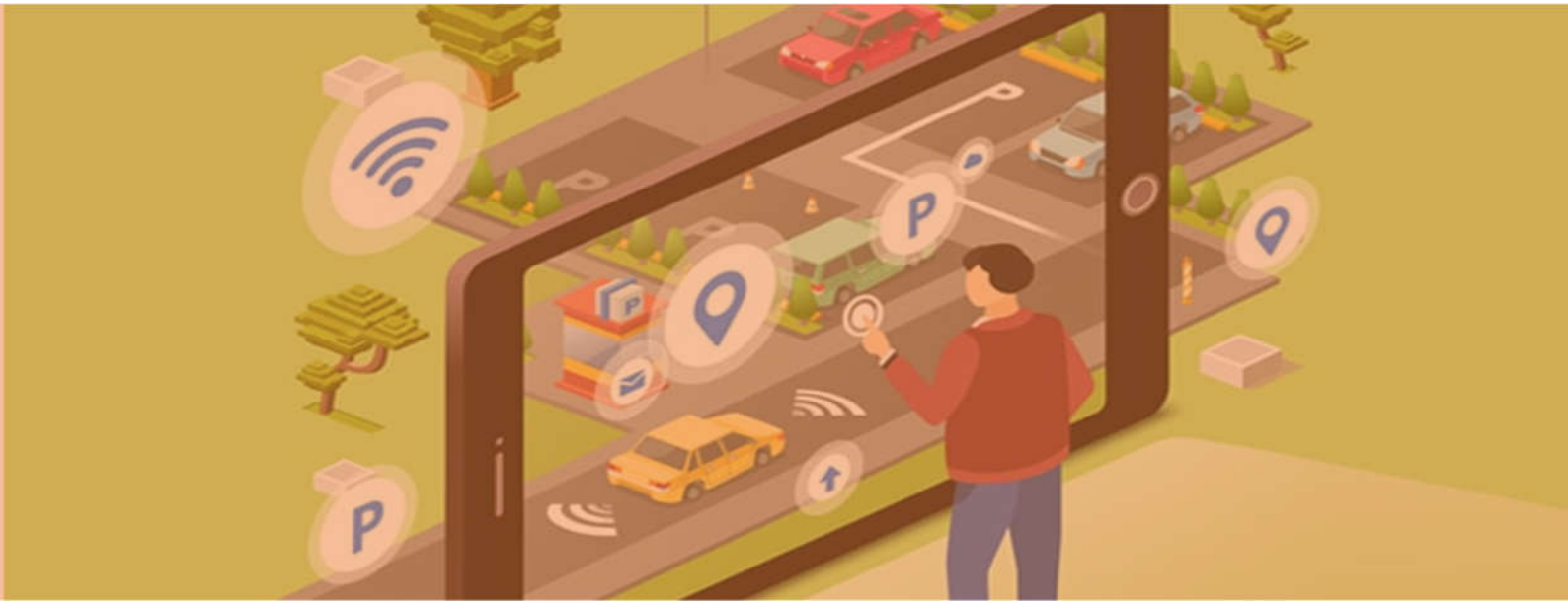
Clear information, effective wayfinding, appropriate tariffs and consistent management help maximise the efficient use of existing parking assets while supporting local businesses and encouraging repeat visits. As customer expectations continue to evolve, parking facilities must also adapt.

This includes maintaining safe, attractive and accessible car parks that meet the needs of a wide range of users, whilst embracing technology that makes parking simpler and more convenient. Investment in the customer experience will help ensure the Council's parking assets continue to meet future needs.

Parking is also a valuable public asset. Decisions about investment, management and future provision should balance economic prosperity with the efficient use of land, ensuring parking continues to support regeneration, town centre vitality and changing patterns of demand.

While opportunities will continue to emerge to encourage more sustainable travel, the private car will remain an important mode of transport for many journeys across Huntingdonshire.

The Council will therefore seek to ensure parking continues to support residents, businesses and visitors, helping create attractive, prosperous and successful town centres for current and future generations.



DELIVER A MODERN, EFFICIENT, AND CUSTOMER FOCUSED PARKING SERVICE

Customer expectations continue to evolve, and the Council's parking service must evolve with them. Delivering a modern parking service means providing facilities that are easy to use, well maintained and supported by technology that improves convenience, efficiency and overall customer experience.

At the same time, the Council must ensure that investment in new technology delivers genuine value, improves the visitor experience, operational performance and supports informed decision making.

Digital technology is becoming increasingly important in the operation and management of parking services. Modern payment systems now offer customers greater flexibility through contactless payments, mobile applications and cashless transactions, making parking quicker and more convenient.

These technologies can also reduce operational costs, improve reliability and minimise the need for cash handling and maintenance of ageing equipment.

Technology also provides opportunities to improve the management of parking assets. Real time information, digital permit systems, occupancy monitoring and data driven management can help make more efficient use of available parking, improve customer information and support evidence-based decisions.

As technology continues to develop, the Council will remain open to innovations that enhance both the customer experience and operational efficiency.

Alongside technological change, the transition to electric vehicles and other emerging forms of mobility will continue throughout the lifetime of this strategy.

The Council will ensure that its parking service remains adaptable, responsive and capable of supporting changing travel behaviour, whilst maintaining a high quality service that meets the needs of residents, businesses and visitors.

INTEGRATE PARKING WITH ACTIVE AND SUSTAINABLE TRANSPORT

Parking should not be considered in isolation but as part of Huntingdonshire's wider transport network. While the private car will continue to play an important role for many journeys, particularly within the district's rural communities, parking also supports walking, cycling, public transport and other sustainable travel options.

By integrating parking with these modes, the Council can improve accessibility, increase travel choice and create a more connected and resilient transport network.

Encouraging sustainable travel requires a coordinated approach across transport planning, infrastructure and parking management. Continued collaboration with Cambridgeshire County Council, the Combined Authority, developers and neighbouring authorities will ensure parking complements wider transport investment and supports local and regional objectives.

Car parks can also help enable more sustainable journeys, providing opportunities for improved cycle parking, better public transport connections and infrastructure that makes sustainable travel more convenient.

In the longer term, there may be opportunities to develop integrated transport hubs where parking, active travel and public transport come together to improve connectivity and support seamless end-to-end journeys. These locations could incorporate facilities such as EV charging, secure cycle parking, mobility hubs and high-quality passenger facilities, making it easier for people to switch between different modes of transport.

The transition to electric vehicles will continue throughout the lifetime of this strategy. Huntingdonshire District Council has already established an Electric Vehicle Strategy, and this Parking Strategy supports its continued delivery by recognising that appropriately located charging infrastructure within Council car parks will be an important part of meeting future demand.

By integrating parking with active and sustainable transport, the Council can improve accessibility, support cleaner journeys and ensure the parking service continues to evolve alongside changing travel behaviour, technological innovation and the wider ambitions for Huntingdonshire.

MANAGE PARKING ASSETS RESPONSIBLY AND PLAN FOR THE FUTURE

The Council's off-street car parks are valuable public assets that support residents, businesses and visitors whilst making an important contribution to the local economy.

Managing these assets responsibly means ensuring they continue to meet the needs of communities today while remaining adaptable to changing travel behaviour, technological innovation, population growth and future development across the district.

Providing the right amount of parking in the right locations is essential. Too little parking can reduce accessibility, constrain economic activity and discourage investment, whilst an oversupply can result in underused land, unnecessary maintenance costs and missed opportunities to support wider regeneration objectives.

The Council must therefore take a balanced, evidence-led approach that considers current demand alongside future needs, enabling informed and appropriate decisions that support long-term economic, environmental and community objectives.

Parking assets should also be viewed within the wider context of place making and sustainable growth. As travel patterns evolve, some locations may require additional investment, whilst others may present opportunities for alternative uses, redevelopment or more efficient operation.

Decisions should be informed by robust evidence and aligned with the Council's ambitions for housing, regeneration, economic growth, sustainability and creating successful places that meet the needs of current and future generations.

The supply, management and pricing of parking must continue to support the long-term success of Huntingdonshire's market towns whilst complementing wider transport and planning objectives.

Through regular monitoring, ongoing review and proportionate investment, the Council will ensure its parking assets remain financially sustainable, resilient and capable of meeting the changing needs of future generations.

OUR OBJECTIVES:

The four strategic Themes are supported by a series of Objectives that establish the long-term direction for the Council's parking service. Together, these Objectives provide a clear framework for future decision making, setting out the Council's priorities, the rationale behind them and the outcomes they are intended to achieve.

The 20 Objectives within this strategy are grouped under the four strategic Themes that together support the Council's long-term vision for parking. Whilst each Objective has a distinct focus, many contribute to more than one Theme, reflecting the interconnected nature of the parking service. It is important to recognise that no Objective should be considered in isolation. Delivering the vision will require the Themes and Objectives to be implemented collectively, ensuring the greatest benefits for residents, businesses, visitors and the wider district.		Support Thriving Town Centres & Economic Activity	Deliver a Modern, Efficient, & Customer Focused Parking Service	Integrate Parking with Active & Sustainable Transport	Manage Parking Assets Responsibly & Plan for the Future
Objective 01-1	**Support Town Centres:** We will manage parking to support thriving town centres, local businesses and visitors.	✓	✓		✓
Objective 01-2	**Fair Parking Charges:** We will review parking charges regularly to ensure they remain fair, appropriate and based on local needs.	✓			✓
Objective 01-3	**The Right Parking in the Right Places:** We will provide the right type of parking in the right locations, such as short-stay parking near shops and long-stay parking further away.	✓	✓		✓
Objective 01-4	**Parking for Events and Visitors:** We will ensure parking can respond to busy periods, events and increased visitor demand.	✓	✓		✓
Objective 01-5	**Better Signs and Car Parks:** We will improve car park signs, directions and the overall appearance of council car parks.	✓	✓	✓	✓
Objective 02-1	**Easy and Accessible Parking:** Provide a safe, accessible and easy-to-use parking service for everyone.	✓	✓		✓
Objective 02-2	**Looking After Our Car Parks:** Maintain council car parks so they remain safe, reliable and in good condition.	✓	✓		✓
Objective 02-3	**Fair Parking Enforcement:** Ensure parking rules are applied fairly and consistently.	✓	✓		✓
Objective 02-4	**Using Parking Data:** Use parking data to help improve how council car parks are managed.	✓	✓		
Objective 02-5	**Using Technology:** Use technology to make parking easier and improve the parking service.	✓	✓		✓
Objective 03-1	**Support Sustainable Travel:** Support walking, cycling, buses and other sustainable ways to travel.	✓		✓	✓
Objective 03-2	**Walking and Cycling Facilities:** Improve facilities for people walking and cycling to and from council car parks.	✓	✓	✓	✓
Objective 03-3	**Future Transport Hubs:** Identify locations for future transport hubs with parking, cycling, walking and public transport connections.	✓	✓	✓	✓
Objective 03-4	**Electric Vehicle Charging:** Provide electric vehicle charging where there is demand.		✓	✓	
Objective 03-5	**Working with Partners:** Work with partners to encourage more sustainable travel and reduce parking demand.	✓		✓	✓
Objective 04-1	**Planning for the Future:** Plan ahead for future parking needs as towns and communities grow.	✓		✓	✓
Objective 04-2	**Monitoring Parking Demand:** Monitor parking demand to ensure enough parking is available as the district grows.	✓			✓
Objective 04-3	**Supporting Future Growth:** Ensure parking supports new development and future growth across the district.	✓	✓		✓
Objective 04-4	**Making Better Use of Car Parks:** Review underused car parks to see how they could be used more effectively.	✓	✓	✓	✓
Objective 04-5	**Considering Alternative Uses:** Consider alternative uses whilst ensuring that the required car parking capacity required as demonstrated by data is maintained or replaced within close proximity or in situ.	✓	✓	✓	✓

SUPPORT THRIVING TOWN CENTRES AND ECONOMIC ACTIVITY

O1-1: Support Town Centres: We will manage parking to support thriving town centres, local businesses and visitors.

WHY THIS OBJECTIVE?

Convenient, accessible and well managed parking is fundamental to the continued success of Huntingdonshire's market towns. Council car parks provide access to retail, employment, leisure, healthcare and community facilities, making them an important contributor to the local economy and the attractiveness of town centres.

Different towns and locations perform different roles and experience varying levels of parking demand. A consistent approach across every location would not recognise these differences or support the diverse needs of residents, businesses and visitors.

Instead, parking provision, duration of stay and tariffs should reflect the function of each town centre, encouraging an appropriate turnover of spaces whilst maintaining convenient access for those who need it.

As travel behaviour, economic conditions and town centres continue to evolve, parking policies must remain responsive.

Decisions should be informed by evidence, customer demand and wider regeneration ambitions, ensuring the parking service continues to support prosperous, vibrant and accessible town centres throughout the lifetime of this strategy.

HOW WILL IT BE DELIVERED?

The Council will regularly review parking demand, utilisation, duration of stay and customer behaviour to ensure parking arrangements remain appropriate for each location.

Future decisions relating to tariffs, charging periods, time limits and parking management will be informed by evidence and considered alongside the role each car park plays in supporting local economic activity.

The Council will continue to monitor the performance of its parking assets throughout the lifetime of the strategy, allowing policies to evolve in response to changing travel patterns, customer expectations, technological innovation and future growth.

This will ensure the parking service continues to provide a positive customer experience whilst supporting thriving town centres across Huntingdonshire.

O1-2: Fair Parking Charges: We will review parking charges regularly to ensure they remain fair, appropriate and based on local needs.

WHY THIS OBJECTIVE?

Parking tariffs are one of the Council's most effective tools for managing demand and ensuring parking is used efficiently. Appropriately set tariffs help encourage an appropriate turnover of spaces, improve parking availability in the busiest locations and support access to town centres for shoppers, visitors and those accessing local services, amenities, and open spaces.

Tariffs should therefore be viewed as an important part of the overall management of the parking service, helping to balance the needs of different users whilst supporting the continued vitality and viability of Huntingdonshire's market towns.

Parking tariffs should not remain static over the lifetime of this strategy. Changes in travel behaviour, customer expectations, inflation, operating costs and wider economic conditions mean that charging arrangements must be reviewed periodically to ensure they remain appropriate.

Equally, different car parks perform different roles within the parking network, and tariff structures should continue to reflect these differences rather than adopting a one-size-fits-all approach.

Evidence must remain at the heart of future tariff decisions. Parking occupancy surveys, duration of stay information, benchmarking against comparable authorities, customer feedback and an understanding of local economic conditions all provide valuable insight into how parking is being used and whether existing tariffs continue to achieve their intended purpose. This evidence-led approach will enable the Council to make informed, transparent and appropriate decisions that reflect local circumstances rather than applying changes uniformly across the district.

Income generated through the parking service also plays an important role in maintaining and improving the Council's parking assets. Revenue supports the ongoing operation of the parking service and enables investment in maintenance, technology, accessibility improvements and customer facilities.

By balancing demand management, economic vitality and financial sustainability, the Council can ensure that parking continues to provide value for residents, businesses and visitors while supporting the long-term management of its parking assets.

HOW WILL IT BE DELIVERED?

The Council will undertake regular reviews of parking tariffs using a robust evidence base that includes parking occupancy and duration of stay surveys, benchmarking against comparable authorities, customer feedback, operational costs and local economic conditions. This information will help ensure tariffs remain proportionate, reflect local circumstances and continue to support the role of each car park within the wider parking network.

Future tariff reviews will consider a range of factors, including the location and function of each car park, parking demand, the availability of alternative parking, the needs of residents, businesses and visitors, and the potential impact on town centre vitality.

Where changes are proposed, the Council will seek to ensure they are justified by evidence and aligned with wider transport, regeneration and economic objectives rather than being considered in isolation.

The Council will also continue to review the consistency and simplicity of its charging structure, recognising that clear and understandable tariffs improve the customer experience and make the parking service easier to use.

Opportunities to simplify tariff structures, introduce greater consistency across similar car parks and respond to changing customer expectations will be considered where these support the wider objectives of the strategy.

Tariffs will continue to be monitored throughout the lifetime of the strategy, allowing the Council to respond to changing travel patterns, economic conditions and future growth.

This will ensure the parking service remains financially sustainable whilst continuing to support thriving town centres, positive customer experiences and the long-term management of the Council's parking assets.

O1-3: The Right Parking in the Right Places: We will provide the right type of parking in the right locations, such as short-stay parking near shops and long-stay parking further away

WHY THIS OBJECTIVE?

Not all car parks serve the same purpose. Some primarily support short visits to shops and services, whilst others accommodate employees, commuters, leisure users or longer-stay visitors.

Managing every car park in the same way can reduce the overall effectiveness of the parking network and limit the availability of spaces where demand is greatest.

Car parks located closest to town centre destinations are often the most convenient and therefore the most valuable for supporting retail, hospitality and other businesses that rely on regular customer turnover.

Ensuring these locations remain available for short-stay parking, where appropriate, can improve accessibility, increase parking availability and support the continued vitality of Huntingdonshire's market towns.

At the same time, longer-stay parking remains an important part of the overall parking offer. Providing appropriate long-stay parking in suitable locations can help meet the needs of employees, commuters and visitors while reducing pressure on the most centrally located car parks.

Managing the parking network in this way enables different car parks to perform complementary roles that maximise the efficient use of available capacity.

HOW WILL IT BE DELIVERED?

The Council will continue to review the role and performance of each car park using occupancy data, duration of stay information, customer demand and local knowledge.

This evidence will inform decisions on parking duration, tariffs, charging periods and other management measures, ensuring each car park operates in a way that best supports its intended function.

Future changes will be considered alongside wider town centre strategies, regeneration projects, transport initiatives and local circumstances, recognising that parking requirements may differ between Huntingdonshire's market towns.

The Council will also work with businesses, local communities and key stakeholders to ensure that parking management reflects the needs of each location.

Regular monitoring and periodic reviews will enable the Council to respond to changing travel patterns, customer expectations and future growth, ensuring the parking network remains balanced, flexible and capable of supporting both economic activity and wider transport objectives throughout the lifetime of the strategy.

O1-4: Parking for Events and Visitors: We will ensure parking can respond to busy periods, events and increased visitor demand.

WHY THIS OBJECTIVE?

Huntingdonshire's towns host a wide range of events throughout the year, including markets, festivals, cultural activities, seasonal celebrations and sporting events, all of which generate temporary increases in parking demand. The evidence base demonstrates that while the Council's overall parking portfolio has sufficient capacity to accommodate typical levels of demand, some car parks can experience significantly higher occupancy during busy periods, creating localised pressure and reducing the availability of convenient parking.

Supporting the visitor economy is an important role of the Council's parking service. Well managed parking helps ensure that residents and visitors can access town centres easily, supporting local businesses, markets, hospitality venues and community events. Equally, poor parking management during busy periods can lead to unnecessary congestion, inefficient use of available capacity and a poorer visitor experience.

Rather than providing additional permanent parking to accommodate occasional peaks in demand, the Council should seek to make better use of its existing parking assets through effective management, clear communication and flexible operational arrangements.

This will enable the parking network to respond to changing patterns of demand whilst continuing to support the economic vitality and attractiveness of the towns across the Huntingdonshire district.

HOW WILL IT BE DELIVERED?

The Council will continue to monitor parking demand associated with major events, seasonal trading periods and markets, using occupancy surveys, transaction data and operational experience to understand how demand varies throughout the year.

This evidence will be used to identify locations where temporary management measures may improve the operation of the parking network.

Where appropriate, the Council will consider a range of measures to manage peak demand, including temporary signage, customer information, revised parking arrangements, enhanced wayfinding and improved communication directing motorists towards available parking. Opportunities to utilise spare capacity within nearby car parks, where available, will also be explored to reduce pressure on the busiest locations.

The Council will work closely with stakeholders to ensure parking arrangements are considered as part of the planning process for major events.

This collaborative approach will help maintain accessibility, support the visitor economy and provide a positive experience for residents and visitors whilst making the most effective use of the existing parking portfolio.

O1-5: Better Signs and Car Parks: We will improve car park signs, directions and the overall appearance of council car parks.

WHY THIS OBJECTIVE?

A well-designed parking experience begins before a vehicle enters a car park. Clear directional signage, intuitive wayfinding and an attractive public realm help visitors find parking quickly and confidently, reducing unnecessary circulation, congestion and driver frustration. Once parked, safe and welcoming pedestrian routes encourage people to continue their journey on foot and create a positive first impression of the town.

For many visitors, a Council operated car park represents their first interaction with a town. The quality, appearance and ease of use of the car park can therefore influence perceptions of the wider area. Well maintained parking facilities, high-quality signage and attractive pedestrian environments contribute to a more welcoming experience, encouraging repeat visits and supporting local businesses and the visitor economy.

Improving legibility and the public realm also benefits residents, businesses and those with accessibility needs. Providing clear information, safe walking routes and inclusive design principles helps create facilities that are easier to use, more accessible and better connected to surrounding destinations.

HOW WILL IT BE DELIVERED?

The Council will review existing signage, wayfinding and pedestrian connections across its parking estate to identify opportunities for improvement.

Future investment will seek to provide clear and consistent directional signage, intuitive information for users and high-quality pedestrian links between car parks and nearby destinations, making it easier and more enjoyable to access key destinations.

Opportunities to improve digital parking information and online mapping will also be considered where these enhance the customer experience.

Improvements to the public realm will be considered alongside wider town centre regeneration projects, public realm enhancements and transport initiatives, ensuring parking facilities complement the character and function of each location.

Where appropriate, the Council will also consider opportunities to improve landscaping, lighting, accessibility and the overall appearance of its car parks as part of planned maintenance and investment programmes.

The Council will continue to monitor customer feedback, condition assessments and evolving best practice to ensure parking facilities remain safe, welcoming and easy to use, supporting a positive customer experience and reinforcing Huntingdonshire's reputation as an attractive place to live, work and visit.

DELIVER A MODERN, EFFICIENT, AND CUSTOMER-FOCUSED PARKING SERVICE

Objective O2-1: Easy and Accessible Parking: Provide a safe, accessible and easy-to-use parking service for everyone.

WHY THIS OBJECTIVE?

For many people, the car park provides their first and last impression of a town centre. A well-managed, welcoming and easy-to-use parking environment encourages repeat visits, supports local businesses and creates confidence in the Council's parking service.

Huntingdonshire's parking portfolio has developed over many years and reflects different periods of investment. As a result, there are variations in signage, facilities, accessibility and customer information. Whilst individual car parks will continue to perform different roles, there is value in providing a more consistent customer experience across the parking estate.

Accessibility is fundamental to good parking management. Car parks should be safe and convenient for everyone, including disabled users, older people, families with young children and those with temporary mobility impairments. This includes parking provision, safe pedestrian routes, good lighting, high-quality surfaces and clear signage.

Customers also expect parking to be simple and convenient. Straightforward payment options, clear information and easy-to-understand parking arrangements all contribute to a positive experience. By delivering a consistent and customer focused approach, HDC can improve satisfaction and ensure its parking service continues to support residents, businesses and visitors.

HOW WILL IT BE DELIVERED?

The Council will seek to establish consistent standards across its parking estate, covering signage, customer information, accessibility, lighting, maintenance and the overall quality of the parking environment.

Whilst individual car parks will continue to reflect their specific role and location, customers should experience a recognisable standard of service wherever they park.

Investment programmes will continue to improve accessibility where opportunities arise, including reviewing accessible parking provision, upgrading pedestrian routes, enhancing lighting and improving surfaces as part of planned maintenance programmes.

The Council will continue to modernise the customer experience through clear information and flexible, reliable payment options, whilst ensuring that inclusive payment methods remain available for those who do not wish to use digital services.

Customer feedback, parking data and emerging best practice will inform future improvements, ensuring Huntingdonshire's parking service remains safe, accessible, efficient and responsive to changing customer expectations.

Objective O2-2: Looking After Our Car Parks: Maintain council car parks so they remain safe, reliable and in good condition.

WHY THIS OBJECTIVE?

The Council's car parks represent valuable public assets that require ongoing investment to remain safe, accessible and fit for purpose. Surfaces, drainage, lighting, signage, payment equipment and other infrastructure will deteriorate over time, and without planned maintenance relatively minor defects can develop into significant and costly problems.

A structured approach to asset management provides an opportunity to move away from predominantly reactive maintenance towards planned intervention based on condition, risk and expected asset life. This enables investment to be anticipated and prioritised, helping the Council make more efficient use of available resources and reduce the potential for unexpected expenditure.

The condition of car parks also directly influences customer experience. Well-maintained surfaces, reliable equipment, lighting and quality infrastructure contribute to facilities that feel safe, welcoming and professionally managed. Maintaining these standards is therefore important both operationally and in supporting the attractiveness of towns and key destinations.

Lifecycle planning is particularly important given the long-term horizon of this strategy. Understanding when significant components are likely to require repair, renewal or replacement will enable the Council to plan future budgets and coordinate improvements rather than considering individual assets in isolation.

HOW WILL IT BE DELIVERED?

The Council will develop a maintenance and lifecycle programme for its parking estate, supported by periodic condition assessments and an up-to-date inventory of key assets.

This will identify maintenance requirements, anticipated replacement periods and indicative costs, allowing investment to be prioritised according to condition, safety, operational importance and funding.

Where possible, maintenance will be coordinated with wider car park improvements so that resurfacing, lighting, accessibility, signage, technology and other works can be delivered efficiently as part of planned investment programmes.

Priority will be given to interventions necessary to maintain safety, accessibility and compliance, while preventative maintenance will be used where appropriate to extend asset life and reduce longer-term costs.

The programme will be reviewed periodically to reflect changing asset condition, costs and operational requirements.

This lifecycle approach will provide the Council with greater certainty over future investment requirements, helping maintain the quality of its parking estate while ensuring expenditure remains planned, proportionate and financially sustainable over the lifetime of the strategy.

Objective O2-3: Fair Parking Enforcement: Ensure parking rules are applied fairly and consistently.

WHY THIS OBJECTIVE?

Effective enforcement is an important part of a well-managed parking service. Parking restrictions and conditions are introduced for specific reasons, including maintaining availability, encouraging turnover, protecting accessible bays and ensuring car parks operate safely and efficiently.

Without appropriate enforcement, these objectives can be undermined, and responsible users may be disadvantaged.

Enforcement should be fair, consistent and appropriate. Customers should be able to understand where they can park, how long they can stay, what they are required to pay and any restrictions that apply. Clear signage, straightforward terms and reliable payment systems are therefore as important to achieving compliance as enforcement itself.

The purpose of enforcement should primarily be to encourage compliance rather than generate revenue. A successful parking service is one where customers understand and follow the requirements, allowing available capacity to be used effectively and ensuring spaces intended for particular users or purposes remain available.

Enforcement also needs to respond to changing parking behaviour. Different car parks experience different levels and types of non-compliance, meaning resources should be applied according to evidence and operational need rather than applying the same level of enforcement across every location. Providing a reactive service to customers can often improve relationships.

HOW WILL IT BE DELIVERED?

The Council will continue to operate a consistent approach to enforcement across its parking estate, ensuring restrictions and parking conditions are clearly communicated and appropriately enforced.

Enforcement activity will be informed by compliance data, customer feedback and operational experience, enabling resources to be focused on locations and times where non-compliance has the greatest impact.

Particular consideration will be given to behaviours that affect accessibility, safety, turnover or the availability of spaces for legitimate users.

The Council will periodically review signage, parking conditions and customer information to identify opportunities to make requirements clearer and reduce inadvertent non-compliance.

Where recurring issues are identified, consideration will be given to whether changes to management arrangements could address the underlying problem before increased enforcement is considered.

Technology and parking data will also be used where appropriate to improve the efficiency and targeting of enforcement activity.

This balanced approach will help maintain public confidence in the parking service while ensuring enforcement remains fair, transparent and focused on supporting the effective operation of Huntingdonshire's car parks.

Objective O2-4: Using Parking Data: Use parking data to help improve how council car parks are managed.

WHY THIS OBJECTIVE?

Effective parking management requires a clear understanding of how car parks are being used and how demand changes over time. Occupancy, duration of stay, turnover, payment and compliance data can provide valuable insight into where pressure exists, where capacity is underutilised and how individual car parks are performing.

The evidence gathered to support this strategy demonstrates that parking demand varies considerably between locations, times of day and different periods of the year.

Town wide averages can also mask significant differences between individual car parks. Regular monitoring is therefore important to ensure future decisions respond to actual patterns of use rather than assumptions about parking demand.

Improved data can support decisions relating to tariffs, investment, maintenance and the function of individual car parks. It can also help the Council identify emerging trends and evaluate whether changes to parking management are achieving their intended outcomes.

A data-led approach does not mean that decisions will be determined by parking data alone. Customer feedback, economic conditions, accessibility, town centre priorities and wider transport objectives will continue to be considered alongside quantitative evidence to provide a balanced basis for decision making.

HOW WILL IT BE DELIVERED?

The Council will establish an appropriate and effective approach to monitoring its parking portfolio, using available information such as occupancy surveys, duration of stay, parking transactions, payment data and compliance information. The frequency and level of monitoring will reflect the role of individual car parks and the decisions that need to be informed.

Where appropriate, existing and future digital systems will be used to improve the quality and accessibility of parking data, enabling trends to be identified more efficiently and reducing reliance on periodic manual surveys.

Parking data will be reviewed periodically to inform tariff reviews, investment priorities, operational changes and the future role of individual car parks.

Particular attention will be given to identifying locations experiencing sustained capacity pressure or underutilisation rather than responding to isolated peaks.

The Council will also use monitoring to evaluate the impact of interventions delivered through this strategy, creating an ongoing evidence base that allows parking management to adapt as demand, travel behaviour and customer expectations change. It is recommended to review the Implementation Plan approximately 24 months post strategy approval to determine how much progress has been made.

Objective O2-5: Using Technology: Use technology to make parking easier and improve the parking service.

WHY THIS OBJECTIVE?

Technology is transforming the way parking services are managed, providing opportunities to improve the customer experience whilst making the parking service more efficient and responsive.

Digital payment systems, real-time information, remote monitoring and improved data collection can all help simplify parking for users whilst supporting more effective management of the Council's parking portfolio.

However, technology should be introduced where it provides a clear benefit rather than being adopted for its own sake. Huntingdonshire's car parks perform a variety of functions and operate at very different levels of demand. As a result, the level of technological intervention required will vary between locations. In many cases, simpler and lower-cost solutions may provide better value than more complex systems.

A proportionate approach allows investment to be targeted where it delivers the greatest operational, financial and customer benefits. It also provides flexibility to respond to future technological advances and changing customer expectations without committing to unnecessary infrastructure or expenditure.

HOW WILL IT BE DELIVERED?

The Council will continue to review emerging technologies and assess opportunities to improve customer experience, operational efficiency and the quality of parking data.

Decisions on future investment will be based on evidence of need, operational benefits, affordability and value for money.

Where appropriate, the Council will consider technologies such as improved payment systems, digital customer information, remote monitoring, occupancy data collection and other smart parking solutions that simplify parking and support more efficient management.

The type of technology adopted will reflect the role and function of each car park rather than applying a single solution across the entire parking estate.

The performance of new technologies will be monitored throughout the lifetime of the strategy, ensuring investment continues to deliver measurable benefits for customers and the Council whilst remaining flexible to future innovation and changing service requirements.

INTEGRATE PARKING WITH ACTIVE & SUSTAINABLE TRANSPORT

Objective O3-1: Support Sustainable Travel: Support walking, cycling, buses and other sustainable ways to travel.

WHY THIS OBJECTIVE?

Parking should not be considered in isolation. Every journey begins and ends with parking, whether travelling by car, public transport, walking or cycling. The way car parks are planned, managed and connected to surrounding destinations can therefore have a significant influence on how people choose to travel, particularly for shorter journeys and trips within Huntingdonshire's market towns.

Historically, parking has often been viewed simply as a destination in its own right. Increasingly, however, there is recognition that car parks form an integral part of the wider transport system.

Well located, well connected and accessible parking can encourage people to complete part of their journey on foot, by cycle or by public transport, whilst poorly integrated parking can reinforce unnecessary car dependency and reduce the attractiveness of more sustainable travel options.

The evidence base demonstrates that Huntingdonshire generally benefits from sufficient off-street parking provision across its principal towns. Rather than continually increasing parking supply, there is an opportunity to maximise the value of existing car parks by improving how they connect with surrounding streets, public spaces, public transport facilities and active travel routes.

Better integration can improve accessibility without requiring significant increases in parking capacity.

This approach also supports the Council's wider ambitions around sustainable growth, healthier communities and reducing transport related carbon emissions. Whilst the private car will remain an essential mode of transport for many residents, particularly within a predominantly rural district, many shorter journeys have the potential to be undertaken, either wholly or in part, by walking, cycling or public transport where attractive alternatives are available.

Importantly, this objective is not intended to discourage car use. Instead, it seeks to ensure that parking complements the wider transport network, enabling people to choose the most appropriate mode of travel for each journey.

By improving connectivity between car parks and other transport modes, the Council can create a more resilient, efficient and accessible transport system that supports residents, businesses and visitors alike.

HOW WILL IT BE DELIVERED?

The Council will consider parking as an integral component of the wider transport network when planning future investment and improvements across its parking portfolio. This will include ensuring that car parks provide safe, direct and attractive walking connections to town centres, public transport interchanges, employment areas, visitor attractions and key community facilities wherever practicable.

Future investment programmes will seek opportunities to improve links between parking facilities and active travel infrastructure, including walking routes, cycle networks and secure cycle parking. Where appropriate, car parks may also provide locations for supporting infrastructure such as cycle parking, mobility hubs, electric vehicle charging and facilities that encourage multi-modal journeys.

The Council will continue to work closely with Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority, neighbouring authorities, public transport operators, developers and other partners to ensure parking is considered alongside wider transport and development proposals.

Integrating parking with the Local Cycling and Walking Infrastructure Plan (LCWIP), public transport improvements, town centre regeneration and new development will help ensure that future investment delivers multiple benefits rather than treating parking as a standalone asset.

As travel patterns and technology continue to evolve, the Council will also remain responsive to emerging opportunities that improve integration between different modes of transport. This may include the future development of mobility hubs, enhanced interchange facilities, shared mobility services and smarter parking management technologies that make it easier for users to combine different modes within a single journey.

The Council will use parking occupancy surveys, customer feedback and wider transport evidence to monitor how parking supports access to town centres and key destinations.

This evidence-led approach will enable future investment to be targeted where it delivers the greatest benefit, ensuring parking continues to support sustainable travel whilst maintaining convenient access for those journeys where the private car remains the most appropriate choice.

Objective O3-2: Walking and Cycling Facilities: Improve facilities for people walking and cycling to and from council car parks.

WHY THIS OBJECTIVE?

Car parks provide more than simply a place to leave a vehicle. They are often the starting point for onward journeys on foot or by cycle and should provide safe, convenient and attractive facilities that encourage active travel where appropriate. Improving these facilities can make it easier for residents and visitors to complete part of their journey without relying solely on the private car.

Many Council operated car parks are well positioned to support access to town centres, employment areas, visitor attractions and community facilities.

However, the availability and quality of supporting infrastructure varies between locations. Opportunities exist to improve pedestrian routes, provide secure cycle parking and strengthen links with existing and proposed walking and cycling networks.

Providing active travel infrastructure can deliver multiple benefits. Secure cycle parking encourages more people to cycle, whilst high-quality pedestrian routes improve accessibility for all users, including those with mobility impairments, parents with pushchairs and visitors unfamiliar with the area. These improvements also contribute to a safer, more welcoming environment and a better customer experience.

Not every car park will be suitable for every type of intervention. Improvements should therefore be based on the role, location and function of each site, ensuring investment is targeted where it delivers the greatest benefit.

HOW WILL IT BE DELIVERED?

The Council will review its parking estate to identify locations where active travel facilities would provide the greatest benefit.

Priority will be given to car parks serving town centres, transport interchanges, visitor destinations and locations that connect directly with existing or proposed walking and cycling routes.

Future investment will consider facilities such as secure cycle parking, improved pedestrian routes, dropped kerbs, wayfinding, seating and lighting, alongside other measures that improve access to and from car parks.

Where appropriate, complementary facilities such as cycle repair stations or lockers will also be considered.

These improvements will be coordinated with wider transport, public realm and regeneration projects wherever possible, whilst external funding opportunities will be pursued to support delivery.

As the parking estate evolves, significant refurbishment projects and new parking provision should also consider how active travel facilities can be incorporated from the outset, creating more accessible, attractive and inclusive parking facilities that support a wider range of travel choices.

Objective O3-3: Future Transport Hubs: Identify locations for future transport hubs with parking, cycling, walking and public transport connections.

WHY THIS OBJECTIVE?

Travel patterns are expected to continue evolving over the next 20 years. Advances in vehicle technology, customer expectations, improvements to public transport and active travel infrastructure, and the continued growth of low emission vehicles all have the potential to reshape how Huntingdonshire's towns and key destinations are accessed.

Whilst HDC's existing parking portfolio provides sufficient capacity to meet current demand, there is an opportunity to consider how parking provision may evolve over the longer term. Rather than accommodating all parking demand within town centres, future investment may encourage a more balanced distribution by providing alternatives on the edge of towns, well connected to walking, cycling and public transport.

Integrated Transport Hubs can play a key role in supporting this transition. These facilities would combine convenient parking with a range of sustainable travel options, allowing users to complete their journey by alternative modes where appropriate.

Depending on local circumstances, they could incorporate EV charging, secure cycle parking, cycle hire, shared mobility services and convenient public transport connections, providing greater travel choice while helping reduce pressure on central parking facilities.

The concept is not intended to replace town centre parking or discourage car use where it remains the most appropriate option. Instead, it recognises that some journeys may be better served by parking on the edge of town where onward travel by sustainable modes is attractive, convenient and reliable. Over time, this could improve accessibility, reduce congestion and create greater flexibility in how parking assets are managed.

Given the long-term nature of this opportunity, the priority is not to deliver Integrated Transport Hubs immediately, but to identify and safeguard suitable opportunities where appropriate. This will allow the Council to respond to future changes in travel behaviour, funding opportunities and technological development without limiting future choices.

HOW WILL IT BE DELIVERED?

The Council will work with stakeholders to identify locations that could support future Integrated Transport Hubs. These should provide convenient access to town centres while connecting effectively with existing or proposed transport networks.

As part of future transport planning, regeneration projects and development proposals, the Council will consider opportunities to safeguard land capable of accommodating these facilities. Potential sites will be assessed against accessibility, surrounding land uses, transport connectivity, parking demand, environment and delivery.

Where opportunities arise, Integrated Transport Hubs could be introduced incrementally, allowing facilities to evolve alongside demand. Initial phases may focus on enhanced walking and cycling links, secure cycle parking and EV charging, with facilities such as cycle hire, and shared mobility added over time.

Objective O3-4: Electric Vehicle Charging: Provide electric vehicle charging where there is demand.

WHY THIS OBJECTIVE?

The transition towards low emission vehicles represents one of the most significant changes affecting the parking sector over the lifetime of this strategy. As electric vehicle ownership continues to increase, the availability of convenient and reliable charging infrastructure will become an increasingly important consideration for residents, businesses and visitors when choosing where to travel and park.

Huntingdonshire District Council has already adopted an Electric Vehicle Strategy, which provides the strategic framework for the rollout of charging infrastructure across the district. This Parking Strategy supports that wider strategy by recognising the important role that council operated car parks will play in accommodating future charging demand.

Rather than duplicating the objectives of the EV Strategy, this objective focuses on ensuring that parking infrastructure evolves alongside changing vehicle technology and customer expectations.

Council operated car parks provide many of the characteristics required for public charging infrastructure. They are located close to town centres, employment areas, community facilities and visitor destinations, often with dwell times that are well suited to destination charging.

They also provide opportunities to support residents without access to private driveways, enabling equitable access to charging infrastructure across the district.

The transition to electric vehicles must, however, be carefully managed. Installing charging infrastructure requires significant investment, electrical capacity and ongoing maintenance, whilst excessive provision risks underutilising valuable parking spaces during the earlier stages of market growth.

Equally, insufficient infrastructure may discourage electric vehicle adoption and reduce the attractiveness of town centres and visitor destinations.

For these reasons, investment should be evidence-led and appropriate, responding to changes in vehicle ownership, charging behaviour and technological development.

This will ensure that infrastructure is delivered where it is needed most, whilst maintaining an appropriate balance between charging provision and general parking capacity.

HOW WILL IT BE DELIVERED?

The Council will continue to deliver charging infrastructure in accordance with its adopted Electric Vehicle Strategy, ensuring that investment within council operated car parks complements the wider rollout of charging facilities across Huntingdonshire.

Future provision will be informed by parking demand, utilisation of existing charge points, local patterns of electric vehicle ownership, available electrical capacity and emerging technologies.

Objective O3-5: Working with Partners: Work with partners to encourage more sustainable travel and reduce parking demand.

WHY THIS OBJECTIVE?

Many of the factors that influence parking demand sit beyond the direct control of HDC. The availability of public transport, the quality of walking and cycling infrastructure, the location of new development, and wider travel patterns are shaped by a range of organisations. Delivering a successful parking strategy therefore requires close partnership working.

The evidence demonstrates that parking demand varies a lot between locations and time of year. Whilst effective management can optimise the use of existing capacity, longer-term reductions in unnecessary parking demand are most likely to be achieved by improving the attractiveness and availability of alternative travel options, particularly for shorter journeys where sustainable travel choices are realistic.

Partnership working also provides opportunities to coordinate investment, secure external funding and ensure parking is considered alongside wider transport, regeneration and development proposals. By aligning priorities and sharing evidence, organisations can deliver more integrated solutions that improve accessibility whilst supporting economic growth, environmental objectives and healthier communities.

Importantly, this objective recognises that the private car will continue to play a vital role for many journeys across Huntingdonshire, particularly in rural areas where travel choices are more limited. The aim is therefore not to discourage car use, but to provide greater travel choice and reduce unnecessary parking demand where practical alternatives exist.

HOW WILL IT BE DELIVERED?

The Council will continue to work closely with stakeholders to ensure parking is considered as part of wider transport planning and investment decisions. This collaborative approach will help align parking with improvements to active travel, public transport and connectivity across the district.

Opportunities will be sought to coordinate parking management with new transport infrastructure, regeneration projects and major developments, ensuring future growth is supported by a balanced and integrated approach to access. The Council will also seek external funding opportunities to support projects that deliver wider transport and parking benefits.

Where appropriate, HDC will support initiatives that encourage sustainable travel choices, including workplace travel planning, public transport improvements and active travel programmes. Although many of these measures are led by partner organisations, the Council's parking service can play a supporting role by ensuring parking policies complement wider transport initiatives.

The Council will share evidence, monitor travel patterns and review parking demand alongside its partners, ensuring future parking decisions respond to changing travel behaviour and informed by an understanding of the districts transport needs.

MANAGE PARKING ASSETS RESPONSIBLY AND PLAN FOR THE FUTURE

Objective O4-1: Planning for the Future: Plan ahead for future parking needs as towns and communities grow.

WHY THIS OBJECTIVE?

Huntingdonshire is expected to continue to grow over the lifetime of this strategy, with new housing, employment and regeneration potentially changing the scale and distribution of parking demand. Although current evidence indicates generally sufficient capacity across the Council's portfolio, this may not remain the case in every location over the next 20 years.

Future demand will be influenced by development, population growth, changes in town centre activity and evolving travel behaviour. Some locations may experience increasing pressure, particularly where existing parking is already well utilised or opportunities to expand provision are constrained.

Planning for these changes does not necessarily mean providing additional car parks. Better management of existing capacity, changes to the function of individual sites or improved sustainable transport connections may provide more appropriate solutions.

However, where evidence indicates that additional provision could be required, potentially suitable opportunities should not be unnecessarily lost through development or changes in land use.

Considering future parking requirements alongside the planning process will therefore help retain flexibility as Huntingdonshire's towns continue to grow and evolve.

HOW WILL IT BE DELIVERED?

The Council will use parking demand data, development forecasts and other available evidence to identify locations where future growth could place additional pressure on parking provision. This will be considered alongside the Local Plan and relevant regeneration and development proposals.

Where future capacity constraints are identified, the Council will work with, stakeholders and partners to consider appropriate responses. These may include better management of existing capacity, changes to parking controls, shared parking options, sustainable transport measures or, where justified, additional provision.

Where there is a clear strategic case, opportunities to safeguard suitable land or retain flexibility within existing Council assets will be considered. This would not represent a commitment to additional parking, but would ensure that viable options remain available should future evidence demonstrate a need.

Requirements will be reviewed as development comes forward and travel patterns change, ensuring future decisions remain evidence-led, proportionate and aligned with wider planning, economic and transport objectives.

Objective O4-2: Monitoring Parking Demand: Monitor parking demand to ensure enough parking is available as the district grows.

WHY THIS OBJECTIVE?

Parking demand is not static. Over the 20-year lifetime of this strategy, Huntingdonshire will continue to experience population and housing growth, regeneration, changes in town centre activity and evolving travel behaviour. New development may create additional demand in some locations, while improvements to public transport, walking and cycling, changes in working patterns and new mobility technologies may reduce or redistribute demand elsewhere.

The evidence gathered through the parking surveys demonstrates that Huntingdonshire currently has sufficient parking capacity when considered at a district wide level. However, this overall position masks significant variation between towns and individual car parks. Some facilities experience sustained periods of high occupancy, while others retain considerable spare capacity. Demand also varies between weekdays and weekends and across different periods of the year.

The location and function of parking are therefore as important as the overall number of spaces provided. A town may have sufficient capacity in aggregate while experiencing pressure in the car parks closest to shops, services and other key destinations. Equally, apparently underutilised facilities may perform an important strategic, seasonal or leisure function that is not fully reflected by average occupancy.

A balanced approach will enable the Council to maintain sufficient parking capacity to support accessibility and economic activity, while avoiding unnecessary over provision. It will also provide the flexibility to respond to future growth, development and changing travel patterns over the lifetime of the strategy. Importantly, decisions on future parking provision will consider the wider function and strategic value of each asset, rather than being based solely on current levels of utilisation.

HOW WILL IT BE DELIVERED?

The Council will maintain an evidence-led understanding of parking supply and demand across its portfolio. Occupancy, duration of stay, turnover and other available parking data will be monitored periodically to identify locations experiencing sustained pressure, as well as car parks where significant spare capacity exists.

Assessment will consider more than average occupancy. Peak demand, seasonal variation, the function and location of individual car parks, surrounding land uses and the availability of alternative parking will all be considered before changes to provision are proposed. This will help distinguish between genuinely surplus capacity and parking that performs an important function at particular times or for particular users.

Where sustained capacity pressure is identified, the Council will initially consider whether existing provision can be used more efficiently. This could include improved wayfinding, changes to the function of individual car parks, tariff or duration controls, better utilisation of nearby capacity or measures to encourage alternative travel choices.

Additional parking provision should generally be considered where there is clear evidence that existing capacity and management measures cannot accommodate demand.

Conversely, where car parks demonstrate persistent and substantial spare capacity, the Council may consider opportunities for consolidation, reconfiguration or alternative uses. This could include public realm, active travel infrastructure, electric vehicle charging, mobility facilities or other uses that support wider Council objectives. Any proposal would be subject to appropriate assessment of future parking requirements, displacement effects and the strategic value of retaining the site.

The Council will also seek to protect flexibility within its estate. Where uncertainty exists about longer-term demand, temporary or reversible uses may provide an opportunity to make better use of underutilised land without permanently removing strategically important parking capacity.

Through regular monitoring and periodic review, the Council will ensure that parking provision evolves alongside the districts towns rather than remaining fixed throughout the 20-year strategy period. This will support a parking estate that remains appropriately sized, efficiently used and capable of responding to future economic, development and transport needs.

Objective O4-3: Supporting Future Growth: Ensure parking supports new development and future growth across the district.

WHY THIS OBJECTIVE?

Huntingdonshire is expected to experience continued housing and employment growth over the lifetime of this strategy. New development can influence the level and distribution of parking demand, particularly where growth occurs close to existing town centres or Council operated car parks.

Parking provision therefore needs to be considered alongside the Local Plan and development process. Insufficient provision can result in displacement onto surrounding streets, public car parks or neighbouring communities, while excessive provision can encourage unnecessary car use and occupy land that could support more productive uses.

New development also provides an opportunity to influence travel behaviour from the outset. Locating development where people have realistic access to walking, cycling and public transport can reduce dependence on the private car, while appropriate parking ensures that remaining demand is effectively accommodated.

Aligning parking management with spatial planning will allow the Council to anticipate where future pressure may emerge and ensure decisions about existing parking assets take account of planned growth. This is particularly important over the strategy's 20-year horizon, during which parking requirements may change considerably.

HOW WILL IT BE DELIVERED?

The Council will consider emerging Local Plan allocations, major development proposals and regeneration opportunities when reviewing parking demand and future investment requirements. Existing parking evidence will help inform understanding of available capacity and the potential implications of growth.

The Council will work with developers and other partners to ensure new development achieves an appropriate balance between parking and sustainable transport provision. Consideration will be given to development scale and location, accessibility by different modes, existing capacity and potential displacement onto surrounding streets or public car parks.

Where significant growth occurs, parking demand will be monitored as development progresses, to allow arrangements to respond to actual patterns of demand and identifying whether further intervention is required.

Opportunities will be sought to coordinate development with improvements to walking, cycling and public transport, reducing additional parking demand where possible.

Aligning the Parking Strategy, Local Plan and development management process, parking provision can evolve alongside district growth while supporting development, protecting existing communities and promoting sustainable travel.

Objective O4-4: Making Better Use of Car Parks: Review underused car parks to see how they could be used more effectively.

WHY THIS OBJECTIVE?

The Council's car parks are valuable assets that support town centres, businesses, leisure facilities and local services. However, utilisation varies considerably across the estate, creating opportunities to make better use of available capacity.

Low utilisation does not necessarily mean that a car park is surplus to requirements. Location, signage, tariffs, accessibility, condition or customer awareness may influence demand, while some sites perform important seasonal, leisure or strategic roles that are not reflected by average occupancy alone.

Understanding reasons for underutilisation is therefore important. Relatively modest interventions may increase use and help redistribute demand from more heavily used town centre car parks, making better use of capacity across the parking network as a whole. Spare capacity could also support markets, events or other temporary uses where evidence demonstrates this can be accommodated without adversely affecting parking availability.

Where significant spare capacity persists and there is no strategic requirement to retain the existing level of provision, alternative uses may also be appropriate.

This could support regeneration, development, public realm, sustainable transport or other Council priorities while making more productive use of Council assets.

HOW WILL IT BE DELIVERED?

The Council will periodically review its parking assets using occupancy, duration of stay, financial performance, condition and other relevant evidence, alongside consideration of accessibility, seasonal demand and the wider strategic role of each site.

Where underutilisation is identified, the Council will first consider how available capacity could be used more effectively. This could include improved signage and wayfinding, tariff or duration changes, revised parking designations, physical improvements or better promotion of available capacity.

Opportunities to direct demand from more heavily utilised car parks or use spare capacity to support temporary events and town centre activities will also be considered.

Where underutilisation persists, consideration may be given to changing the function or configuration of part of a site. This could include EV charging, active travel or mobility facilities, public realm or other complementary uses including those which produce income while retaining sufficient parking capacity.

Development or disposal would only be considered where evidence demonstrates that parking capacity is no longer required and the wider implications have been assessed.

Detailed modelling would be undertaken to understand potential displacement and wider town centre capacity, ensuring decisions reflect the long-term strategic value of the asset rather than short-term utilisation alone.

Objective O4-5: Considering Alternative Uses: Consider alternative uses whilst ensuring that the required car parking capacity required as demonstrated by data is maintained or replaced within close proximity or in situ.

WHY THIS OBJECTIVE?

Car parks are important transport assets, but they also occupy significant areas of land, often in accessible and commercially valuable town centre locations.

The parking evidence demonstrates that utilisation varies considerably across the Council's estate. While some car parks experience sustained periods of high demand, others have significant spare capacity.

The objective was posed in the survey as *"Considering Alternative Uses - Consider alternative uses for suitable car parks where parking needs can still be met"*. Support was shown as was a similar level of disagreement, therefore this has been amended to offer assurance to its meaning.

Where this underutilisation is persistent, there may be opportunities to reconsider how part or all of a site is used, particularly where alternative uses could contribute to wider place-making or regeneration objectives.

Repurposing does not necessarily mean removing an entire car park. In many locations, partial redevelopment may allow parking to be retained while releasing surplus land for another use.

Opportunities could range from relatively small interventions, such as public realm, landscaping or community facilities, through to more significant mixed-use, commercial or residential development where the location and evidence support this.

However, parking occupancy alone should not determine whether a site is suitable for repurposing. Consideration must also be given to seasonal and peak demand, the function of the car park, future development, accessibility, alternative parking provision and the potential for displacement onto surrounding streets or other facilities.

A car park that appears underutilised during typical periods may still perform an important strategic or seasonal function.

The objective is therefore not to reduce parking provision for its own sake, but to ensure that Council owned land is used effectively.

Where parking capacity is genuinely surplus to current and foreseeable requirements, retaining all of that capacity may represent a missed opportunity to support other priorities and improve the contribution that the Council's assets make to Huntingdonshire's towns.

HOW WILL IT BE DELIVERED?

The Council will use the evidence gathered through this strategy, together with ongoing monitoring, to identify car parks that may have potential for partial or full repurposing.

Initial consideration will focus on sites demonstrating sustained spare capacity, alongside their location, condition, financial performance, strategic role and relationship with surrounding land uses.

Before any parking capacity is removed, the Council will assess the implications for the wider parking network. This will include consideration of peak and seasonal occupancy, future demand, displacement, accessibility and whether nearby car parks have sufficient capacity to accommodate any redistributed demand.

Where appropriate, opportunities to improve the use of existing alternative parking provision will form part of this assessment.

Potential alternative uses will be considered in the context of wider Council priorities and local needs. Partial repurposing will be considered where this provides an appropriate balance between retaining necessary parking and making better use of surplus capacity.

This could allow sites to evolve incrementally and retain flexibility should parking requirements change over the longer term.

Any significant proposals will be subject to appropriate feasibility assessment, business case development, planning considerations and stakeholder engagement.

Repurposing will only be progressed where there is a robust evidence base demonstrating that change can be accommodated without creating unacceptable parking displacement. This will enable the Council to make more effective use of its land and assets while maintaining sufficient parking to support accessibility, economic activity and the continued vitality of Huntingdonshire's towns.

THOMAS MORRIS
ST IVES PHARMACY

PRINCIPLES OF PARKING CHARGES

Parking charges are an important tool for managing the Council's parking assets and influencing how available capacity is used. The approach to charging should recognise the role that tariffs can play in supporting access, encouraging turnover, managing demand and responding to the different functions of individual car parks.

This chapter establishes a set of Principles of Parking Charges that will guide the Council's approach to setting and reviewing parking charges across Huntingdonshire. The principles provide a consistent framework for future decision making while retaining sufficient flexibility to respond to the different characteristics, demand patterns and roles of individual car parks.

The principles are intentionally strategic and holistic. They do not prescribe specific tariffs or determine what should be charged at individual locations. Instead, they establish the considerations that will inform future tariff reviews and charging decisions, supported by evidence on occupancy, duration of stay, demand, location and the intended function of each car park.

This approach recognises that a single charging structure will not necessarily be appropriate across Huntingdonshire. Different towns, car parks and even different areas within the same car park may perform different functions and require different approaches. The following principles will therefore govern how parking charges are considered and developed throughout the lifetime of this strategy.

Our principles of parking charges are that:

- Car parks will be assessed on an induvial basis considering location and desired usage which will inform the tariff structure.
- Tariff structures are not just models of pricing; they determine the available durations of stay and can be used as a mechanism to promote access and turnover of space.
- Where we look to implement incentives and schemes to promote use, these should be driven by evidence and data.
- Differential pricing by site is acceptable as is mixed use within an induvial site.
- Demand and convenience will be considered and may inform available tariff structures.
- We will continue to offer "Pay for what you use" where appropriate to enable customers pay for a duration that closely matches how long they wish to stay.

These principles should be considered as part of the overall strategy, its vision, themes and objectives.

IMPLEMENTATION PLAN

The Parking Strategy establishes a long-term direction for the management and development of Huntingdonshire's off-street parking estate.

Delivering this vision will require a combination of immediate actions, ongoing management, further investigation and longer-term investment. The Implementation Plan translates the objectives of the strategy into a programme of practical actions that can be progressed over its lifetime.

The initial Implementation Plan is structured around the four strategic themes and identifies specific actions associated with each objective.

These range from relatively straightforward reviews of existing parking arrangements, signage, accessibility, tariffs and data, through to more significant interventions such as infrastructure improvements, Integrated Transport Hubs and the potential repurposing of parking assets.

Actions have been assigned an indicative delivery timescale reflecting their complexity, dependencies and likely priority:

Quick Wins - within 12-18 months: Actions that can be progressed relatively quickly, typically using existing resources or evidence. These include initial reviews, audits, monitoring programmes and the establishment of management frameworks.

Short Term - 1 to 2 years: Actions requiring further development, coordination or investment following completion of the initial quick wins.

Medium Term - 2 to 5 years: More substantial interventions that may require feasibility work, funding, partnership working, procurement or phased physical delivery.

Long Term - 5 years or more: Strategic interventions that are likely to depend on future demand, development, funding or the outcome of earlier actions. Their inclusion safeguards future opportunities rather than representing a commitment to delivery.

Ongoing: Activities that will require periodic review or continued delivery throughout the strategy period, including monitoring parking demand and engagement with the planning and development process.

The sequencing of actions is important. In many cases, early reviews and evidence gathering will directly inform whether subsequent investment is required and the form that it should take.

For example, occupancy monitoring will inform future decisions on capacity, while condition assessments will help prioritise maintenance and renewal.

Similarly, feasibility work will be required before significant proposals such as repurposing car parks or developing Integrated Transport Hubs are progressed.

The Implementation Plan also recognises that delivery will take different forms. Some actions will primarily involve Council-led reviews, monitoring or policy development, while others will require further feasibility or technical studies, partnership working, or physical works and investment.

Several actions will require collaboration with Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority transport operators, developers, town and parish councils and other stakeholders.

The Plan should therefore be regarded as a live delivery framework rather than a fixed programme. Priorities will need to respond to changes in parking demand, development and regeneration proposals, available funding, emerging technology and wider Council priorities.

Actions identified for later phases should be reviewed in light of the outcomes achieved through earlier interventions.

Progress against the Implementation Plan should be reviewed periodically, allowing completed actions to be recorded, priorities to be updated and new interventions to be introduced where evidence demonstrates a need.

This will ensure that implementation remains proportionate, affordable and responsive throughout the 20-year strategy period, while maintaining a clear link between individual actions, the four strategic themes and the overall vision for parking in Huntingdonshire.

Ref	Objective	Implementation Actions	Delivery Timescale
THEME 1 - SUPPORT THRIVING TOWN CENTRES & ECONOMIC ACTIVITY			
O1-1	Support Town Centres	Review parking demand, turnover, and duration of stay across town centre car parks to ensure parking supports economic activity and visitor turnover.	Quick Win
		Develop town specific parking management principles reflecting the role and function of each location.	Short Term
O1-2	Fair Parking Charges	Establish a regular parking tariff review process informed by occupancy data, benchmarking, and local economic conditions.	Quick Win
		Undertake periodic benchmarking against neighbouring authorities and comparable market towns.	Ongoing / Short Term
		Review opportunities for seasonal, location based tariff structures where appropriate.	Medium Term
O1-3	The Right Parking in the Right Places	Review the balance of short-stay and long-stay parking provision across council car parks.	Quick Win
		Introduce revised time restrictions or operational arrangements where evidence demonstrates a need for change.	Short Term
O1-4	Parking for Events and Visitors	Review parking demand associated with key events, markets, and seasonal visitor activity.	Quick Win
		Develop temporary parking management arrangements and communication plans for major events where required.	Short / Medium Term
O1-5	Better Signs and Car Parks	Undertake a district-wide review of parking signage, gateway signage, and pedestrian wayfinding.	Quick Win
		Deliver phased signage and wayfinding improvements across the district, including the introduction of VMS at strategic locations where appropriate to improve parking visibility, circulation, and driver information.	Short / Medium Term
		Identify priority car parks requiring public realm enhancements, resurfacing, landscaping, or lighting improvements.	Short / Medium Term
		Deliver phased environmental and public realm improvements across priority sites.	Medium Term

Ref	Objective	Implementation Actions	Delivery Timescale
THEME 2 - DELIVER A MODERN EFFICIENT & CUSTOMER FOCUSED PARKING SERVICE			
O3-1	Easy and Accessible Parking	Undertake an accessibility review of council-operated car parks, including disabled parking provision and pedestrian accessibility.	Quick Win
		Review consistency of parking information, signage, payment systems, and customer communications.	Short Term
O3-2	Looking After Our Car Parks	Undertake condition assessments of car park infrastructure, equipment, lighting, and surfaces.	Short Term
		Develop a long-term planned maintenance programme for council parking assets.	Short / Medium Term
		Deliver phased maintenance and renewal works based on asset condition and risk.	Medium Term
O3-3	Fair Parking Enforcement	Review enforcement operations and compliance trends across the district.	Short Term
		Identify opportunities to improve operational efficiency and consistency of enforcement activity.	Short Term
O3-4	Using Parking Data	Establish a structured programme of parking occupancy and usage monitoring.	Quick Win
		Develop a centralised parking data management approach.	Short Term
O3-5	Using Technology	Review existing parking technology and digital systems across the parking estate.	Quick Win
		Identify opportunities for improved cashless payments, virtual permits, and back-office integration.	Short Term
		Investigate feasibility of smart parking technologies and real-time parking information systems.	Medium Term

Ref	Objective	Implementation Actions	Delivery Timescale
THEME 3 - INTEGRATE PARKING WITH ACTIVE & SUSTAINABLE TRANSPORT			
O2-1	Support Sustainable Travel	Embed parking considerations within wider transport, regeneration, and active travel planning processes.	Short Term
		Work with transport partners to identify opportunities for improved integration between parking and sustainable transport modes.	Short / Medium Term
O2-2	Walking and Cycling Facilities	Audit existing cycle parking and pedestrian facilities within council car parks.	Short Term
		Identify priority sites for upgraded cycle parking and improved pedestrian connectivity.	Medium Term
		Deliver phased active travel improvements across suitable locations.	Medium Term
02-3	Future Transport Hubs	Identify and assess potential edge-of-centre locations suitable for future Integrated Transport Hubs.	Long Term
		Safeguard suitable sites through planning and asset management processes where appropriate.	Long Term
		Explore opportunities for pilot mobility hub facilities including EV charging, cycle hire, and enhanced public transport integration.	Long Term
O2-4	Electric Vehicle Charging	Identify priority sites for additional EV charging provision based on demand and grid capacity.	Short Term
		Deliver additional EV charging infrastructure across priority sites in accordance with the Councils EV strategy.	Medium Term
O2-5	Working with Partners	Work with local transport operators and stakeholders to improve awareness of sustainable travel alternatives.	Short Term
		Explore opportunities for integrated ticketing, mobility hubs, or joint initiatives with transport partners.	Long Term

Ref	Objective	Implementation Actions	Delivery Timescale
THEME 4 - MANAGE PARKING ASSETS RESPONSIBLY & PLAN FOR THE FUTURE			
O4-1	Planning for the Future	Review future parking demand associated with planned growth and Local Plan allocations.	Short Term
		Identify locations where additional parking provision or management interventions may be required in future.	Medium Term
O4-2	Monitoring Parking Demand	Continue periodic parking occupancy and utilisation surveys across the district.	Ongoing / Short Term
		Identify locations where parking pressures or underutilisation may justify operational changes or future investment.	Medium Term
O4-3	Supporting Future Growth	Embed parking strategy principles within Local Plan and development management processes.	Short Term
		Develop parking guidance or expectations for major developments where appropriate.	Medium Term
		Continue engagement with planning officers and developers regarding parking impacts and sustainable transport integration.	Ongoing / Short Term
O4-4	Making Better Use of Car Parks	Develop a framework for assessing car park performance and utilisation.	Short Term
		Review underperforming sites to identify opportunities for operational improvements, alternative uses, or rationalisation.	Medium Term
O4-5	Considering Alternative Uses	Asses car parks against performance and utilisation framework to understand how they can be used to support wider outcomes.	Medium Term
		Bring forward redevelopment or repurposing proposals where supported by evidence and business case assessment.	Long Term

DELIVERING THE IMPLEMENTATION PLAN

The Implementation Plan demonstrates that delivery of the Parking Strategy will involve considerably more than investment in individual car parks. Across the four themes, the actions establish a coordinated programme of monitoring, operational review, infrastructure improvement, partnership working and longer-term asset planning.

Collectively, these actions are intended to ensure that Huntingdonshire's parking estate continues to support its towns while responding to changing demand, customer expectations, transport priorities and future growth.

A consistent feature in the Implementation Plan is the importance of establishing a stronger evidence base before significant changes are made. Several of the early actions involve reviewing occupancy, turnover and duration of stay, establishing structured monitoring arrangements and assessing the performance of individual car parks. This evidence will directly support decisions relating to tariffs, short and long-stay provision, enforcement, investment and the future role of individual sites.

Continued occupancy and utilisation surveys will also allow the Council to identify whether parking pressure or underutilisation is persistent rather than responding to isolated periods of high or low demand.

Within ***Theme 1 – Support Thriving Town Centres and Economic Activity***, the emphasis is initially on making better use of the existing parking offer. Actions include reviewing demand, turnover and duration of stay, developing town specific parking management principles and considering whether the balance between short and long-stay parking remains appropriate.

This recognises that the role of parking differs between towns and that a single management approach will not necessarily produce the best outcome in every location.

Tariff management forms an important part of this approach. The Implementation Plan establishes both regular tariff reviews and periodic benchmarking, supported by consideration of occupancy, inflation, operating and maintenance costs, local economic conditions and wider market trends. The intention is therefore not simply to increase or decrease charges, but to establish a repeatable mechanism through which tariffs can remain appropriate to the role and performance of individual locations.

Over the medium term, this may extend to consideration of seasonal, location based approaches where evidence demonstrates that these would improve parking management.

Theme 1 also identifies a significant programme of improvements to the physical relationship between car parks and the places they serve. A district wide signage and wayfinding review is proposed, followed by phased implementation, potentially including Variable Message Signs at strategic locations.

This is complemented by identifying car parks requiring public realm, resurfacing, landscaping or lighting improvements. Together, these actions recognise that available capacity is only useful if customers can find it easily and move conveniently between the car park and their destination. Specific reviews of event, market and seasonal demand will also enable temporary arrangements and communication plans to be developed where exceptional activity places additional pressure on the network.

Example of improving the appearance of a HDC car park to make it more attractive

Within ***Theme 2 – Deliver a Modern, Efficient and Customer-Focused Parking Service***, the actions concentrate on the quality and efficiency of the existing service.

Accessibility is an immediate priority, with a review of Council operated car parks covering disabled parking and pedestrian accessibility. This is accompanied by a review of the consistency of information, signage, payment systems and customer communications.

Technology is approached proportionately. The first requirement is to understand the systems already operating across the estate before considering improvements to cashless payments, virtual permits and back-office integration.

More advanced smart parking technologies and real time information are identified for subsequent feasibility investigation rather than automatic implementation. This ensures investment is driven by an identifiable customer or operational benefit. Data management and enforcement follow a similar approach.

A structured occupancy and usage monitoring programme will be complemented by a centralised approach to parking data and reporting, creating a stronger basis for future management decisions.

Enforcement operations and compliance trends will also be reviewed, with subsequent actions focused on improving efficiency and consistency. These measures reinforce the principle that enforcement should support effective parking management and compliance rather than operate independently from wider parking objectives.

Maintaining the physical estate is another significant delivery requirement. Condition assessments of infrastructure, equipment, lighting and surfaces will inform a long-term planned maintenance programme, followed by phased renewal according to condition and risk. This establishes a clearer lifecycle approach to investment and provides an opportunity to coordinate maintenance with accessibility, public realm, technology and other improvements rather than delivering works independently.

Example of how HDC car parks could benefit from technology and a more efficient service

The actions within ***Theme 3 – Integrate Parking with Active and Sustainable Transport*** progressively reposition car parks as part of the wider transport system.

An early requirement is to embed parking considerations within transport, regeneration and active travel planning rather than treating the parking estate as a standalone service. This will be supported by partnership working to identify opportunities to connect parking more effectively with sustainable modes.

There is also a clear infrastructure component. Existing cycle parking and pedestrian facilities will be audited, priority locations identified and improvements delivered on a phased basis. Additional electric vehicle charging will similarly be targeted towards priority sites according to demand and grid capacity, building on the Council's existing approach to EV infrastructure.

These actions allow investment to be concentrated where there is a demonstrated requirement rather than applying uniform provision across the estate.

The more transformational elements of Theme 3 sit towards the medium and long term. Opportunities for integrated ticketing, mobility hubs and joint initiatives with transport operators will be explored, alongside identifying potential edge of centre locations for future Integrated Transport Hubs.

Suitable sites could subsequently be safeguarded and, where justified, pilot facilities developed incorporating elements such as EV charging, cycle hire and improved public transport integration. These actions deliberately retain flexibility, allowing the Council to respond to future changes in travel behaviour and funding rather than committing prematurely to a particular model.

Example of utilising existing car park assets to integrate parking with active travel & sustainable transport

Finally, ***Theme 4 – Manage Parking Assets Responsibly and Plan for the Future*** takes the longest-term view of the parking estate. Continued utilisation surveys will identify locations experiencing pressure or persistent underuse, providing the evidence for operational changes or future investment.

A formal framework for assessing car park performance will further support this process and enable poorly performing assets to be considered consistently.

The Implementation Plan also explicitly connects parking with Huntingdonshire's future growth. Parking demand associated with Local Plan allocations will be reviewed, potential future capacity requirements identified and parking strategy principles embedded within the Local Plan and development management process.

Continued engagement with planning officers and developers will be particularly important in ensuring that new development does not create unmanaged pressure on existing Council car parks or surrounding streets.

Where existing sites are consistently underutilised, the programme allows the Council to consider a broader range of outcomes. This begins with assessing whether operational changes could improve performance but can ultimately extend to rationalisation, partial repurposing or redevelopment.

Potential sites would be subject to feasibility work considering parking displacement, regeneration benefits, housing need and financial implications before any long-term proposals are brought forward.

This creates a clear progression from identifying underperformance to understanding alternatives and, only where justified by evidence and a business case, implementing a change of use.

Taken together, the actions establish a clear direction for the parking estate. In the near term, the emphasis is on understanding, reviewing and optimising what the Council already has. The short to medium term moves increasingly towards targeted physical investment, improved integration and modernisation.

Longer-term actions provide the flexibility to reconsider where and how parking is provided as Huntingdonshire grows and travel patterns evolve.

This ensures that investment is not undertaken in isolation, but forms part of a coordinated programme in which evidence gathered through earlier actions directly informs the scale, location and nature of subsequent interventions.

CONCLUSION

This strategy establishes a clear and ambitious direction for the future of parking across Huntingdonshire. It recognises that parking is an important part of the district's transport system, supporting access to town centres, businesses, services, leisure opportunities and communities, while also influencing how people choose to travel.

Through the four strategic themes and associated objectives, the strategy provides a framework for creating a parking service that is responsive to changing demand, supports thriving town centres, integrates more effectively with active and sustainable transport, provides a modern and accessible customer experience, and ensures that parking assets are managed responsibly over the long term.

The evidence gathered through the development of the strategy demonstrates that parking demand and the role of individual car parks vary considerably across Huntingdonshire. The strategy therefore avoids a one-size-fits-all approach.

Instead, future decisions will be informed by local demand, duration of stay, the function of individual car parks and the wider needs of each town. This will allow the Council to respond appropriately to areas of parking pressure while also considering opportunities presented by underutilised assets.

Importantly, the strategy looks beyond the immediate operation of the existing parking estate. Over its lifetime, changes in development, technology, travel behaviour and sustainable transport provision will influence how parking is used. The strategy provides the flexibility to respond to these changes, including opportunities for improved active travel facilities, EV charging, integrated transport hubs, better use of technology and, where appropriate, the repurposing or redevelopment of parking land to support wider regeneration, housing and community objectives.

The objectives and actions within the strategy are also intended to complement wider Council and partner priorities. Successful delivery will therefore require collaboration across Huntingdonshire District Council and with Cambridgeshire County Council, the Combined Authority, town and parish councils, transport operators, businesses, developers and other stakeholders.

The Implementation Plan provides the mechanism for translating the strategy into action, with measures identified across quick-win, short, medium and longer-term timescales. This phased approach allows immediate improvements to be progressed while providing sufficient flexibility for more significant interventions to be developed as evidence, funding and opportunities emerge.

Ultimately, the strategy is about ensuring that Huntingdonshire has the right parking, in the right places, managed in the right way.

By balancing the continuing need for convenient access by car with opportunities to support sustainable travel, improve town centres and make better use of Council assets, the strategy provides a framework for a parking network that can continue to meet the needs of residents, businesses and visitors while supporting a more accessible and sustainable Huntingdonshire.

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DISTRICT COUNCIL

ETHOS

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HUNTINGDONSHIRE DISTRICT CAR PARK STRATEGY EVIDENCE REPORT

FOR HUNTINGDONSHIRE DISTRICT COUNCIL

AUGUST 2026

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1.0 INTRODUCTION

Ethos Consultants (hereafter referred to as Ethos) have been commissioned by Huntingdonshire District Council to prepare a comprehensive car park strategy covering the Council's off-street car parks across the district. As a key action aligned with the Council's strategic priorities, the strategy will be evidence-led and focused on embracing modern parking technologies, responding to climate and sustainability ambitions, identifying opportunities to enhance assets, and supporting the generation of resilient income streams to underpin wider service delivery.

To support this work, the Council has established an agreed scope that includes optimising charges and payment systems, evaluating car park usage and capacity, supporting active travel and climate objectives, and understanding the role of parking in sustaining local employment, town centre vitality, and economic growth.

Off-street car parks form a critical part of the district's transport and place making infrastructure, supporting access for residents, workers, and visitors while influencing wider economic, environmental, and community outcomes. Their effective management therefore requires a considered balance between accessibility, sustainability, and financial stewardship.

Parking provision delivers several important public functions. It enables convenient access to services, retail centres, workplaces, and leisure destinations, while supporting the operational needs of businesses and contributing to local economic resilience. Parking policy also plays a significant role in shaping travel behaviour, supporting the shift towards more sustainable transport, and contributing to improvements in air quality and the public realm.

Any operating surplus generated from off-street parking represents a valuable resource for local authorities. These funds can be reinvested in maintaining and upgrading parking assets or allocated to support broader community priorities, infrastructure improvements, and essential frontline services, reinforcing the wider value of the parking service.

Huntingdonshire District Council serves a large and diverse area within Cambridgeshire, combining historic market towns, rural villages, and rapidly growing communities. The district is home to approximately 180,000 residents (Census 2021), with major settlements such as Huntingdon, St Neots, St Ives, and Ramsey acting as key centres for employment, retail, and services. Its strategic transport links to Cambridge, Peterborough, London, and the wider region, along with its rich heritage and natural assets, contribute to a strong local economy and a distinctive pattern of travel and parking demand.

Figure 1 below illustrates the location of Huntingdonshire within the East of England and its relationship to neighbouring authorities and strategic transport corridors.

As town centres and local communities continue to adapt to evolving retail patterns, working practices, and travel behaviours, it is essential that the Council's parking approach remains responsive to changing needs. Ensuring that car parks are accessible, appropriately priced, and aligned with economic and community priorities will help support thriving and resilient towns.

Although this strategy focuses on the Council's off-street car parks, it is important to acknowledge the relationship with on-street provision and the wider transport network. Combined, these assets contribute to the district's environmental and sustainability ambitions. The strategy must therefore support the transition to cleaner travel through enabling electric vehicle uptake, integration with public transport, and promoting walking and cycling for shorter journeys.

1.1 PLANNING CONTEXT

Huntingdonshire is strategically located within the East of England, benefiting from excellent regional and national transport connections. The district is served by a series of major road corridors, including the A1, A14, and A428, which provide vital north–south and east–west linkages and connect communities to Cambridge, Peterborough, Bedford, and the wider motorway network. The recent upgrade of the A14 between Cambridge and Huntingdon has further improved journey reliability and reinforced the district's position as a key transport hub.

Rail connectivity is similarly strong, with stations at Huntingdon, St Neots, and St Ives (via the Cambridgeshire Guided Busway interchange) offering direct services to London, Peterborough, Cambridge, and other destinations across the region. Fast rail services to London Kings Cross (typically 40–50 minutes from St Neots or Huntingdon) enhance the district's attractiveness for commuters and businesses, while the Guided Busway provides a high-quality public transport corridor linking key settlements to Cambridge and major employment sites.

The district also benefits from proximity to key international gateways. London Stansted Airport, located less than an hour away, provides extensive global connectivity, while Luton Airport and East Midlands Airport are also within reasonable travel distance. These connections strengthen Huntingdonshire's economic offer and support the movement of both people and goods.

Huntingdonshire comprises a diverse mix of historic market towns, including Huntingdon, St Neots, St Ives, and Ramsey, together with a wide range of rural villages and growing residential communities. This variation in settlement size and function creates distinct travel and parking patterns across the district. While the urban areas act as focal points for employment, retail, services, and leisure, rural communities often rely heavily on access by car due to more limited public transport availability.

Travel behaviour in the district is characterised by a high reliance on car use, reflecting both the rural geography and the strategic road network that serves the area. The majority of journeys, particularly for work, shopping, and leisure, are made by car, while active

travel and public transport currently play a more modest role in day-to-day movement. Although some commercial bus routes provide links between towns and into neighbouring areas, services are less frequent in many rural locations, reducing the practicality of alternatives to the private car.

This reliance on car travel contributes to localised congestion, particularly around town centres, key junctions, and during peak commuter periods. Growth in housing and employment, particularly around St Neots, Alconbury Weald, and the wider A14 corridor, is likely to place additional pressure on the transport network and parking assets in the coming years. A robust and future-focused parking strategy is therefore essential to support sustainable travel, manage demand effectively, and improve access to key destinations.

The district contains 86 Town and Parish Councils, each playing a role in shaping local priorities and influencing how residents travel and interact with nearby services. They form an important stakeholder group for the parking strategy, reflecting the wide variation in needs between different communities.

Huntingdonshire is bordered by several local authority areas that influence its connectivity and economic relationships. To the east, the district adjoins South Cambridgeshire District Council, with strong employment and commuter flows into the Cambridge area. To the north lies Peterborough City Council, a major sub-regional centre with extensive transport links and economic activity. East Cambridgeshire borders the district to the northeast, while Bedford Borough and Central Bedfordshire lie to the west and southwest, providing important transport connections along the A1 and A421 corridors. These neighbouring relationships shape patterns of travel demand and influence the strategic role of Huntingdonshire's parking infrastructure.

In 2023, Huntingdonshire District Council adopted its Corporate Plan 2023–2028, which sets out a clear long-term direction for the district and defines three overarching priorities:

- **Improving quality of life for local people** – focusing on community wellbeing, access to services, housing quality, and creating opportunities for residents to thrive.

- **Creating a better Huntingdonshire for future generations** – emphasising environmental sustainability, climate resilience, high-quality places, and the infrastructure needed to support planned growth.
- **Doing our core work well** – ensuring high-quality, value-for-money services, strong governance, and effective management of the Council's assets and statutory responsibilities.

While the Corporate Plan does not reference parking explicitly, the management of the district's off-street parking assets plays an important role in supporting these priorities. A modern, evidence-led parking strategy can help enhance access to town centres and key services, support local businesses, shape sustainable travel behaviour, and ensure the parking service contributes positively to environmental and economic objectives. By aligning parking policy with the Corporate Plan, the Council can deliver a balanced approach that meets current needs while planning proactively for future growth, accessibility, and sustainability.

1.2 HUNTINGDONSHIRE DISTRICT PARKING CAPACITY

Huntingdonshire District Council operates a network of off-street car parks located across the district's market towns and key service centres. In total, the Council provides 3149 publicly available off-street parking spaces across 25 car parks. These facilities support access to town centres, employment areas, leisure destinations, and community services. In addition, there are small village hall car parks in villages that include Earith and Warboys, providing an additional 46 public parking spaces.

The location of all Council operated car parks are illustrated in figure 1. More detailed plans showing the car parks in each town is shown in figures 2-6.

Figure 1 – Location of HDC car parks across the Huntingdonshire district

Figure 2 - Location of car parks in Godmanchester

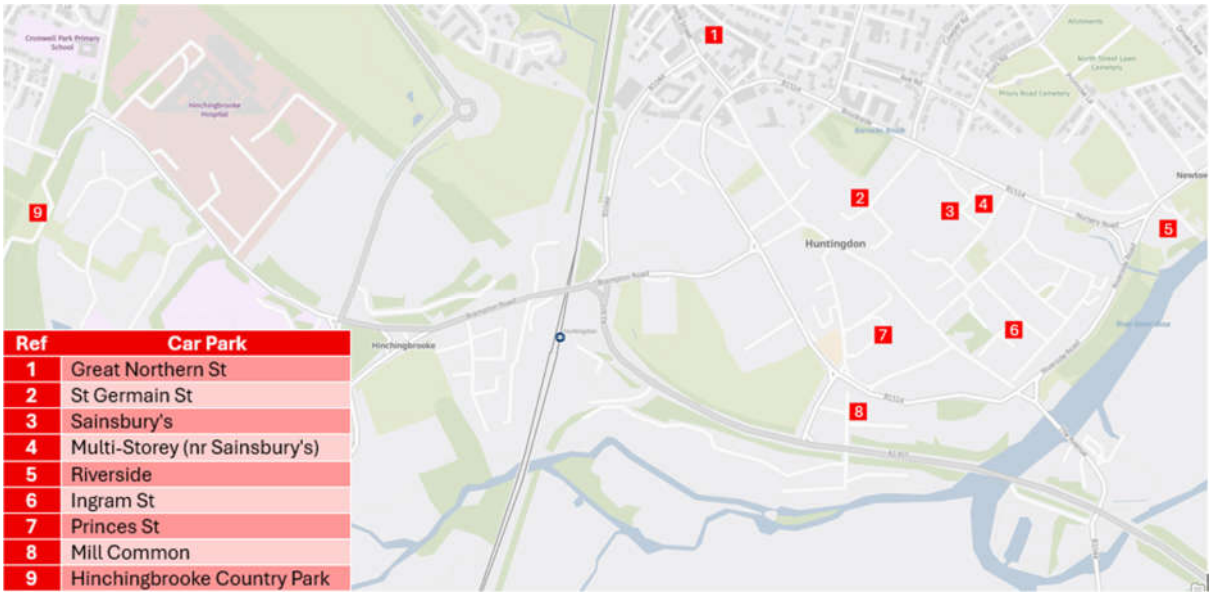


Figure 3 - Location of car parks in Huntingdon

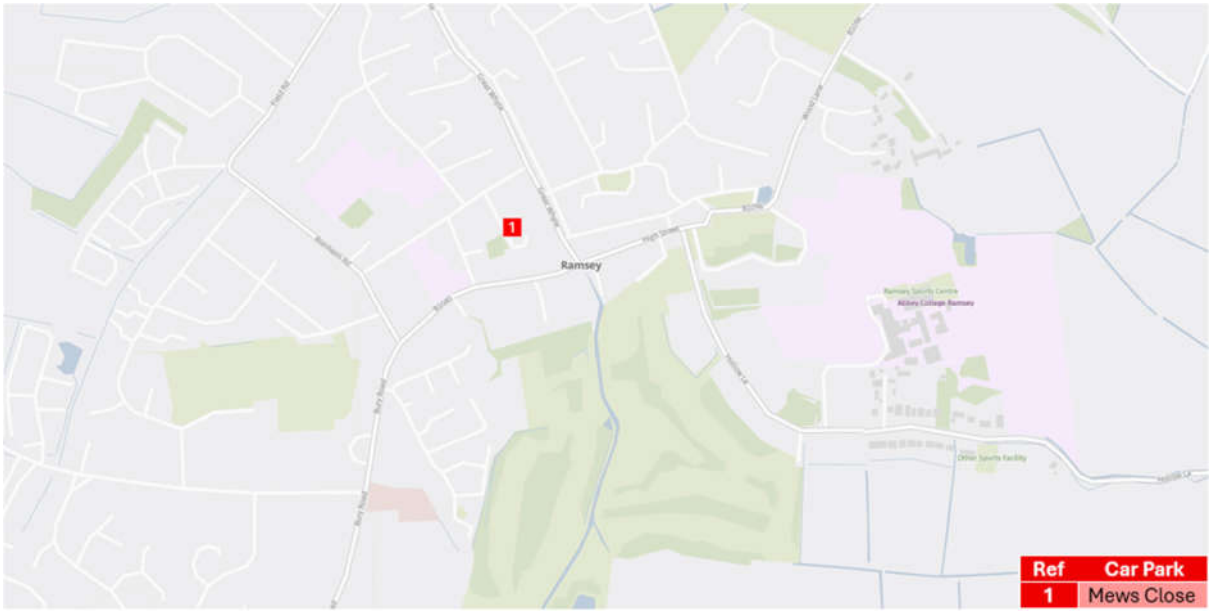


Figure 4 - Location of car park in Ramsey

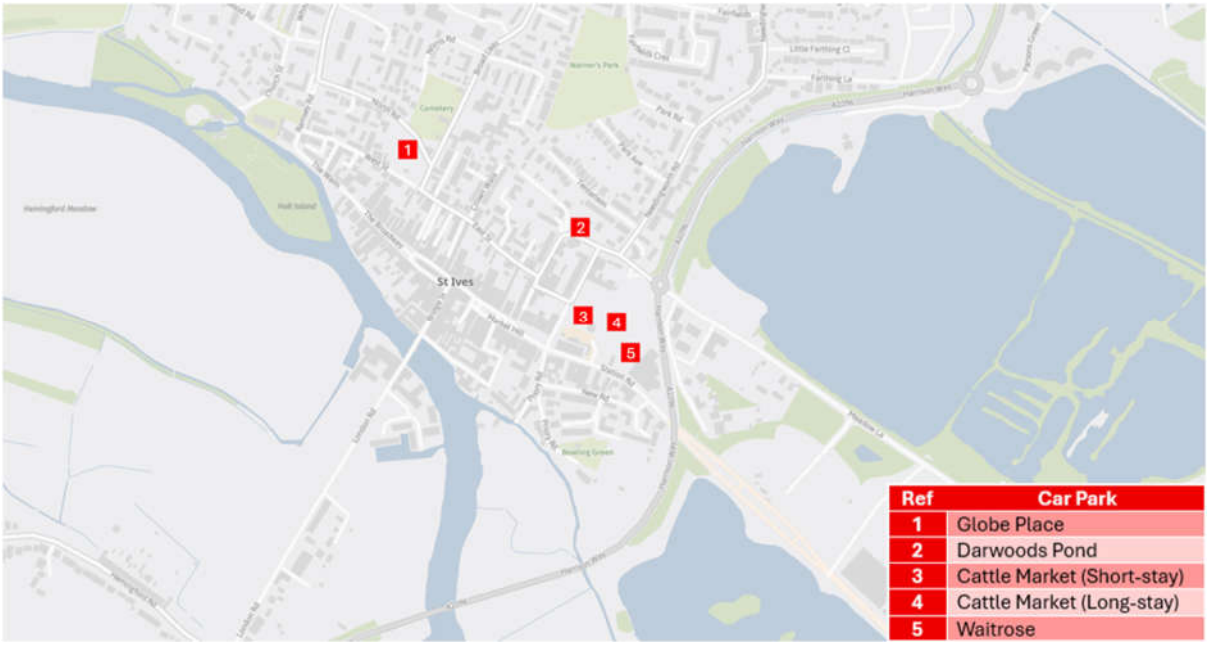


Figure 5 - Location of car parks in St Ives

Figure 6 - Location of car parks in St Neots

This strategy focuses specifically on the Council's off-street parking estate. It does not include privately operated car parks, parking provision associated with commercial or residential developments, or on-street parking, which is the responsibility of Cambridgeshire County Council as the Highway Authority.

Table 1 presents a summary of Huntingdonshire District Council's off-street car parks, including their locations and individual parking capacities.

Location	Car Park Name	Capacity	Duration
Godmanchester	Bridge Place	257	Long
	Park Lane	25	Free
	Post Street	31	Free
Huntingdon	Great Northern St	71	Long
	Hinchingbrooke Country Park	60	Short
	Ingram St	44	Long
	Mill Common	52	Long
	Multi-Storey (nr Sainsbury's)	404	Short
	Princes St	77	Short
	Riverside	190	Long
	Sainsbury's	290	Short
	St Germain St	36	Short

Ramsey	Mews Close	60	Both
St Ives	Cattle Market (Long-stay)	196	Long
	Cattle Market (Short-stay)	197	Long
	Darwoods Pond	83	Long
	Globe Place	162	Long
	Waitrose	75	Short
St Neots	Brook St	13	Short
	Priory Centre	49	Long
	Priory Lane	35	Short
	Riverside Park	276	Long
	Tan Yard	37	Short
	Tebbutts Rd	241	Long
	Waitrose	188	Short

Table 1 – HDC town car parks across Huntingdonshire

As part of this assessment, the Council's One Leisure car parks have also been reviewed to ensure a comprehensive understanding of parking provision across the district. While these sites form part of the wider off-street parking estate, they play a distinct and important role in supporting the operational and financial performance of the One Leisure centres by providing convenient, dedicated access for members, staff, and visitors. Any future changes to tariff structures, management arrangements, or capacity at these locations must therefore carefully consider the potential impacts on leisure centre usage, customer experience, income generation, and wider community health and wellbeing objectives.

The One Leisure estate comprises several key leisure centres located in Huntingdon, St Ives, St Neots, and Ramsey, that enable users to access the facilities conveniently throughout the day. Collectively, these sites provide approximately 523 parking spaces, with individual car parks ranging from 34 spaces at the smaller community sites to 171-210 spaces at the district's flagship centres such as One Leisure Huntingdon and St Neots. These car parks typically offer a mix of standard bays, disabled parking, and provision for coaches or larger vehicles where required. Their locations, adjacent to or integrated within the leisure centre footprints supports the operational viability of the centres and accommodating peaks in demand associated with classes, school use, clubs, and seasonal sports programming.

1.3 GODMANCHESTER CAR PARKS

Godmanchester contains three council operated car parks, providing 313 off-street parking spaces that support a range of local access needs for residents, businesses, leisure users, and visitors. Together, these facilities form an important part of the town's parking offer, helping to manage demand within a predominantly residential setting.

Post Street Car Park (31 spaces) serves as a key access point for those visiting the town and the surrounding riverside environment. It is particularly well used by walkers accessing Queen's Walk and the adjoining open spaces, offering convenient short-stay parking close to popular recreational routes. Its location within a residential area, combined with free parking, means it is also likely to be used informally by local residents for daytime and overnight parking.

Park Lane Car Park (25 spaces) similarly provides free parking within a residential area and plays an important role in supporting nearby community facilities. It primarily serves the primary school, swimming pool, and surrounding neighbourhood, offering convenient access for parents, leisure users, and staff. As with Post Street, the availability of free parking and its residential context suggest that some local residents may rely on this car park for longer-stay or overnight parking, particularly where on-street capacity is constrained.

The largest facility, Bridge Place Car Park (257 spaces), is situated slightly further from the town and does not have a clearly defined functional focus. Its scale and location indicate that it may operate as a general purpose long-stay car park, likely accommodating a mix of visitors, leisure users, and workers. Its proximity to the A1198 corridor suggests that some users may also utilise it as a convenient parking option for accessing both Godmanchester and Huntingdon, reflecting its role as a strategic asset within the local network.

1.4 HUNTINGDON CAR PARKS

Huntingdon contains a diverse portfolio of off-street car parks that together provide 1,224 spaces across a mix of long-stay and short-stay facilities. This means 39% of the total parking spaces in the district are located in Huntingdon. These car parks play a vital role in supporting access to the town centre, retail destinations, employment areas, and key transport corridors, while also accommodating leisure activity associated with the riverside and wider green spaces. The overall distribution reflects the town's position as one of the district's principal commercial centres, with parking provision structured to meet both local and visitor needs.

Great Northern Street (71 spaces) and Ingram Street (44 spaces) function as centrally located long-stay car parks, providing convenient access to the town centre and key employment sites. Their positioning and tariff structure suggest that they predominantly serve workers, longer-duration visitors, and those seeking reliable all day parking close to retail and business areas.

Mill Common (52 spaces), situated close to Huntingdon bus interchange and the historic core, also operates primarily as a long-stay car park. Its location adjacent to green space and walking routes makes it well placed for leisure trips and dog walking, in addition to general town centre access.

The Multi-Storey Car Park near Sainsbury's (404 spaces) represents the town's largest parking asset and forms a major gateway to the retail area. As a short-stay facility, it supports high-turnover visits to shops, services, and hospitality venues, contributing significantly to Huntingdon's economic vitality. Its scale allows it to absorb peak period demand, including seasonal and event related activity.

A number of smaller short-stay car parks provide additional access points to the town centre. Princes Street (77 spaces), St Germain Street (36 spaces), and the Sainsbury's Car Park (290 spaces) all serve local retail and service functions, with their proximity to key destinations driving high turnover and supporting convenience shopping and short visits.

Riverside Car Park (190 spaces) provides longer-stay parking close to the river, open spaces, and leisure walking routes. Its role extends beyond town centre access, catering to recreational users, visitors to the riverside parkland, and those seeking a more relaxed access point into Huntingdon via walking connections.

Hinchingbrooke Country Park Car Park (60 spaces), while serving a specific leisure function rather than the town centre directly, forms an important component of the wider parking network. As a short-stay site adjacent to one of the district's most significant green spaces, it experiences high use from families, dog walkers, and visitors to the Country Park's recreational facilities.

Together, Huntingdon's car parks serve a broad cross-section of transport and access needs, balancing high-turnover retail parking with strategic long-stay capacity and important leisure related provision. Their varied roles and geographic spread reflect the complexity of demand within the district's principal town, highlighting the need for a coordinated approach to management, pricing, and future investment to ensure continued accessibility, economic resilience, and alignment with sustainable travel objectives.

1.5 RAMSEY CAR PARKS

Ramsey contains a single council operated off-street car park, Mews Close, providing 60 parking spaces, which plays an important role in supporting access to the town centre, local services, and the surrounding residential areas. Although smaller in scale than the parking provision in Huntingdonshire's larger market towns, Mews Close fulfils a multifunctional purpose that reflects the town's compact urban form and mixed land-use structure.

Located close to the high street and key community facilities, Mews Close serves both short-stay and long-stay users, offering flexibility for shoppers, local workers, and

visitors. Its dual duration designation enables the car park to accommodate a variety of trip purposes, supporting quick turnover visits to shops and services while also providing reliable all-day parking for those working in or visiting the town centre.

Given its central location and proximity to residential streets, the car park also provides an important alternative to on-street parking for residents, particularly during busier periods or in areas where kerbside capacity is limited. This helps alleviate local parking pressures and ensures that the town centre remains accessible and functional throughout the week.

1.6 ST IVES CAR PARKS

St Ives contains a well distributed network of council operated off-street car parks that together provide 713 parking spaces across five sites This equals 23% of the districts total parking spaces. These facilities play a critical role in supporting the town's busy commercial centre, its riverside attractions, and its strong commuter links via the nearby Guided Busway. The overall provision reflects St Ives' function as one of the district's most vibrant market towns, where a combination of retail activity, employment, tourism, and community services drives varied and sustained parking demand.

The Cattle Market Long-Stay (196 spaces) and Cattle Market Short-Stay (197 spaces) car parks form the core of the town's central parking offer. Their location adjacent to the town centre ensures convenient access for shoppers, workers, and visitors, with the long-stay section catering to all-day users, including commuters and those travelling into Cambridge via the Guided Busway. The short-stay provision plays an essential role in supporting high-turnover visits linked to the retail and service economy, helping to maintain the health of the high street.

Darwoods Pond Car Park (83 spaces) provides an important long-stay option slightly further from the central shopping area. This location supports local employment as well as day visitors, offering good access to the surrounding residential neighbourhoods and green spaces. Its long-stay designation helps to relieve pressure on the more intensively used town centre car parks.

Globe Place Car Park (162 spaces) is one of the larger long-stay facilities in St Ives and serves a mix of commuters, employees, and visitors. Its scale and proximity to key walking routes into the town centre make it a strategic asset within the wider network, supporting both everyday activity and seasonal demand associated with local events.

Waitrose Car Park (75 spaces) provides short-stay parking that primarily supports the supermarket and nearby retailers. Its location near the edge of the town centre ensures that it also accommodates a portion of general retail trips, helping to distribute short-stay demand more evenly across the area.

Together, the car parks in St Ives deliver a balanced mix of short and long-stay provision, supporting the town's significant economic role and its strong connectivity to the rest of the district and the Cambridge sub-region. Ensuring that these facilities are effectively

managed and able to accommodate future growth, in both visitor numbers and commuting activity, will be central to maintaining St Ives' vitality and accessibility.

1.7 ST NEOTS CAR PARKS

St Neots contains a diverse portfolio of council operated off-street car parks, providing a total of 839 spaces across seven sites (27% of the districts total). As the largest town in Huntingdonshire and a major growth area, St Neots experiences sustained and varied parking demand linked to its expanding residential communities, vibrant town centre, riverside attractions, and strong commuter flows to Cambridge, London, and the wider region. The distribution of parking provision across the town reflects this multifaceted demand, supporting both everyday activity and longer-term strategic growth.

Riverside Park Car Park (276 spaces) is the town's largest facility, serving visitors to the extensive riverside open space, leisure activities, and the adjacent walking and cycling routes. Its long-stay designation allows it to accommodate a mix of recreational users and day visitors, particularly during weekends and summer months when the park experiences peak demand.

Tebbutts Road Car Park (241 spaces) provides a significant long-stay offer close to key employment and community facilities. Its size and location make it particularly attractive for workers, visitors staying for extended periods, and those accessing the riverside area and nearby residential neighbourhoods.

Waitrose Car Park (188 spaces) offers short-stay parking that serves both the supermarket and surrounding retail and service uses. Its position near the edge of the town centre helps accommodate convenience shopping trips while contributing to the overall distribution of short-stay demand.

Priory Centre (49 spaces) and Priory Lane (35 spaces) provide additional parking capacity adjacent to the town's key commercial and community destinations. The mix of long-stay (Priory Centre) and short-stay (Priory Lane) options helps support both workers and high-turnover visitors to St Neots' retail core.

Tan Yard Car Park (37 spaces) and the small Brook Street Car Park (13 spaces) function as short-stay facilities, offering convenient access to local shops, services, and residential areas. Their smaller scale and central locations support quick-turnover trips and help reduce pressure on main routes through the town centre.

The combination of high capacity long-stay provision, strategically located short-stay options, and substantial leisure related parking creates a flexible network capable of serving the town's growing population and increasingly diverse visitor base.

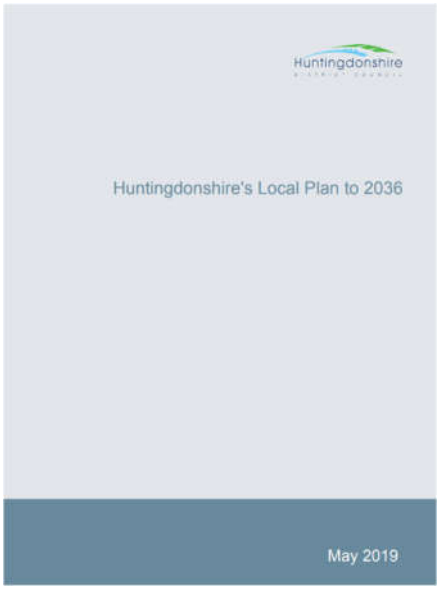
2.0 PARKING POLICY BACKGROUND

2.1 OVERVIEW

Parking plays a critical role in supporting the economic, social, and service functions of towns and villages across Huntingdonshire. As a largely rural district characterised by dispersed settlements, extensive residential areas, and several major market towns, Huntingdon, St Ives, St Neots, and Ramsey, the ability to access key destinations by car remains an essential component of daily life for many residents. Public transport provision varies across the district, and in many rural communities services are limited. As a result, parking infrastructure is fundamental to ensuring that people can reach employment, education, healthcare, retail centres, and leisure facilities.

However, the balance of parking provision is crucial. Insufficient parking can constrain economic vitality, reduce the attractiveness of town centres, and displace demand into neighbouring residential streets. Conversely, excessive parking supply can consume valuable land that may be needed for housing, commercial development, green space, or public realm improvements. Overprovision can also entrench car dependency, increase traffic volumes, and reduce opportunities to encourage active travel or public transport use. In some locations, large surface car parks may create barriers for pedestrians and cyclists, fragmenting movement networks and detracting from place quality.

In Huntingdonshire, these issues are particularly relevant given the district's rapid housing and employment growth, especially in areas such as St Neots and Alconbury Weald, and the need to manage increasing travel demand sustainably. Higher levels of car access associated with additional parking can contribute to congestion and environmental impacts along key corridors including the A14, A1, and A428, as well as within town centres.



Local and national policy therefore play a vital role in shaping how parking should be planned, managed, and delivered. Huntingdonshire District Council's Local Plan 2019 establishes the framework for development management, including parking standards for new developments and expectations for designing accessible, sustainable places. Complementary strategies, such as the Huntingdonshire Futures Place Strategy, Cambridgeshire and Peterborough Local Transport Plan, the Local Cycling and Walking Infrastructure Plan, and the new Huntingdonshire Approach to Active Travel Plan, seek to improve walking and cycling conditions, enhance public transport, and reduce reliance on private car travel where alternatives are viable.

The integration of parking policy with these wider transport and planning objectives is essential. Where parking supply, pricing, or location does not align with ambitions for sustainable mobility, town centre vitality, or climate objectives, unintended consequences can occur. For example, reducing parking charges might make a town more immediately accessible by car, but could also increase traffic, congestion, and pollution, undermining the overall attractiveness of the town centre and conflicting with active travel and environmental priorities.

A coherent, district-wide parking strategy is therefore required to bring these considerations together. It must ensure that parking provision supports rather than conflicts with Huntingdonshire's economic, environmental, and spatial ambitions; complements the role of sustainable and active travel; and responds effectively to the district's unique geography and growth pressures.

This strategy will be prepared with reference to relevant national, regional, and local policy, including planning frameworks, transport strategies, and growth-related documents that shape the future development of Huntingdonshire.

2.2 NATIONAL POLICY

2.2.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF sets out the Government's expectations and requirements from the planning system. It is meant as high-level guidance for local councils to use when defining their own personal local and neighbourhood plans. This approach allows the planning system to be tailored to reflect the needs and priorities of individual communities.

The NPPF sets out the criteria for setting local parking standards. It states that local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels;
- An overall need to reduce the use of high emission vehicles.

This Parking Strategy will be undertaken in accordance with paragraph 112 of the NPPF (2023) which states: *"In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists"*. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

2.2.2 PARKING STRATEGIES & MANAGEMENT (IHT)

A document was prepared by the Institution of Highways and Transportation (IHT) in 2005 to provide guidance on parking policy context; objectives and measures; and implementation for the preparation of parking strategies. Whilst this is document that

has been available for 20 years, the guidance is still very relevant. The guidance will be used to inform preparation of the Parking Strategy.

One of the key elements of this guidance is the recommended level of demand and supply of parking spaces. The guidance suggests that an appropriate target would be that peak demand should not exceed 85% of the supply of parking spaces. The aim of this is to limit the amount of searching for a space by drivers and the consequential environmental damage, congestion and frustration. Where demand exceeds this threshold then steps should be taken to either reduce demand (by increasing parking charges or improving non-car modes of travel, for instance) or by increasing the amount of available parking space.

2.3 REGIONAL POLICY

2.3.1 CAMBRIDGESHIRE & PETERBOROUGH LOCAL TRANSPORT PLAN

Transport policy across Huntingdonshire is shaped by the Cambridgeshire & Peterborough Local Transport Plan (LTP), produced by the Cambridgeshire & Peterborough Combined Authority (CPCA). The LTP provides the overarching vision, objectives, and investment framework for transport across the region, including Huntingdonshire's market towns and rural communities.

The LTP aims to create a safe, accessible, sustainable and integrated transport network, supporting the area's significant housing and employment growth while addressing wider challenges such as climate change, congestion and public health. It builds upon local transport evidence, national policy direction, and emerging initiatives including LCWIPs and the Combined Authority's Bus Strategy.

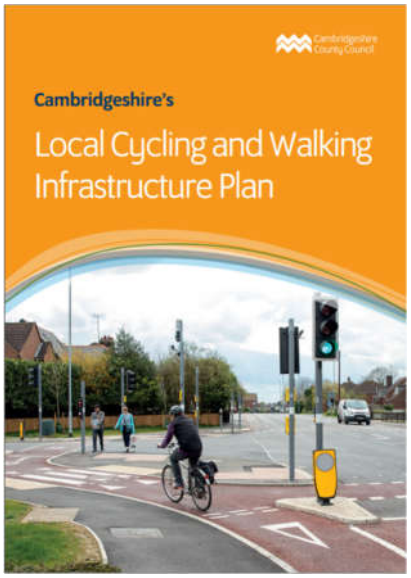
The LTP sets out several strategic objectives that are directly relevant to parking policy:

1. Reducing carbon emissions and improving air quality through measures that shift travel towards public transport and active modes.
2. Supporting thriving, well-connected places, ensuring town centres remain accessible while reducing the dominance of private car trips.
3. Improving network reliability and resilience, particularly along major corridors such as the A14, A1 and A428, which influence parking demand in Huntingdon, St Neots and St Ives.
4. Enhancing inclusion and accessibility, ensuring that rural residents, older adults, and those without access to a car can reach services and opportunities.

These principles reinforce the need for a balanced approach to parking provision, one that supports local economic vitality while encouraging modal shift. The LTP also highlights the importance of coordinated land-use planning, reducing reliance on private cars where alternatives are viable, and integrating parking management with wider town centre strategies.

As the CPCA continues to refresh its transport policies, including updated proposals for active travel, bus service improvement, and demand management, the LTP framework will remain central to aligning Huntingdonshire's parking strategy with regional objectives.

2.3.2 LOCAL CYCLING & WALKING INFRASTRUCTURE PLANS (LCWIPS)



Cambridgeshire County Council, supported by the CPCA, has developed LCWIPs for market towns and strategic corridors across the county. LCWIP work has already been undertaken for Huntingdon, St Neots and St Ives, with the plans being used to guide investment in active travel networks.

LCWIPs aim to:

- Identify priority walking and cycling routes;
- Improve safety and accessibility of local networks;
- Strengthen connections to public transport;
- Support modal shift and reduce car dependency.

Parking policy and LCWIP objectives are interrelated. Inappropriate parking provision, such as over provision or poorly located parking, can undermine walking and cycling connectivity, create barriers for pedestrians, and reduce the quality of public spaces. Conversely, well-managed parking can complement LCWIP aspirations by encouraging shifts to active travel for shorter journeys and relieving pressure on congested town centre streets.

Ensuring these strategies are aligned is essential for delivering safer streets, healthier travel patterns and sustainable growth across Huntingdonshire.

2.3.3 CAMBRIDGESHIRE & PETERBOROUGH JOINT STRATEGIC NEEDS ASSESSMENT

The Cambridgeshire & Peterborough Joint Strategic Needs Assessment (JSNA) provides a comprehensive assessment of population health, wellbeing and demographic trends across the region, including Huntingdonshire. Its findings have direct implications for transport and parking policy.

Key themes within the JSNA include:

- The importance of active travel in improving physical health and reducing long-term conditions;

- The need to address transport accessibility challenges, particularly in rural areas where public transport options are limited;
- The growing proportion of older residents, many of whom require accessible parking close to key services;
- The role of transport in tackling inequalities and ensuring equitable access to healthcare, employment, education and leisure.

The JSNA supports a transport and parking system that enables independence, reduces isolation, and promotes healthier lifestyles. This includes:

- Accessible parking provision for users with limited mobility;
- Integration of parking with walking, cycling and bus networks;
- Consideration of rural transport barriers in policy design;
- Measures that encourage physical activity and reduce reliance on the private car for short trips.

Embedding JSNA considerations into the parking strategy will ensure Huntingdonshire's parking offer supports wider health and wellbeing outcomes for its residents.

2.4 LOCAL POLICY

2.4.1 HUNTINGDONSHIRE LOCAL PLAN TO 2036

The Huntingdonshire Local Plan to 2036, adopted in 2019, provides the strategic framework guiding growth, development, and land use planning across the district. The plan identifies Huntingdonshire as a dynamic and growing area, shaped by its network of market towns, alongside extensive rural settlements. It sets out policies supporting housing delivery, economic development, and infrastructure provision, while ensuring that growth is delivered in a manner that is sustainable, resilient, and sensitive to the district's natural and historic environment.

Key elements of the Local Plan relevant to parking include:

1. **Housing and Development:** The plan allocates significant new housing at locations including Alconbury Weald, St Neots East, and key market towns. Each development must provide appropriate transport infrastructure, including well designed parking that reflects local needs and mitigates overspill.

2. **Sustainable Transport and Climate Objectives:** The Local Plan emphasises reducing carbon emissions and improving air quality by encouraging walking, cycling, and public transport. Parking provision must therefore be coordinated with active travel infrastructure and public transport access to support modal shift.

3. **Town Centres and Economic Vitality:** Policies seek to maintain and enhance the vibrancy of Huntingdonshire's market towns. Well-managed parking is essential to ensuring town centres remain accessible to residents, visitors, and businesses, while avoiding congestion and maintaining high-quality public realm.

4. **Environmental and Heritage Constraints:** The district includes important landscapes along the Great Ouse Valley and significant heritage assets. Parking design must therefore respect sensitive settings, manage visual impact, support sustainable drainage, and promote EV charging.

A review of the Local Plan is underway, reflecting shifts in national planning policy and the district's ongoing need to support sustainable growth. Future updates are expected to further emphasise climate action, accessibility, and integrated transport networks.

Parking provision intersects directly with these Local Plan objectives, ensuring access for new and existing communities, supporting economic activity, and aligning with Huntingdonshire's commitments to sustainable travel and high-quality place-making.

2.4.2 PARKING AND DESIGN STANDARDS

Unlike some authorities, Huntingdonshire District Council does not currently have a standalone Parking Standards Supplementary Planning Document. Instead, parking requirements for new developments are informed by:

- Huntingdonshire Local Plan policies on design and transport impacts;
- Cambridgeshire County Council's parking guidance, including residential and non-residential parking standards;
- The Huntingdonshire Design Guide SPD, which provides expectations for street design, layout, cycle parking, accessibility, and integration with active travel routes.

Historically, national guidance encouraged maximum parking standards as a means of managing car use. However, rural settlement patterns across Huntingdonshire, combined with limited public transport options in many areas, mean that residents continue to rely heavily on private vehicles. As a result, insufficient parking in new developments has often resulted in overspill parking on local streets and verges.

Current guidance therefore takes a more pragmatic approach, recognising that:

- Adequate parking must be provided to meet local needs, particularly in rural villages;
- Parking layouts must support highway safety, avoid obstructive parking, and protect high-quality street environments;
- Provision must incorporate cycle parking, mobility-impaired spaces, increasingly, electric vehicle charging infrastructure to reflect national policy;
- Car parking should not dominate development layouts or undermine opportunities for walking and cycling.

This approach balances the realities of local travel behaviour with long-term sustainability and placemaking objectives.

2.4.3 INFRASTRUCTURE DELIVERY AND DEVELOPER CONTRIBUTIONS

Infrastructure planning across Huntingdonshire is supported by the Infrastructure Delivery Framework, comprising:

- The Infrastructure Funding Statement (IFS);
- The Developer Contributions SPD (which outlines expectations for Section 106 contributions);
- Evidence supporting the Local Plan and area-based development frameworks.

These documents identify the transport, community, green infrastructure, and utilities investments required to support sustainable growth across the district.

Implications for parking provision include:

Supporting Development Growth

New housing, employment, and mixed-use developments must incorporate sufficient and well-designed parking to meet identified needs, in line with Local Plan policy and county level standards. This includes appropriate provision for cycles, EV charging, and visitor parking to minimise overspill and maintain safe, accessible neighbourhoods.

Enhancing Transport Connectivity

Infrastructure planning emphasises strengthening connections between modes, walking, cycling, bus services, and rail. Parking provision at key hubs, including railway stations, leisure centres, and town centres, must complement sustainable transport objectives rather than undermine modal shift.

Town Centre Regeneration and Investment

Parking is integral to ensuring the continued vitality of Huntingdon, St Neots, St Ives and Ramsey. Infrastructure plans recognise the need to balance accessibility with high-quality public realm, digital parking solutions, and measures that reduce congestion.

Environmental and Climate Considerations

Parking infrastructure must reflect Huntingdonshire's climate commitments, including:

- Expanding EV charging;
- Supporting active travel;
- Incorporating permeable surfacing and sustainable drainage where appropriate;
- Designing parking layouts that reduce emissions, minimise vehicle circulation, and avoid harm to sensitive landscapes such as the Great Ouse Valley.

Visitor and Leisure Demand

The district attracts visitors to its riverside parks, nature reserves, market towns, and cultural attractions. Infrastructure planning acknowledges the need for seasonal and event-responsive parking management to minimise congestion and protect town centre environments.

3.0 BENCHMARKING WITH OTHER LOCAL AUTHORITIES

3.1 INTRODUCTION

As part of the development of this parking strategy, a benchmarking exercise has been undertaken to understand how parking provision, pricing, and management in Huntingdonshire compares with other local authorities. Benchmarking provides valuable insight into how neighbouring areas and similar districts across the UK structure their parking services, set tariffs, manage demand, and adapt to strategic challenges such as climate commitments, town centre vitality, and evolving travel behaviour.

To ensure the analysis is robust and meaningful, two categories of comparator authorities have been used:

1. Neighbouring authorities that share geographic proximity, economic linkages, similar market town functions, and comparable transport networks.
2. Statistical neighbours, authorities elsewhere in England that resemble Huntingdonshire in terms of population size, rural–urban balance, settlement pattern, and demand on car parking assets.

These comparators provide an appropriate basis for evaluating Huntingdonshire's current parking provision, identifying best practice, and informing options for policy refinement.

Neighbouring Authorities

The following neighbouring authorities have been identified as suitable comparators given their proximity, similar settlement structures, market-town characteristics, and transport corridors:

- **South Cambridgeshire District Council** – shares boundaries with Huntingdonshire, contains similar rural settlements, and faces comparable pressures from growth and commuter travel to Cambridge.
- **Fenland District Council** – predominantly rural with market towns and similar challenges relating to accessibility, transport choice, and car dependency.
- **East Cambridgeshire District Council** – comparable population scale, a mixture of rural villages and market towns, and similar patterns of car use and off-street parking provision.
- **Peterborough City Council (non-metropolitan area functions)** – while larger, Peterborough provides a useful contrast in tariff structure and town centre parking strategy, particularly given cross-boundary travel for employment and services.
- **West Northamptonshire Council (St Neots catchment influence)** – shares economic and commuting linkages and offers comparable market-town parking arrangements.

These authorities provide a relevant geographical context and reflect similar travel patterns, economic dependencies, and pressures on town-centre parking.

Statistical Neighbours (Similar Characteristics)

To supplement local benchmarking, statistical comparators have been identified using factors including population (150,000–220,000), number and scale of market towns, rurality, parking estate size, and reliance on private car travel. These authorities provide a broader reference point for service provision and policy alignment.

Suitable statistical neighbours for Huntingdonshire include:

- **South Kesteven District Council** – similar population size, a network of market towns (Grantham, Stamford, Bourne), comparable rural/urban profile, and similar parking demands.
- **North West Leicestershire District Council** – mixture of towns and rural communities, similar population scale, and strong commuter patterns.
- **Wychavon District Council** – market town economy (Evesham, Pershore, Droitwich), rural hinterland, and similar approach to car park management and tariff setting.
- **Breckland District Council** – dispersed rural district with key service centres, similar demographic structure, and comparable dependence on car travel.
- **Mendip (Somerset) / now part of Somerset Council** – historically similar settlement pattern of rural villages and large market towns, offering comparable parking challenges before unitary transition.
- **East Lindsey District Council** – predominantly rural with several medium-sized towns, similar car ownership levels, and significant leisure based parking demand.

These authorities provide meaningful benchmarking comparators for understanding how similar UK districts manage off-street parking, structure tariffs, invest in EV charging, and integrate parking with wider transport and regeneration strategies.

3.2 CAR PARK SPACE PROVISION PER 1,000 POPULATION

One of the most valuable comparative measures when assessing parking provision across local authorities is the ratio of publicly available parking spaces to the resident population. This provides a high-level indication of whether an area may be under or over-supplied with parking relative to its size, settlement pattern, and the needs of residents, businesses, and visitors.

An insufficient supply of parking can place significant strain on town centres and service centres. When users are unable to reliably find a parking space, particularly during busy periods, frustration increases, visitor numbers decline, and economic performance can suffer as people choose to shop, work, or access leisure opportunities elsewhere. Evidence from previous parking strategies indicates that the ability to easily and

predictably find a space is frequently one of the most important factors influencing where people choose to visit.

Conversely, an excessive supply of parking may indicate an inefficient use of valuable land, particularly in town centres where land could be repurposed for housing, commercial development, public realm enhancements, or active travel infrastructure. Under-utilisation may also reflect issues with the attractiveness of the parking offer, such as tariff structure, stay restrictions, or the wider appeal of the location.

To provide a meaningful comparison of Huntingdonshire's parking provision, a benchmarking assessment has been undertaken comparing:

- Total number of council managed car parking spaces;
- Total off-street parking spaces;
- Resident population;
- Number of spaces per 1,000 population.

This approach enables the district to be assessed against both neighbouring authorities and relevant statistical comparators, offering insight into how Huntingdonshire's parking supply aligns with districts of similar size, settlement character, and economic function.

The results of this analysis are presented in table 2.

Location	Comparison Type	Population	Number of Car Park Spaces	% of Car Parks to Population per 1,000
Huntingdonshire District		186,000	3149	16.9
Central Bedfordshire	Neighbouring authorities	294,000	2080	7.1
Fenland District		103,000	1802	17.5
East Cambridgeshire District		88,000	1114	12.7
Peterborough City (unitary)		216,000	2552	11.8
West Northamptonshire District		426,000	5728	13.4
South Kesteven District	Statistical neighbours	146,000	1771	12.1
Telford & Wrekin District		186,000	3302	17.8
Wychavon District		138,000	4133	29.9
Breckland District		142,000	2273	16.0
Warwick District		149,000	2550	17.1
East Hertfordshire District		156,000	3295	21.1

Table 2– Benchmarking site information

The benchmarking analysis provides a valuable perspective on how Huntingdonshire's parking provision compares with both neighbouring authorities and statistical counterparts. This comparison helps identify areas of strength, potential gaps, and opportunities for strategic adjustments to ensure the district's parking infrastructure remains fit for purpose and aligned with future needs.

Comparison with Neighbouring Authorities

The Huntingdonshire District has 3,149 council managed off-street parking spaces, equating to 16.9 spaces per 1,000 residents. This places it above several neighbouring authorities in terms of relative provision.

Fenland District and West Northamptonshire District offer broadly similar or slightly lower ratios, with 17.5 and 13.4 spaces per 1,000 population respectively. Fenland's relatively high ratio reflects its dispersed rural settlement pattern and reliance on off-street parking in market towns, while West Northamptonshire's position reflects a much larger population spread across a diverse geography.

East Cambridgeshire District and Peterborough City show lower ratios of 12.7 and 11.8 respectively. These areas tend to have a mix of private and public parking, with larger town centre retail and commercial developments offering private parking capacity that supplements council supply.

By contrast, Central Bedfordshire shows the lowest provision among neighbouring authorities, with just 7.1 spaces per 1,000 residents, likely reflecting stronger reliance on private parking provision, different town centre layouts, and extensive residential growth areas where parking is absorbed within developments rather than in council owned car parks.

Overall, Huntingdonshire performs strongly within its regional context, offering a comparatively generous supply of public off-street parking relative to population.

Comparison with Statistical Neighbours

When compared against districts with similar demographic, economic, and geographic profiles, Huntingdonshire again performs competitively.

Huntingdonshire's 16.9 spaces per 1,000 residents sits within the mid-to-upper range of statistical neighbours. Telford & Wrekin (17.8), Warwick District (17.1), Breckland (16.0), and South Kesteven (12.1) show broadly comparable ratios, illustrating that Huntingdonshire's parking estate is consistent with areas characterised by a mix of rural communities and larger service towns.

However, two authorities stand out. East Hertfordshire provides 21.1 spaces per 1,000 residents, reflecting its high parking demand driven by strong commuter flows and vibrant market towns. Wychavon District shows a markedly high ratio of 29.9, the highest among all comparators. This exceptionally high figure likely relates to Wychavon's combination of strong tourism appeal, extensive leisure demand, and generous town centre surface parking across its three main settlements (Evesham, Droitwich Spa, and Pershore).

These outliers demonstrate the upper bounds of provision rather than typical benchmarks.

Across the group as a whole, Huntingdonshire's position indicates a balanced and well-proportioned level of parking provision, aligned with the patterns seen in comparable rural and market town districts.

Key Insights

Huntingdonshire's parking provision is comparatively strong, exceeding most neighbouring authorities and sitting comfortably above the median of its statistical comparator group, indicating that current supply meets population-based demand without evident overprovision. The notably higher ratios observed in areas such as Wychavon and East Hertfordshire illustrate how factors like tourism, commuter demand, and retail intensity can significantly elevate parking requirements beyond population alone. This reinforces the need for Huntingdonshire to continue aligning its parking supply with local economic activity, visitor behaviour, and future growth to ensure capacity remains both appropriate and responsive.

Figure 7 illustrates the breakdown percentage of car parks to the population per 1,000 for the neighbouring authorities, whereas figure 8 provides the same breakdown for the statistical neighbours to identify how Huntingdonshire compares.

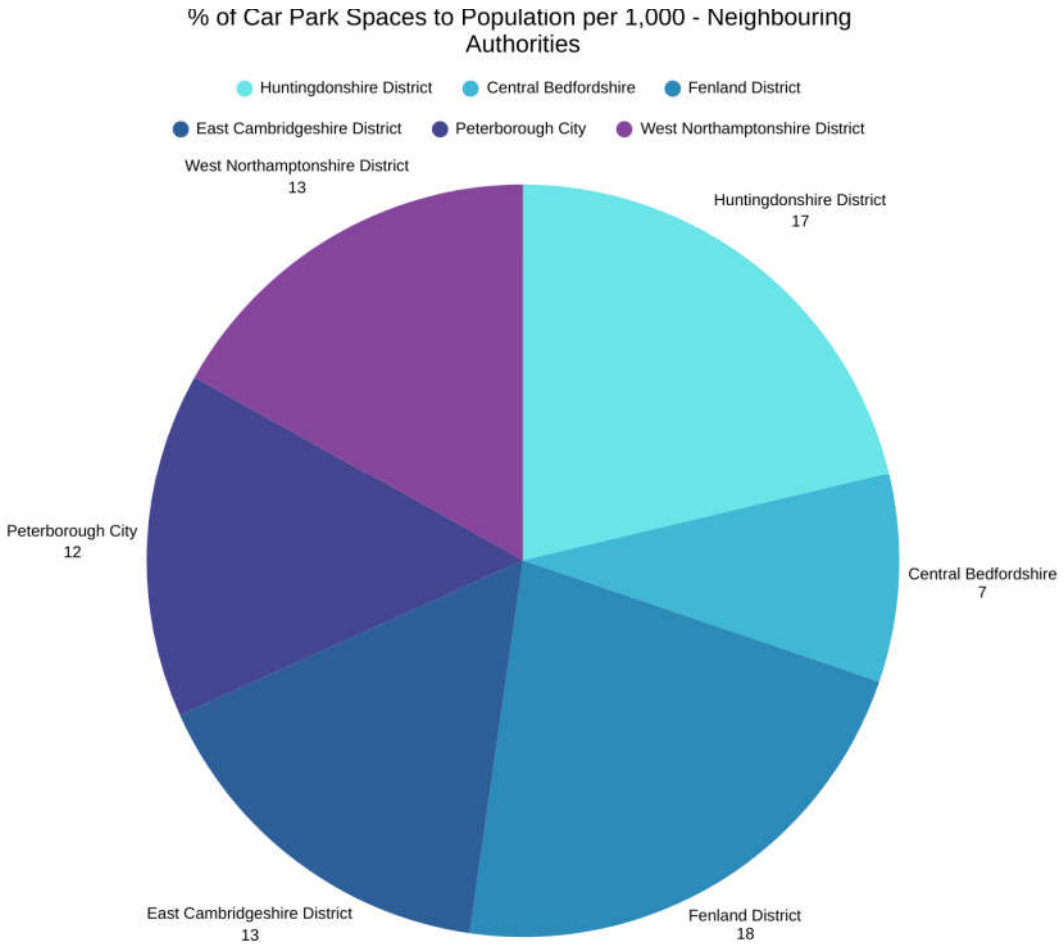


Figure 7 – Percentage of car park spaces to population per 1,000 – neighbouring authorities

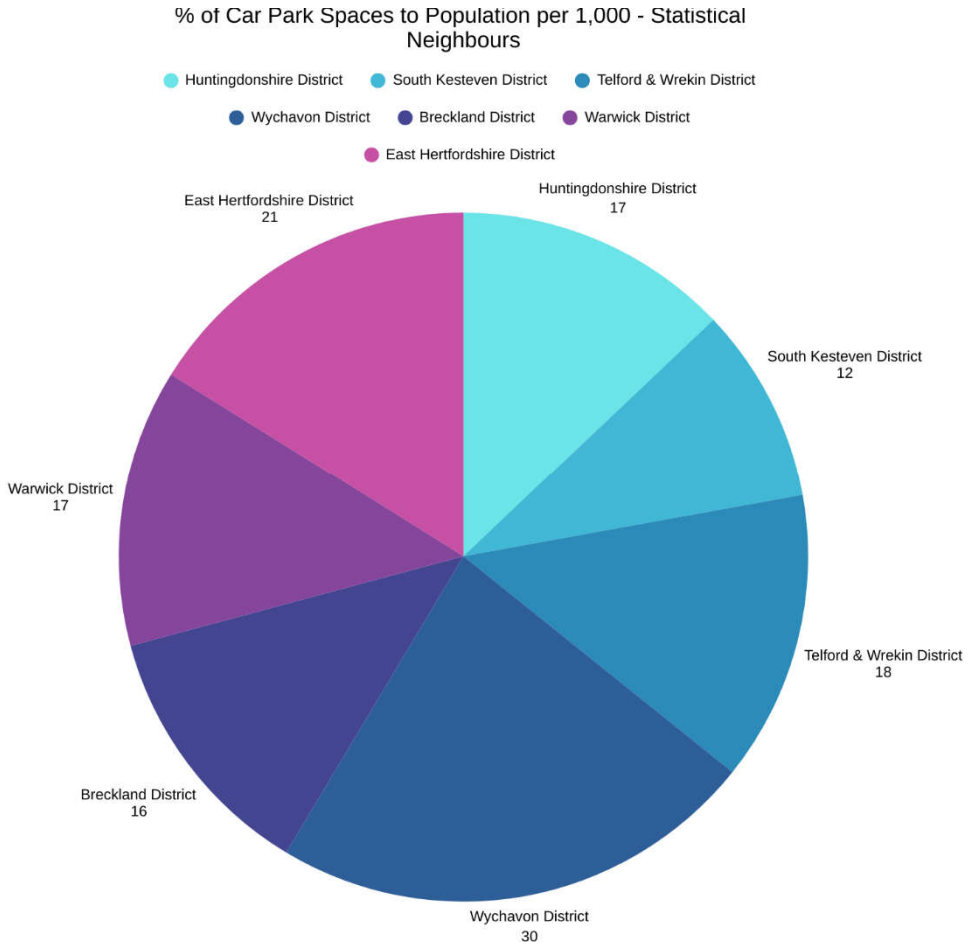


Figure 8 – Percentage of car park spaces to population per 1,000 – statistical neighbours

3.3 SHORT-STAY PARKING TARIFF COMPARISON

A comparison of short-stay parking tariffs between Huntingdonshire and a range of neighbouring and statistical comparator authorities reveals distinct differences in charging approaches, reflecting local economic priorities, commercial pressures, and policy philosophies around parking management.

Table 3 presents the short-stay parking tariffs for both neighbouring authorities and identified statistical comparator areas. In some cases, local authorities apply multiple tariff structures across their car park portfolio, making direct like-for-like comparison more complex. Where this occurs, either the most widely applied tariff or an appropriate average has been used to ensure a consistent and meaningful basis for comparison.

Location	Comparison Type	1 Hour	2 Hours	3 Hours	4 Hours
Huntingdonshire District		£1.00	£1.80	£2.60	£3.40
Central Bedfordshire	Neighbouring authorities	£1.00	£1.80	£2.60	£4.10
Fenland District		Free			
East Cambridgeshire District		Free			
Peterborough City (unitary)		£2.00	£3.00	£4.00	£5.00
West Northamptonshire District		£1.10	£2.20	£3.30	£4.40
South Kesteven District		Free	£2.00	£2.50	£2.50

Telford & Wrekin District	Statistical neighbours	Free			N/A
Wychavon District		£1.00	£2.00	£3.00	N/A
Breckland District		Free			
Warwick District		£1.50	£2.70	£4.00	£5.20
East Hertfordshire District		£1.20	£2.40	£3.60	£4.80

Table 3 – Short-stay car park tariff benchmarking

Huntingdonshire's tariff structure, £1.00 for one hour, £1.80 for two hours, £2.60 for three hours, and £3.40 for four hours, positions the district within the lower to mid-range of the benchmarking group. This suggests that the Council's charges remain modest, aiming to balance the need for revenue generation with maintaining affordability for residents, visitors, and businesses.

Among neighbouring authorities, there is significant variation. Fenland and East Cambridgeshire operate entirely free short-stay parking models, which are typically used to stimulate footfall in smaller or more economically sensitive market towns. In comparison, Huntingdonshire's charges will appear higher to users travelling across district boundaries, although free models are becoming increasingly uncommon due to financial pressures on councils. Central Bedfordshire presents a contrasting picture: its tariffs closely mirror Huntingdonshire's for stays up to three hours, indicating a shared regional norm for short-stay pricing. The divergence occurs at the four-hour mark, where Central Bedfordshire's tariff rises to £4.10, higher than Huntingdonshire's £3.40, offering Huntingdonshire a small competitive advantage for longer short-stay visits.

Higher charging urban authorities such as Peterborough charge substantially more across all durations. These areas typically experience greater parking demand linked to larger retail centres, higher turnover expectations, and greater private sector competition for parking capacity. Against this backdrop, Huntingdonshire's comparatively lower tariffs position its town centres as more affordable destinations, potentially enhancing their appeal to visitors who may otherwise travel to nearby regional centres.

A similar pattern emerges when examining statistical neighbours. Districts such as South Kesteven, Telford & Wrekin, and Breckland adopt free parking for at least the first hour, and in some cases for all short-stay durations. These approaches commonly reflect an economic development priority to encourage visiting and shopping, particularly in rural and market town settings. In contrast, Wychavon, Warwick, and East Hertfordshire adopt mid-to-upper tariff levels, with charges exceeding those in Huntingdonshire. Warwick and East Hertfordshire, in particular, operate some of the highest tariffs among the comparator group, likely influenced by strong local economies, higher property values, and sustained demand for town-centre parking.

Taken together, the benchmarking demonstrates that Huntingdonshire's tariff structure sits firmly in the affordable and competitive segment of the market. While not as low as districts offering free parking, the Council's charges remain well below those of higher-

value or more urbanised areas. This positioning supports accessibility while helping to maintain a sustainable income base.

Importantly, the analysis highlights that tariff setting is not simply a matter of relative price, but of broader strategic intent. Councils offering free parking often do so to address specific local challenges or to stimulate economic activity, whereas those with higher tariffs may rely on price mechanisms to manage demand in constrained town centres. Huntingdonshire's current charges strike a middle ground, supporting economic vitality while avoiding the extremes at either end of the pricing spectrum.

3.4 LONG-STAY PARKING TARIFF COMPARISON

Table 4 presents the long-stay parking tariffs for Huntingdonshire and the selected neighbouring and statistical comparator authorities. As with the short-stay benchmarking, some councils operate differing tariff structures across their car parks, which can make direct comparison challenging. Where necessary, the most commonly applied tariff or a representative value has been used to ensure a consistent and meaningful assessment of long-stay pricing.

Location	Comparison Type	2 Hours	3 Hours	4 Hours	All Day
Huntingdonshire District		£1.60	£2.00	£2.40	£4.00
Central Bedfordshire	Neighbouring authorities	£1.80	£2.60	£4.10	£8.20
Fenland District		Free			
East Cambridgeshire District		Free			£4.00
Peterborough City (unitary)		£3.50	£6.50	£6.50	£7.50
West Northamptonshire District		£2.20	£3.30	£4.40	£6.60
South Kesteven District	Statistical neighbours	£2.00	£2.50	£2.50	£7.00
Telford & Wrekin District		Free			
Wychavon District		£1.00	£2.00	£3.00	£4.00
Breckland District		Free			
Warwick District		£2.70	£4.00	£5.20	£8.00
East Hertfordshire District		£2.40	£3.60	£4.80	£7.20

Table 4 – Long-stay car park tariff benchmarking

Huntingdonshire's long-stay tariff structure, £1.60 for two hours, £2.00 for three hours, £2.40 for four hours, and £4.00 for all-day parking, places the district at the lower end of the pricing spectrum within the comparator group. This indicates a deliberate positioning aimed at ensuring affordability for longer-duration stays, which is likely to support commuter use, leisure visits, and sustained activity within town centres.

A clear divide emerges among Huntingdonshire's neighbouring authorities. Fenland and East Cambridgeshire continue their free parking model for significant durations, offering free stays up to at least four hours and, in East Cambridgeshire's case, a £4.00 all-day tariff. These approaches reflect long-standing economic strategies to enhance the attractiveness of smaller market towns and encourage footfall. Compared to these

authorities, Huntingdonshire is more expensive for shorter long-stay periods, but broadly comparable for all-day parking when considering East Cambridgeshire's £4.00 charge.

Central Bedfordshire, Peterborough, and West Northamptonshire adopt considerably higher tariffs across all durations. Central Bedfordshire's all-day rate of £8.20 is more than double Huntingdonshire's, while Peterborough and West Northamptonshire charge £7.50 and £6.60 respectively. These higher rates are typical of areas with stronger commercial centres, elevated demand for commuter parking, and pressures on town centre capacity. In this context, Huntingdonshire's pricing remains notably more affordable, offering competitive advantages for workers, visitors, and longer-stay users.

Among statistical comparator authorities, there is again a mixture of free-parking, mid-range, and premium pricing models. South Kesteven's tariffs (£2.00 for two hours, £2.50 for three and four hours, £7.00 all day) show a modest premium over Huntingdonshire's short-duration pricing, but a significantly higher all day rate. Wychavon District similarly adopts a mid-range structure for 2-4 hour stays, but matches Huntingdonshire with a £4.00 all day tariff, positioning it as a near direct comparator in overall long-stay pricing.

At the other end of the scale, Breckland and Telford & Wrekin provide substantial free-parking offers, reducing or eliminating charges for long-stay durations. These models are generally deployed in districts with lower parking pressure and a desire to stimulate economic activity in dispersed rural centres.

Warwick and East Hertfordshire, authorities with stronger economic profiles and higher parking demand, operate significantly higher long-stay charges. Warwick's all day rate (£8.00) and East Hertfordshire's (£7.20) illustrate a premium pricing model linked to vibrant town centres and high-value service economies. Against these comparators, Huntingdonshire's £4.00 all day tariff is markedly lower, further reinforcing its competitive positioning.

3.5 SUNDAY PARKING TARIFF COMPARISON

A comparison of Sunday parking arrangements between Huntingdonshire and the selected neighbouring and statistical comparator authorities shows that Huntingdonshire's offer of free Sunday parking is strongly aligned with the majority practice in similar districts. Most comparator authorities operate free parking on Sundays, particularly those with market town functions or more rural economic profiles, reflecting a common approach to supporting weekend visitation and local retail activity.

Among neighbouring authorities, Fenland and East Cambridgeshire also offer free Sunday parking, while West Northamptonshire provides a partial concession of the first two hours free. In contrast, Peterborough City provides no Sunday concession, which is consistent with its status as a larger urban centre with higher weekend demand. Central Bedfordshire applies a Sunday charge of £2.10, representing a more revenue focused model.

The pattern among statistical neighbours mirrors this divide. South Kesteven, Telford & Wrekin, Wychavon, and Breckland all offer free Sunday parking, supporting the view that Huntingdonshire's approach is typical of comparable districts. Conversely, Warwick District applies no concession, and East Hertfordshire District charges £2.00, again reflecting characteristics of higher-demand, higher-value town centres.

3.6 DISABLED PARKING COMPARISON

Across the benchmarking authorities, disabled parking provision varies widely, reflecting local priorities and differing approaches to accessibility, equity, and parking management. Many of the more rural or market town districts, such as Fenland, East Cambridgeshire, South Kesteven, Wychavon, Breckland, and Telford & Wrekin, offer free parking for Blue Badge holders in most or all council operated car parks. In these areas, demand levels and turnover pressures are generally lower, and free concessions are seen as an important means of supporting access for disabled residents and visitors who may have few realistic alternatives to car travel.

Other authorities operate hybrid models that provide some level of concession without making disabled parking entirely free. In places such as West Northamptonshire, Blue Badge holders may benefit from extended stay allowances, the first two hours free, or exemptions from certain time limits. This approach seeks to balance inclusivity with the need to maintain revenue and manage car park turnover, recognising that disabled motorists may require longer or more flexible parking arrangements.

By contrast, larger and more economically active centres such as Peterborough, Warwick, and East Hertfordshire tend to charge disabled motorists the standard tariff. In these towns, high parking demand, limited capacity, and greater commercial pressures mean that differential charging could undermine turnover or reduce the availability of spaces. Instead, support for disabled users is typically delivered through the provision of well located, high quality accessible bays, sometimes accompanied by extended stay allowances.

Huntingdonshire's approach sits comfortably within the spectrum of practices adopted by similar district authorities. The benchmarking highlights that there is no uniform national model. Some councils prioritise free access, while others emphasise consistency or demand management. What is consistent, however, is a growing focus on the quality of disabled parking infrastructure. Many authorities are upgrading bay layouts, improving gradients and footpath connections, and enhancing the accessibility of digital payment systems. As electric vehicle charging infrastructure expands, several councils are also beginning to introduce accessible EV bays to ensure equal access for Blue Badge holders.

4.0 ASSESSMENT OF HUNTINGDONSHIRE CAR PARKS

4.1 OVERVIEW

As part of the development of Huntingdonshire District Council's car park strategy, a comprehensive condition and quality assessment has been undertaken across the towns included within the survey programme. The purpose of this assessment is to establish a clear and consistent understanding of the current state of the district's off-street parking assets, providing a robust evidence base to inform future investment priorities and strategic recommendations. Site visits were conducted in October 2025 alongside the occupancy and duration of stay surveys.

The evaluation covered all council owned off-street car parks included within the survey scope. Each site was reviewed using a predefined assessment framework, ensuring a consistent and objective approach to scoring and enabling the development of a prioritisation matrix to identify locations requiring maintenance, enhancement, or further investigation.

The assessment considered a range of quality, accessibility, and operational criteria, including:

- Proximity to key destinations and local attractions;
- Safety, lighting provision, and availability of CCTV;
- Condition of boundaries and perimeters;
- Quality and visibility of road markings;
- Lighting coverage and reliability;
- Pedestrian routes and accessibility within the car park;
- Vehicular access arrangements and circulation;
- Directional signage on approaches;
- Wayfinding to town centres and nearby destinations;
- Overall condition and presentation of the site;
- Availability and quality of electric vehicle charging infrastructure;
- 24-hour access arrangements;
- Presence and condition of ancillary facilities, such as toilets.

Each of the criteria listed above has been defined with detailed descriptions to enable consistent scoring for each car park. Most criteria allow for a score ranging from 0 to 2, while some are assessed on a binary scale of 0 or 1, depending on the specific evaluation. The maximum achievable score for a car park, based on the established criteria, is 21.

Table 5 provides an overview of the assessment criteria and associated scoring methodology.

Criteria	Description	Result and Score		
Location to nearby attractions;	How close is the car park to nearby attractions that would generate car park demand?	It's less than a 2 minute walk	It's between a 2-5 minute walk	Its more than a 5 minute walk
		2	1	0
Safety, CCTV and boundaries	How safe will customers feel, including leaving their vehicles in the car park, and how well protected is the car park?	Car park covered with CCTV with good lighting and near urban areas	Car park has CCTV but remote	Car park has no CCTV and is remote
		2	1	0
Road markings	Are there road markings in the car park, and what is the condition of these?	Yes - very good condition	Yes - fair condition	Yes - poor condition, or no markings
		2	1	0
Lighting	Is there street lighting within the car park?	Yes	No	
		1	0	
Pedestrian access	Are there safe pedestrian facilities such as footways, crossing points, and routes into and out of the car park segregated from vehicles?	Yes - high quality provision	Yes - adequate provision	Yes - poor provision, or no facilities
		2	1	0
Vehicular access	How easy is the car park to access, and are there any constraints that may impact use?	Car park easy is access, close to key routes	Some minor constraints with access	Major constraints with access
		2	1	0
Directional signage on approach to the car park	Is the car park well signed from the highway network?	Yes - good provision	Yes - adequate provision	No signage
		2	1	0
Wayfinding to key destinations in or near the car park	Are the key attractions signposted within or near the car park pedestrian entrances?	Yes - good provision	Yes - adequate provision	No wayfinding
		2	1	0
Overall condition	What is the overall standard of the car park? Is there a paved surface? If so what is the condition like?	High quality	Adequate quality	Below expected standard
		2	1	0
Electric vehicle facilities	Does the car park have EV charging facilities?	Yes - good provision	Yes - some provision	No EV charging
		2	1	0
24hr Facility	Can you use the car park at all times?	Yes	No	
		1	0	
Toilets	Does the car park have toilet facilities?	Yes	No	
		1	0	

Table 5 - Car park assessment scoring table

4.2 GODMANCHESTER CAR PARKS

Godmanchester contains three council operated car parks. Overall scores range from 8 to 10, reflecting a generally good standard of provision, with two of the three sites performing strongly in the assessment.

Bridge Place and Post Street achieve the joint highest scores in Godmanchester, each receiving 10 points. Although they serve different functions within the town, both benefit from strong overall condition, good road markings, and reasonable levels of pedestrian access and vehicular circulation. Post Street car park performs particularly well due to its proximity to local walking routes, including the popular Queen's Walk, and its location within a residential setting. Its scoring reflects good safety, strong road-marking quality, and adequate lighting, making it an important facility for both residents and visitors accessing the riverside and leisure areas.

Bridge Place, despite being situated slightly further from the town centre and lacking a clearly defined role, also performs adequately. The car park benefits from high-capacity provision, good road markings, and effective vehicular access. Its location, between Godmanchester and Huntingdon, suggests a mixed user base.

Park Lane ranks lowest among the three car parks with a score of 8, driven largely by limitations in lighting provision and overall pedestrian access. Nevertheless, Park Lane benefits from strong safety characteristics, reflecting its close association with the nearby school and swimming pool, which provide good natural surveillance during peak activity periods. Located within a residential area and offering free parking, Park Lane is likely to experience higher levels of local day and overnight use.

Collectively, the Godmanchester car parks provide a solid foundation for local parking needs. With Bridge Place and Post Street performing well and Park Lane serving important community functions, these sites represent valuable assets within Huntingdonshire's wider parking portfolio. A targeted programme of small-scale improvements, particularly around lighting, signage, and EV readiness, could strengthen their long-term resilience and user experience.

Table 6 below provides a breakdown of scores for the Godmanchester car parks.

Car Park	Location	Safety, CCTV & Boundaries	Road Markings	Lighting	Pedestrian Access	Vehicular Access	Signage (Car Park)	Signage (To further destinations)	EV Charging	Overall Condition	24hr Facility	Toilets	Total Score
Bridge Place	0	2	2	1	2	1	0	0	0	1	1	0	10
Park Lane	2	1	1	0	1	1	0	0	0	1	1	0	8
Post Street	2	2	1	1	1	1	0	0	0	1	1	0	10

Table 6 – Assessment of car parks in Godmanchester

4.3 HUNTINGDON CAR PARKS

Huntingdon contains nine council operated car parks, ranging from small short-stay sites supporting the town centre to larger long-stay facilities serving commuters, visitors, and town centre businesses. The assessment scores reveal a wide variation in performance, reflecting differences in location, infrastructure, and overall quality. Total scores range from 5 to 16, with several high-performing car parks and a small number offering more limited facilities.

The Multi-Storey (near Sainsbury's) and Sainsbury's surface car park jointly achieve the highest score of 16, reflecting their strong overall condition, excellent road marking quality, and good access for both vehicles and pedestrians. Their proximity to key retail destinations and the town centre significantly enhances their performance. Both locations also benefit from multiple EV charging bays, which is uncommon elsewhere in the district and an important feature as charging demand grows. Good lighting levels, clear internal circulation, and strong overall presentation make these two car parks standouts within Huntingdon's parking estate.

Mill Common ranks next with a score of 14, performing well across most categories. Its strong vehicular access, defined pedestrian routes, and well maintained condition contribute positively to its rating. While the car park does not offer EV charging facilities and has limited signage directing users to onward destinations, these factors do not significantly detract from its overall performance due to the site's inherent accessibility and favourable location. Mill Common remains a well-used, high-quality long-stay facility.

St Germain Street also performs strongly with a total score of 11, driven by excellent location, good safety conditions, strong road markings, and convenient pedestrian and vehicular access. Although it lacks EV charging and sanitary facilities, its position near key destinations and its compact, easy-to-navigate layout make it a valuable short-stay asset.

Ingram Street, Princes Street, and Riverside each score 9, forming a cluster of mid-performing car parks that provide reliable but unexceptional facilities.

- Ingram Street scores consistently across safety, road markings, pedestrian access, and general condition, making it a well-balanced long-stay car park.

- Princes Street is well located for central Huntingdon and offers good baseline facilities, though the absence of EV charging and toilets limits its potential future resilience.
- Riverside benefits from strong pedestrian access, good markings and lighting, and a scenic riverside location, though lack of EV charging and limited signage to further destinations constrain its score.

These car parks have solid fundamentals but present opportunities for targeted enhancements, particularly in signage, EV readiness, and boundary/security upgrades.

Great Northern Street receives a total score of 8, reflecting generally adequate but unremarkable facilities. Although located reasonably close to key areas and offering acceptable access and markings, the car park is limited by a lack of EV charging, basic lighting, and no dedicated toilet facilities. Improvements to signage and lighting could help raise its performance.

The lowest scoring site is Hinchingbrooke Country Park, with a score of 5. Its rural nature, limited infrastructure, basic lighting, lack of CCTV, and absence of EV charging contribute to its low rating. However, this car park serves a fundamentally different purpose from town centre locations. Its primary function is to support leisure and parkland use rather than providing a high specification urban parking environment. As such, its low score must be interpreted in context. Substantial upgrades may not align with the character of the site or typical user expectations.

Table 7 below provides a breakdown of scores for the Huntingdon car parks.

Car Park	Location	Safety, CCTV & Boundaries	Road Markings	Lighting	Pedestrian Access	Vehicular Access	Signage (Car Park)	Signage (To further destinations)	EV Charging	Overall Condition	24hr Facility	Toilets	Total Score
Great Northern St	1	1	1	1	1	1	0	0	1	0	1	0	8
Hinchingbrooke Country Park	2	0	0	0	1	1	0	0	0	0	0	1	5
Ingram St	1	1	1	1	1	1	0	0	1	1	1	0	9
Mill Common	1	1	1	1	2	2	2	0	1	2	1	0	14
Multi-Storey (nr Sainsbury's)	2	2	2	1	2	1	2	0	2	2	0	0	16
Princes St	1	1	1	1	1	1	1	0	1	1	0	0	9
Riverside	1	1	1	1	1	1	1	0	0	1	1	0	9
Sainsbury's	2	2	2	1	2	1	2	1	1	2	0	0	16
St Germain St	2	2	1	1	1	1	1	0	0	1	0	1	11

Table 7 – Assessment of car parks in Huntingdon

4.4 RAMSEY CAR PARKS

Ramsey has one council operated car park, Mews Close, which provides a total of 60 spaces and accommodates both short-stay and long-stay users. With an overall score of 9, Mews Close performs at a solid mid-level standard, offering a reasonable balance of accessibility, safety, and functionality for a market town setting.

Mews Close benefits from a good central location within Ramsey, scoring well for proximity to key destinations and offering convenient access for visitors and residents. The car park also performs consistently across categories such as road markings, lighting, pedestrian access, and vehicular circulation, indicating that the fundamental layout and operational characteristics of the site are sound.

Safety features, while adequate, are limited by the absence of CCTV and more robust boundary treatments. Although lighting and natural surveillance help mitigate these issues, improvements to security infrastructure could strengthen user confidence and reduce the risk of antisocial behaviour.

The lack of EV charging provision represents a notable gap, particularly as charging demand is expected to increase across the district. Introducing even a small number of charging points would significantly improve the car park's future readiness and overall performance.

Despite these limitations, Mews Close remains a functional and valuable asset for Ramsey, providing reliable access to the town centre and supporting local businesses and services. With targeted enhancements, particularly in signage, security, and EV infrastructure, the car park could achieve a stronger performance and further contribute to the town's vitality.

Table 8 below provides a breakdown of scores for the Mews Close car park.

Car Park	Location	Safety, CCTV & Boundaries	Road Markings	Lighting	Pedestrian Access	Vehicular Access	Signage (Car Park)	Signage (To further destinations)	EV Charging	Overall Condition	24hr Facility	**Toilets**	Total Score
Mews Close	1	1	1	1	1	1	1	0	0	1	1	0	**9**

Table 8 – Assessment of car parks in Ramsey

4.5 ST IVES CAR PARKS

St Ives contains five council operated car parks that collectively provide a mix of short-stay and long-stay options serving the town centre, local businesses, leisure destinations, and residential catchments. Overall scores range from 11 to 13, indicating that St Ives has a generally strong and well-performing parking estate with no low-scoring outliers.

Darwoods Pond and Waitrose achieve the highest score of 13, although they serve quite different user groups. Darwoods Pond stands out due to its strong road marking quality, good overall condition, and well managed vehicular and pedestrian access. The car park is supported by clear internal circulation and adequate safety provisions, including reasonable natural surveillance. Its location also contributes positively to the score, offering convenient access to nearby residential and commercial areas. The presence of EV charging further enhances the car park's long-term resilience, distinguishing it from several others in St Ives.

Waitrose also scores 13, benefiting from its high quality condition, excellent markings, and strong lighting provision. The car park offers good connectivity to the supermarket and nearby town centre destinations, with consistent signage and a well maintained layout. However, as a short-stay facility with no EV charging and no toilet provision, its role is more limited compared to larger, multi-purpose car parks. Even so, its strong baseline quality makes it one of the most user friendly sites in the town.

Both Cattle Market (Long-Stay) and Cattle Market (Short-Stay) score 12, reflecting their well-rounded provision and strategic location near the centre of St Ives. These adjacent car parks benefit from:

- Good road marking condition;
- Strong access arrangements;
- Adequate lighting and pedestrian facilities;
- Consistent internal signage.

The key difference between the two is the availability of EV charging, which is only present in the short-stay section. Neither car park offers toilets, and directional signage beyond the car park is limited, but overall they remain reliable and well used assets serving a wide range of users.

Globe Place, with a score of 11, is the lowest rated among St Ives' car parks, though still performing at a respectable level. Its slightly reduced score reflects minor limitations in

several categories, including a poor exit arrangement that will be difficult to manoeuvre for larger vehicles, car park level signage, and onward pedestrian wayfinding. Nonetheless, Globe Place benefits from good overall condition, adequate lighting, and strong natural surveillance, making it a functional and convenient long-stay option. These factors ensure that, despite its position at the lower end of the St Ives scoring range, Globe Place remains a valuable facility.

St Ives has one of the strongest overall car-park portfolios in Huntingdonshire, with all facilities achieving scores of 11 or higher. The car parks collectively demonstrate good levels of maintenance, accessibility, and safety, with several offering EV charging, a feature not yet consistently available across the district. While opportunities exist to enhance signage, expand EV provision, and improve user facilities, the general condition of St Ives' car parks is strong, supporting the town's economic and visitor appeal.

Table 9 below provides a breakdown of scores for the St Ives car parks.

Car Park	Location	Safety, CCTV & Boundaries	Road Markings	Lighting	Pedestrian Access	Vehicular Access	Signage (Car Park)	Signage (To further destinations)	EV Charging	Overall Condition	24hr Facility	Toilets	Total Score
Cattle Market (Long-stay)	2	2	1	1	1	1	1	1	0	1	1	0	**12**
Cattle Market (Short-stay)	2	2	1	1	1	1	1	1	0	1	0	1	**12**
Darwoods Pond	1	2	2	1	1	1	1	0	1	2	1	0	**13**
Globe Place	1	1	1	1	2	0	1	0	1	1	1	1	**11**
Waitrose	2	2	2	1	1	1	1	**1**	0	2	0	0	**13**

Table 9 – Assessment of car parks in St Ives

4.6 ST NEOTS CAR PARKS

St Neots contains seven council operated car parks, offering a mix of short-stay and long-stay provision that supports the town centre, Riverside Park, surrounding neighbourhoods, and local retail destinations. The scores range from 9 to 14, indicating a generally strong parking estate with several high-performing sites and no car parks falling into the lowest scoring categories.

Two car parks achieve the highest score of 14, Riverside Park and Tebbutts Road. These sites stand out for their strong overall condition, good safety features, high-quality markings, and well-designed pedestrian routes.

Riverside Park benefits from its attractive riverside setting and strong infrastructure, including excellent pedestrian access, clear circulation routes, and good overall maintenance. Its EV charging provision enhances its long-term resilience and positions it as a future ready asset in St Neots. As a large capacity car park serving both leisure and town centre trips, its strong performance reflects its importance within the wider parking

network. However, the entrance arrangement could be improved with limited visibility entering the car park due to a ramp with vehicles exiting the car park only becoming visible almost upon impact, which increases the likelihood of collisions.

Tebbutts Road similarly performs well across all assessment categories. It offers strong vehicle access, good lighting, well-maintained surfacing, and clear signage. It also benefits from EV charging bays and 24-hour use, making it a versatile and reliable choice for longer stays. Its central location and robust infrastructure highlight its strategic value to the town.

Four car parks fall within the 10–12 point range, reflecting solid functionality and generally good standards:

- Tan Yard scores 12, offering a well-rounded provision with strong lighting, clear signage, and good pedestrian access. Its compact layout and location near key town centre amenities contribute to its strong performance.
- Priory Lane, with a score of 11, performs well across most categories, particularly in road markings and vehicular access. It offers reliable short-stay provision with good proximity to shops and services.
- Waitrose also scores 11, benefiting from strong lighting, a good standard of maintenance, and convenient links to both the supermarket and wider town centre. As with other supermarket-adjacent car parks in the district, it does not provide EV charging or toilet facilities, which affects its potential to perform at the highest level.
- Brook Street, with a score of 10, is a small but functional short-stay facility offering strong pedestrian connections, good EV charging provision, and a well-maintained environment. Its overall performance is primarily constrained by limited signage and its small capacity, which reduces its ability to accommodate higher levels of demand.

Priory Centre is the lowest scoring car park in St Neots, though still achieving a respectable 9, indicating no fundamental performance issues. The score reflects limitations in lighting, pedestrian access, and the absence of EV charging. Despite these weaknesses, the car park retains good strategic value due to its proximity to the town centre and its role in supporting both leisure and retail activities.

St Neots benefits from a varied and generally high-performing car park portfolio, with multiple strong sites achieving high scores and no locations scoring poorly. Car parks such as Riverside Park and Tebbutts Road set a high standard for infrastructure,

maintenance, and accessibility. Across the estate, opportunities for improvement primarily relate to increasing EV charging provision, enhancing wayfinding, and improving lighting in select locations.

Table 10 below provides a breakdown of scores for the St Neots car parks.

Car Park	Location	Safety, CCTV & Boundaries	Road Markings	Lighting	Pedestrian Access	Vehicular Access	Signage (Car Park)	Signage (To further destinations)	EV Charging	Overall Condition	24hr Facility	Toilets	Total Score
Brook St	1	1	1	1	2	0	0	1	2	1	0	0	**10**
Priory Centre	2	1	1	1	1	1	0	0	0	1	1	0	**9**
Priory Lane	1	1	2	1	2	1	0	0	1	2	0	0	**11**
Riverside Park	2	2	1	1	2	0	1	1	1	1	1	1	**14**
Tan Yard	1	1	1	1	1	1	1	1	2	1	1	0	**12**
Tebbutts Rd	1	2	2	1	1	1	1	1	1	1	1	1	**14**
Waitrose	2	2	1	1	1	1	1	1	0	1	0	0	**11**

Table 10 – Assessment of car parks in St Neots

4.7 ONE LEISURE CAR PARKS

In addition to the wider portfolio of council operated off-street car parks, a number of car parks associated with One Leisure facilities have been reviewed as part of this assessment. Although these sites have not been formally scored using the same assessment framework, they play an important and distinct role in supporting the operational and commercial performance of the leisure centres and therefore warrant specific consideration.

Across the district, the One Leisure car parks are generally in good overall condition and are directly adjacent to their respective leisure centres, ensuring convenient and legible access for customers. This proximity significantly reduces walking distances and enhances accessibility for a wide range of users, including families, older people, and those with mobility impairments. Several sites, most notably St Ives One Leisure Indoor, benefit from high-quality pedestrian routes and clearly defined walkways, contributing to a safer environment for users moving between vehicles and the leisure facilities.

A particularly positive intervention has been delivered at St Ives One Leisure Indoor, where solar panels have been installed within the car park. This represents a strong and visible commitment by Huntingdonshire District Council to sustainability and carbon reduction, generating renewable energy on

site while also future proofing the asset. This approach aligns well with the Council's wider climate ambitions and demonstrates how parking infrastructure can contribute to environmental objectives alongside its operational role.

In general, vehicular access to the One Leisure car parks is straightforward, with sites well connected to the local highway network. The primary exception is Ramsey One Leisure, where access requires vehicles to travel through the Abbey College site. While this does not prevent access, it introduces additional complexity and may be less intuitive for first-time visitors. St Neots One Leisure similarly operates within a shared environment, with parking provision jointly used with Ernulf Academy. This shared arrangement is functional but may introduce peak-time pressures and competing demands between school and leisure centre users.

Wayfinding and directional signage to the One Leisure car parks is generally limited, both on the highway approach and within the sites themselves. This is not unexpected, as these car parks are intended primarily for leisure centre customers rather than general public parking. However, site observations suggest that this intended use is not always adhered to. In particular, Huntingdon One Leisure and St Ives One Leisure Indoor show evidence of wider non-leisure use, likely due to their convenient locations and unrestricted access. This has potential implications for customer availability and operational efficiency, especially during peak leisure periods.

5.0 PARKING SURVEYS

5.1 INTRODUCTION

To support the development of the car park strategy, Ethos undertook a programme of car park occupancy and demand surveys across a representative range of council owned car parks. These surveys are a key component of the evidence base, providing an understanding of how car parks are used throughout the day and enabling assessment of space turnover, duration of stay, and the balance between short-stay and long-stay parking. Observations were undertaken at regular intervals during weekdays and Saturdays, typically at 10:00, 12:00, 14:00 and 16:00, allowing consistent comparison across locations and time periods. The findings help determine whether existing car park designations align with observed demand and whether adjustments, such as rebalancing short- and long-stay provision or exploring alternative uses, may be appropriate.

The surveys were carried out over a four-week period to ensure that the results reflected a range of demand conditions rather than a single snapshot in time. This included a neutral term-time week in October, the October half-term week, the week immediately preceding Christmas, which was used to represent a higher-demand, peak trading period, and a neutral week in June. Capturing data across these contrasting periods provides a more robust and representative picture of parking behaviour, ensuring that the analysis accounts for both typical usage patterns and seasonal fluctuations in demand.

In line with the defined scope of the parking strategy, private, and workplace parking provision were excluded from the surveys. While these facilities influence wider traffic patterns, congestion, and air quality, they fall outside the direct control of the Council and therefore outside the remit of this assessment. The surveys focused on council operated car parks, where the Council has the ability to directly manage supply, designation, and charging structures. A small sample of on-street roads that have existing permit parking controls were also included to understand parking behaviours.

A key objective of the survey programme was to confirm that short-stay car parks located close to town centres, leisure facilities, and other major trip generators demonstrate higher levels of turnover, supporting economic activity. Huntingdonshire benefits from a clear distinction between short-stay and long-stay parking, either through separate car parks or defined areas within larger facilities. This is a notable strength of the current parking offer and, where supply is well aligned to demand, supports efficient operation.

5.2 CAR PARK OCCUPANCY SURVEYS

Occupancy surveys were undertaken across 30 council operated car parks in Huntingdonshire, as identified in Chapter 4 of this report. The surveys were carried out over a four-week programme designed to capture a representative range of demand conditions. This approach ensured that the results reflected both typical parking

behaviour and seasonal peaks, providing a robust and balanced evidence base. No significant anomalies were identified across the survey periods, and as a result no additional surveys were required.

Surveys were undertaken at four consistent points during the day, 10:00, 12:00, 14:00 and 16:00, to capture changes in demand and patterns of use throughout the day. This enabled an assessment of likely parking purpose, distinguishing between longer-stay users, such as commuters or town centre workers, and short-stay visitors. For example, vehicles recorded across all survey intervals are likely to represent long-stay demand, whereas vehicles present at only one time period are more indicative of short-stay or retail based visits.

The resulting occupancy data for each car park is presented in Tables 11–22, with weekday results averaged across each week to provide a consistent and representative position. The full data is provided in Appendix A. For the purposes of analysis, car park demand has been categorised into four occupancy bands:

- **60–74% occupancy:** These car parks have sufficient capacity, allowing visitors to find parking spaces quickly and easily.
- **75–84% occupancy:** While spaces are generally still available, these car parks appear busy, and visitors may take slightly longer to find a space.
- **85–94% occupancy:** These car parks are near full capacity, making it challenging to locate spaces. Available spaces may include priority bays, limiting options for standard parking, which can cause frustration for drivers.
- **94%+ occupancy:** At this level, finding a space is extremely difficult, particularly in larger car parks, and often impossible in smaller ones. Drivers may need to thoroughly search all running lanes to identify any available spaces.

Car parks frequently reaching or exceeding 85% occupancy may require intervention, such as expanding parking provision or adjusting parking charges to manage demand and reduce long-term parking. Conversely, car parks consistently operating below 60% occupancy can be considered underutilised, suggesting potential for alternative land use or the need for increased promotion to encourage greater usage.

5.3 NEUTRAL WEEK CAR PARK OCCUPANCY DATA

Table 11 provides the average car park occupancy data from the week 1 weekday survey, which was a neutral week in October 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	14	5	16	6	17	7	12	5	6
	Park Lane	25	25	100	19	76	15	60	11	44	70
	Post Street	31	24	77	21	68	19	61	14	45	63
Huntingdon	Great Northern St	71	68	96	61	86	63	89	55	77	87
	Hinchingbrooke Country Park	60	40	67	20	33	22	37	12	20	39
	Ingram St	44	38	86	38	86	37	84	34	77	84
	Mill Common	52	45	87	46	88	46	88	34	65	82
	Multi-Storey (nr Sainsbury's)	404	94	23	117	29	57	14	52	13	20
	One Leisure	171	71	42	59	35	56	33	31	18	32
	Princes St	77	76	99	63	82	62	81	29	38	75
	Riverside	190	31	16	27	14	25	13	16	8	13
	Sainsbury's	290	189	65	227	78	174	60	126	43	62
	St Germain St	36	32	89	23	64	13	36	8	22	53
Ramsey	Mews Close	60	41	68	43	72	37	62	45	75	69
	One Leisure	34	17	50	12	35	13	38	25	74	49
St Ives	Cattle Market (Long-stay)	196	78	40	94	48	89	45	35	18	38
	Cattle Market (Short-stay)	197	92	47	108	55	89	45	64	32	45
	Darwoods Pond	83	45	54	52	63	47	57	43	52	56
	Globe Place	162	67	41	94	58	83	51	70	43	48
	One Leisure Indoor	210	71	34	68	32	63	30	60	29	31
	One Leisure Outdoor	108	8	7	9	8	8	7	12	11	9
	Waitrose	75	29	39	35	47	28	37	25	33	39
St Neots	Brook St	13	9	69	10	77	10	77	5	38	65
	Priory Centre	31	20	65	23	74	24	77	14	45	65
	Priory Lane	35	25	71	19	54	18	51	14	40	54
	Priory Park	43	34	79	29	67	27	63	16	37	62
	Riverside Park	276	47	17	73	26	53	19	43	16	20
	Tan Yard	37	23	62	18	49	22	59	19	51	55
	Tebbutts Rd	241	149	62	177	73	137	57	126	52	61
	Waitrose	188	112	60	101	54	81	43	67	36	48
TOTAL		3697	1614	43	1702	46	1435	39	1117	30	39

Table 11 – Car park occupancy data for neutral weekday survey

Table 12 provides the car park occupancy data from the week 1 Saturday survey, which was a neutral week in October 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	9	4	14	5	8	3	6	2	4
	Park Lane	25	16	64	20	80	15	60	10	40	61
	Post Street	31	23	74	25	81	27	87	17	55	74
Huntingdon	Great Northern St	71	49	69	44	62	37	52	41	58	60
	Hinchingbrooke Country Park	60	60	100	61	102	65	108	45	75	96
	Ingram St	44	37	84	36	82	33	75	30	68	77
	Mill Common	52	27	52	21	40	18	35	22	42	42
	Multi-Storey (nr Sainsbury's)	404	119	29	152	38	127	31	118	29	32
	One Leisure	171	76	44	73	43	59	35	41	24	36
	Princes St	77	72	94	70	91	67	87	57	74	86
	Riverside	190	25	13	14	7	22	12	22	12	11
	Sainsbury's	290	111	38	101	35	102	35	93	32	35
	St Germain St	36	20	56	23	64	29	81	24	67	67
Ramsey	Mews Close	60	45	75	57	95	52	87	48	80	84
	One Leisure	34	28	82	23	68	19	56	11	32	60
St Ives	Cattle Market (Long-stay)	196	101	52	128	65	111	57	76	39	53
	Cattle Market (Short-stay)	197	150	76	169	86	148	75	101	51	72
	Darwoods Pond	83	47	57	56	67	49	59	31	37	55
	Globe Place	162	105	65	146	90	134	83	90	56	73
	One Leisure Indoor	210	121	58	114	54	119	57	75	36	51
	One Leisure Outdoor	108	64	59	72	67	58	54	33	31	53
	Waitrose	75	47	63	61	81	53	71	34	45	65
St Neots	Brook St	13	11	85	10	77	12	92	7	54	77
	Priory Centre	31	30	97	29	94	25	81	19	61	83
	Priory Lane	35	18	51	22	63	16	46	10	29	47
	Priory Park	43	42	98	37	86	34	79	18	42	76
	Riverside Park	276	61	22	119	43	82	30	71	26	30
	Tan Yard	37	21	57	24	65	14	38	8	22	45
	Tebbutts Rd	241	131	54	156	65	161	67	138	57	61
	Waitrose	188	121	64	157	84	108	57	83	44	62
TOTAL		3697	1787	48	2034	55	1804	49	1379	37	47

Table 12 – Car park occupancy data for neutral Saturday survey

Table 13 provides the car park occupancy data from the week 1 Sunday survey, which was a neutral week in October 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	26	10	28	11	28	11	26	10	11
	Park Lane	25	23	92	21	84	22	88	11	44	77
	Post Street	31	20	65	25	81	17	55	26	84	71
Huntingdon	Great Northern St	71	51	72	46	65	43	61	53	75	68
	Hinchingbrooke Country Park	60	59	98	70	117	69	115	27	45	94
	Ingram St	44	35	80	33	75	39	89	40	91	84
	Mill Common	52	24	46	27	52	22	42	16	31	43
	Multi-Storey (nr Sainsbury's)	404	89	22	203	50	188	47	31	8	32
	One Leisure	171	48	28	57	33	60	35	49	29	31
	Princes St	77	75	97	75	97	65	84	29	38	79
	Riverside	190	37	19	23	12	16	8	26	14	13
	Sainsbury's	290	102	35	107	37	96	33	42	14	30
	St Germain St	36	25	69	26	72	25	69	20	56	67
Ramsey	Mews Close	60	39	65	42	70	37	62	23	38	59
	One Leisure	34	24	71	21	62	20	59	14	41	58
St Ives	Cattle Market (Long-stay)	196	75	38	68	35	52	27	31	16	29
	Cattle Market (Short-stay)	197	87	44	76	39	81	41	42	21	36
	Darwoods Pond	83	63	76	52	63	61	73	44	53	66
	Globe Place	162	120	74	127	78	106	65	91	56	69
	One Leisure Indoor	210	87	41	83	40	21	10	28	13	41
	One Leisure Outdoor	108	61	56	25	23	17	16	11	10	21
	Waitrose	75	50	67	43	57	36	48	27	36	52
St Neots	Brook St	13	10	77	12	92	9	69	4	31	67
	Priory Centre	31	21	68	27	87	20	65	10	32	63
	Priory Lane	35	14	40	24	69	25	71	8	23	51
	Priory Park	43	38	88	33	77	27	63	15	35	66
	Riverside Park	276	43	16	71	26	86	31	74	27	25
	Tan Yard	37	11	30	16	43	17	46	10	27	36
	Tebbutts Rd	241	87	36	148	61	163	68	140	58	56
	Waitrose	188	106	56	160	85	172	91	153	81	79
TOTAL		3697	1550	42	1769	48	1640	44	1121	30	41

Table 13 – Car park occupancy data for neutral Sunday survey

The occupancy surveys undertaken across Huntingdonshire provide a comprehensive picture of how parking demand varies by location, time of day, and car park designation. When the weekday, Saturday, and Sunday datasets are considered together, a consistent pattern emerges. Parking pressure is concentrated in a small number of town centre car parks during peak daytime periods, while several larger or more peripheral sites operate with substantial spare capacity. The removal of parking charges on Sundays introduces a distinct shift in behaviour, particularly in long-stay and leisure oriented locations.

On weekdays, demand is closely aligned with retail, employment, and service-based activity, with peak pressures typically occurring between 10:00 and 12:00.

In Huntingdon, multiple car parks repeatedly reach high levels of occupancy during core daytime periods. Great Northern Street, Ingram Street, Mill Common, and Princes Street all record occupancies approaching or exceeding 85–90% at peak times, indicating sustained pressure rather than isolated spikes. These locations experience demand across successive survey points, particularly at 12:00, reinforcing their role as primary town centre destinations.

By contrast, the Multi-Storey (near Sainsbury's), despite its large capacity, operates with significantly lower occupancy during the same periods, highlighting a clear imbalance between where demand occurs and where capacity exists.

In St Neots, weekday pressure is most evident at Brook Street, Priory Centre, Priory Park, and Tebbutts Road, all of which show strong mid-day demand. Tebbutts Road, in particular, demonstrates sustained occupancy across multiple time periods, consistent with its role as the town's principal long-stay facility. Riverside Park, however, remains lightly used throughout the day, despite its size due to its location to the town centre, with demand likely focused on the adjacent play park, on-site café, and river walks.

In St Ives, demand is more distributed. Cattle Market Short-Stay, Globe Place, and Darwoods Pond all experience clear midday pressure, while the long-stay and leisure related car parks operate with greater headroom.

Godmanchester shows a more localised pattern, with Park Lane and Post Street reaching high occupancy during peak periods, while Bridge Place remains significantly underutilised. There appears to be no natural trip generators that will result in demand for the car park, and as the only car park in the town with charges in place, it's highly unlikely visitors will use the car park to then travel into Godmanchester centre.

Figure 9 presents the weekday peak occupancy across each of five towns with council owned car parks. For the purpose of this, the 12pm survey has been taken as the peak. This excludes car parks that are not town centre focused i.e. Hinchingbrooke Country Park, Riverside, and Bridge Place car parks.

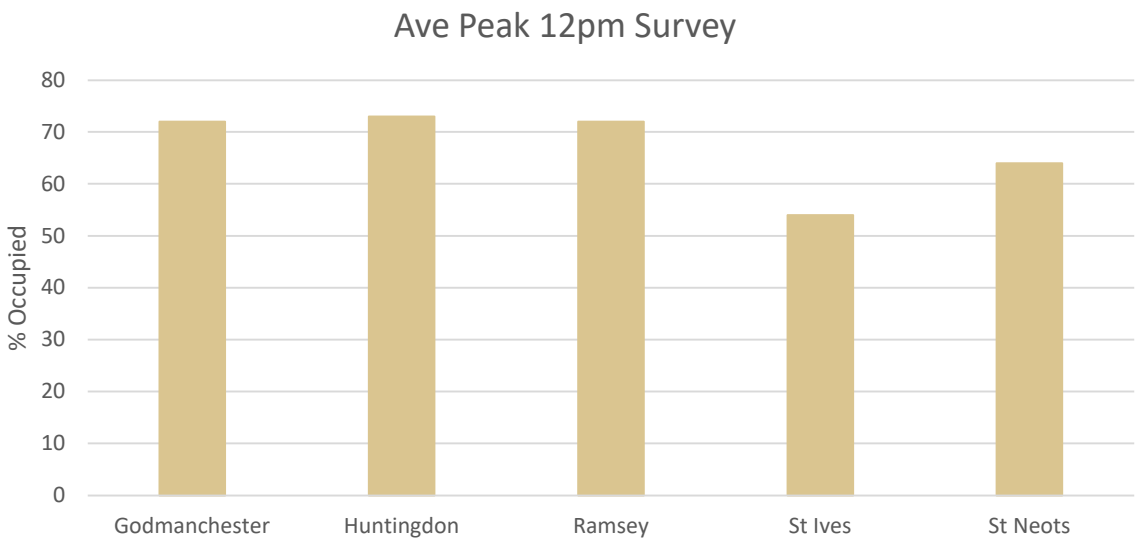


Figure 9 - Weekday peak occupancy by town (12:00 survey)

Saturday surveys show a broader spread of demand across towns, reflecting shopping, leisure, and visitor activity. Peak pressure again occurs around midday, but is generally more pronounced and more widespread than on weekdays.

In Huntingdon, Princes Street, Great Northern Street, St Germain Street, and Sainsbury's all reach very high occupancy during the middle of the day, with several car parks exceeding 90% occupancy. Unlike weekdays, demand is less clearly split between short-stay and long-stay locations, suggesting longer dwell times and reduced turnover.

In St Ives, Globe Place, Cattle Market Short-Stay, and Waitrose experience strong and sustained demand across multiple survey points, particularly at 12:00 and 14:00. The leisure related car parks also show a notable increase compared to weekdays, indicating a stronger recreational influence.

In St Neots, Priory Centre, Priory Park, Brook Street, and Waitrose all demonstrate high levels of demand during peak shopping hours, while Riverside Park again remains comparatively underused despite increased overall town activity.

Ramsey's Mews Close records consistently high occupancy across the day, indicating limited spare capacity on Saturdays and reinforcing its role as the town's primary parking asset. With no parking charges in place, this is likely to increase demand compared to other town centre car parks that have charges in place.

Figure 10 illustrates the car park profile across each of the five towns from the four Saturday surveys. Similarly to the above, this excludes the peripheral car parks and focuses more on the town centre car parks.

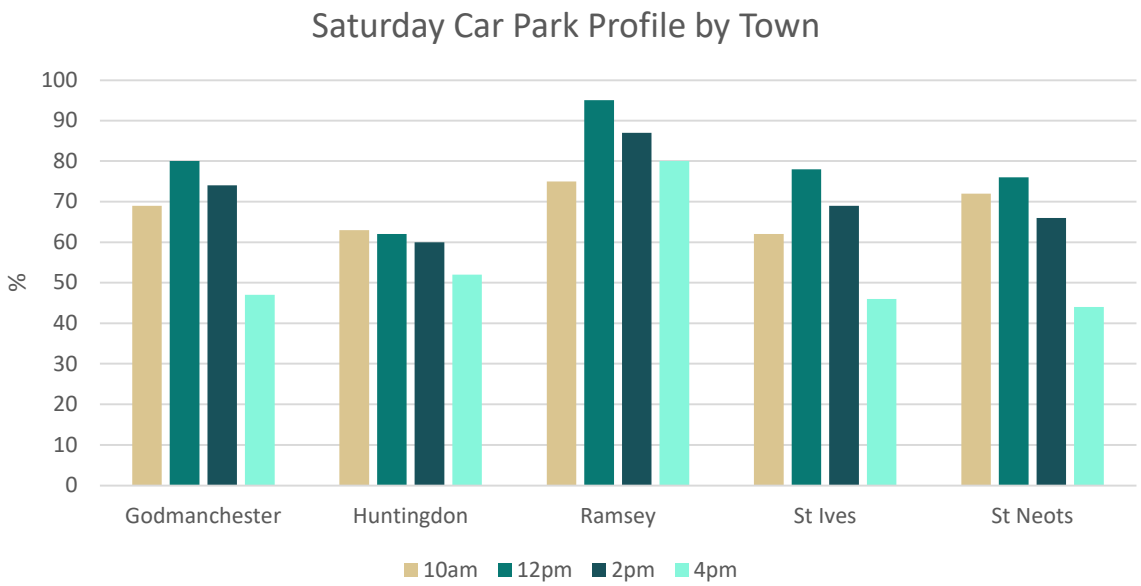


Figure 10 - Saturday occupancy profile by town

Figure 10 shows that parking demand is relatively consistent across the main towns, with broadly similar occupancy levels observed at key times of day, particularly during the late morning and early afternoon peak around 12:00. Ramsey stands out as having notably higher demand across all survey periods, which reflects the fact that the town is served by a single council operated car park that is free to use, concentrating demand into one location. In contrast, Huntingdon exhibits comparatively lower overall occupancy levels despite being a larger town, which can be attributed to the significantly greater supply of parking spaces spread across multiple car parks, diluting demand at any single site.

Godmanchester, St Ives, and St Neots sit between these two extremes, showing clear midday peaks followed by a gradual decline into the afternoon, indicating healthy but manageable levels of demand. Overall, the data suggests that differences in parking supply, rather than underlying town activity levels alone, play a key role in shaping observed demand patterns on Saturdays.

Sunday parking behaviour differs markedly due to the absence of parking charges and the removal of short-stay and long-stay distinctions. As a result, demand is driven primarily by leisure, recreation, and longer-duration visits, rather than turnover. Across the district, occupancy increases in several long-stay and peripheral car parks, while some prime short-stay locations remain busy but with less evidence of rapid turnover. For example:

- Hinchingbrooke Country Park, Riverside Park (St Neots), and other leisure oriented sites show significantly higher Sunday occupancy than on weekdays.
- In St Neots, Waitrose, Priory Park, and Tebbutts Road experience sustained high occupancy across the day, with less drop-off between survey periods.
- In St Ives, Globe Place and Darwoods Pond maintain strong demand throughout the day, while the outdoor One Leisure car park remains lightly used, indicating destination specific behaviour.

The absence of charging results in longer dwell times, meaning that even where overall occupancy is similar to Saturday levels, space turnover is reduced, which would have operational implications if such patterns occurred on charged days.

Figure 11 illustrates the comparison between occupancy demand at 12pm (peak) across the five towns between the weekday, Saturday, and Sunday surveys.

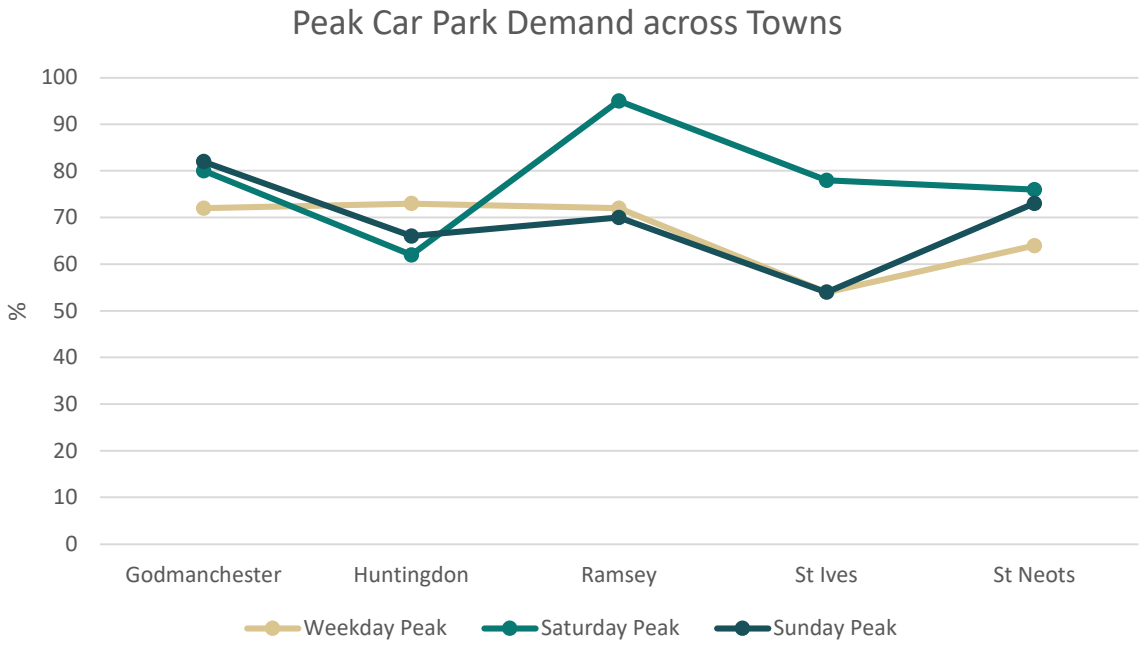


Figure 11 – Peak demand (12pm) across the three survey periods during a neutral week

At the 12:00 peak, the comparison across the three survey days indicates that there is no location where Sunday demand is clearly higher than Saturday demand, despite the absence of parking charges on Sundays. In Godmanchester, Huntingdon, and St Neots, peak occupancy levels on Saturdays and Sundays are broadly similar, suggesting that the removal of charges does not translate into a material uplift in peak parking demand. This reinforces the view that peak usage at the busiest time of day is driven more by the strength of local trip generators and parking supply than by pricing alone.

St Ives provides the clearest counterpoint to the assumption that free parking increases demand, with Saturday peak occupancy notably higher than Sunday peak occupancy, even though parking is free on Sundays. This pattern indicates that Saturday demand in St Ives is strongly linked to retail activity, markets, and leisure trips that are inherently higher on Saturdays, rather than being suppressed by parking charges. The lower Sunday peak suggests a different travel and activity profile, with fewer short, high-turnover trips into the town centre.

Ramsey again stands out, showing a much higher Saturday peak compared to both weekday and Sunday demand. While this could partially reflect charging arrangements elsewhere, it is more convincingly explained by the town's constrained parking supply, with demand concentrated into a single free car park. Importantly, this pattern is not replicated in Godmanchester, where the car parks included in the analysis are also free

but do not experience the same level of Saturday peak pressure, further indicating that parking charges are not the primary determinant.

5.4 OCTOBER HALF-TERM CAR PARK OCCUPANCY DATA

Table 14 provides the average car park occupancy data from the week 2 weekday survey, which was undertaken during the October half-term holidays in 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Huntingdon	Great Northern St	71	63	89	59	83	60	85	57	80	84
	Hinchingbrooke Country Park	60	50	83	48	80	34	57	13	22	60
	Ingram St	44	44	100	41	93	35	80	35	80	88
	Mill Common	52	49	94	50	96	36	69	27	52	78
	Multi-Storey (nr Sainsbury's)	404	112	28	127	31	96	24	44	11	23
	One Leisure	171	69	40	46	27	38	22	43	25	29
	Princes St	77	58	75	55	71	41	53	29	38	59
	Riverside	190	16	8	17	9	14	7	6	3	7
	Sainsbury's	290	213	73	227	78	196	68	155	53	68
	St Germain St	36	22	61	24	67	17	47	14	39	53
Ramsey	Mews Close	60	52	87	56	93	49	82	44	73	84
	One Leisure	34	28	82	25	74	22	65	18	53	68
St Ives	Cattle Market (Long-stay)	196	64	32	86	44	60	31	40	20	32
	Cattle Market (Short-stay)	197	90	45	116	59	93	47	69	35	47
	Darwoods Pond	83	44	53	52	62	47	56	39	47	55
	Globe Place	162	69	42	104	64	89	55	61	37	50
	One Leisure Indoor	210	76	36	84	40	68	33	58	27	34
	One Leisure Outdoor	108	10	9	9	8	6	6	8	7	8
	Waitrose	75	26	34	35	46	31	41	35	46	42
St Neots	Brook St	13	8	62	7	54	7	54	8	62	58
	Priory Centre	31	23	74	24	77	26	84	19	61	74
	Priory Lane	35	18	51	19	54	17	49	13	37	48
	Priory Park	43	37	86	31	72	27	63	15	35	64
	Riverside Park	276	57	21	95	34	74	27	49	18	25
	Tan Yard	37	19	51	20	54	18	49	16	43	49
	Tebbutts Rd	241	159	66	196	81	158	66	134	56	67
	Waitrose	188	90	48	116	62	93	49	75	40	50
TOTAL		3697	1629	44	1825	49	1508	41	1170	32	41

Table 14 – Car park occupancy data for October half-term weekday survey

Table 15 provides the average car park occupancy data from the week 2 Saturday survey, which was undertaken during the October half-term holidays in 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	4	2	11	4	8	3	3	1	3
	Park Lane	25	13	52	11	44	14	56	6	24	44
	Post Street	31	17	55	26	84	23	74	15	48	65
Huntingdon	Great Northern St	71	47	66	53	75	49	69	33	46	64
	Hinchingbrooke Country Park	60	33	55	62	103	40	67	23	38	66
	Ingram St	44	29	66	37	84	32	73	19	43	66
	Mill Common	52	43	83	40	77	37	71	25	48	70
	Multi-Storey (nr Sainsbury's)	404	195	48	222	55	195	48	101	25	44
	One Leisure	171	50	29	47	27	52	30	39	23	27
	Princes St	77	32	42	37	48	28	36	18	23	37
	Riverside	190	15	8	22	12	19	10	11	6	9
	Sainsbury's	290	232	80	251	87	239	82	180	62	78
	St Germain St	36	22	61	21	58	22	61	17	47	57
Ramsey	Mews Close	60	55	92	54	90	50	83	41	68	83
	One Leisure	34	25	74	26	76	22	65	18	53	67
St Ives	Cattle Market (Long-stay)	196	86	44	110	56	109	56	52	27	46
	Cattle Market (Short-stay)	197	134	68	163	83	132	67	85	43	65
	Darwoods Pond	83	45	54	60	72	54	65	35	42	58
	Globe Place	162	108	67	149	92	118	73	93	57	72
	One Leisure Indoor	210	111	53	116	55	97	46	66	31	46
	One Leisure Outdoor	108	77	71	52	48	69	64	27	25	52
	Waitrose	75	44	59	58	77	39	52	24	32	55
St Neots	Brook St	13	10	77	11	85	8	62	8	62	71
	Priory Centre	31	28	90	27	87	26	84	22	71	83
	Priory Lane	35	22	63	21	60	19	54	15	43	55
	Priory Park	43	39	91	39	91	36	84	23	53	80
	Riverside Park	276	70	25	127	46	80	29	66	24	31
	Tan Yard	37	19	51	26	70	17	46	10	27	49
	Tebbutts Rd	241	125	52	163	68	151	63	122	51	58
	Waitrose	188	109	58	162	86	126	67	94	50	65
TOTAL		3697	1839	50	2204	60	1911	52	1291	35	49

Table 15 – Car park occupancy data for October half-term Saturday survey

Table 16 provides the average car park occupancy data from the week 2 Sunday survey, which was undertaken during the October half-term holidays in 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	9	4	17	7	20	8	6	2	5
	Park Lane	25	10	40	19	76	20	80	9	36	58
	Post Street	31	24	77	28	90	24	77	19	61	77
Huntingdon	Great Northern St	71	42	59	48	68	46	65	34	48	60
	Hinchingbrooke Country Park	60	36	60	44	73	42	70	30	50	63
	Ingram St	44	26	59	31	70	30	68	21	48	61
	Mill Common	52	41	79	39	75	36	69	28	54	69
	Multi-Storey (nr Sainsbury's)	404	165	41	188	47	175	43	125	31	40
	One Leisure	171	48	28	52	30	55	32	44	26	29
	Princes St	77	29	38	33	43	31	40	22	29	37
	Riverside	190	22	12	34	18	38	20	26	14	16
	Sainsbury's	290	210	72	228	79	220	76	135	47	68
	St Germain St	36	20	56	22	61	23	64	18	50	58
Ramsey	Mews Close	60	42	70	48	80	39	65	30	50	66
	One Leisure	34	21	62	20	59	23	68	19	56	61
St Ives	Cattle Market (Long-stay)	196	68	35	61	31	55	28	32	16	28
	Cattle Market (Short-stay)	197	72	37	75	38	78	40	37	19	33
	Darwoods Pond	83	30	36	41	49	43	52	27	33	42
	Globe Place	162	85	52	96	59	90	56	64	40	52
	One Leisure Indoor	210	104	50	121	58	96	46	57	27	45
	One Leisure Outdoor	108	49	45	52	48	30	28	5	5	31
	Waitrose	75	38	51	45	60	32	43	23	31	46
St Neots	Brook St	13	13	100	11	85	9	69	8	62	79
	Priory Centre	31	22	71	16	52	12	39	9	29	48
	Priory Lane	35	10	29	11	31	20	57	9	26	36
	Priory Park	43	21	49	12	28	17	40	10	23	35
	Riverside Park	276	70	25	122	44	93	34	56	20	31
	Tan Yard	37	9	24	18	49	21	57	12	32	41
	Tebbutts Rd	241	133	55	157	65	148	61	95	39	55
	Waitrose	188	150	80	176	94	135	72	103	55	75
TOTAL		3697	1619	44	1865	50	1701	46	1113	30	43

Table 16 – Car park occupancy data for October half-term Sunday survey

The October half-term occupancy surveys provide a useful contrast to the neutral week, capturing parking behaviour during a period of elevated leisure activity, school holidays, and more discretionary travel. When weekday, Saturday, and Sunday data are considered together, the overall spatial pattern of demand remains broadly consistent with the neutral week, but with notable intensification at leisure oriented and destination car parks, and greater persistence of demand across the day, particularly at weekends.

Rather than relying on average occupancy alone, this analysis focuses on peak occupancy levels, the consistency of demand across multiple survey periods, and the concentration of pressure at key times of day, which together provide a more accurate reflection of operational performance and user experience.

Weekday demand during the October half-term remains strongly aligned with retail, service, and town centre activity, but with less pronounced commuter dominance than during a neutral week. Peak pressure continues to occur between 10:00 and 12:00, although several car parks retain relatively high occupancy into the early afternoon.

In Huntingdon, town centre car parks again show sustained pressure. Great Northern Street, Ingram Street, Mill Common, and Sainsbury's all record high occupancy at 12:00, with Ingram Street and Mill Common again approaching or exceeding practical capacity thresholds. The persistence of demand across multiple survey points suggests these are structurally constrained locations rather than experiencing isolated peaks.

By contrast, the Multi-Storey (near Sainsbury's) continues to operate with significant spare capacity despite increased overall town activity, reinforcing the imbalance between where parking demand is concentrated and where capacity is available. Riverside and One Leisure remain lightly used, indicating limited change in weekday destination choice despite the school holiday period.

In St Neots, weekday half-term pressure is most evident at Tebbutts Road, Priory Centre, and Priory Park, all of which show strong midday occupancy. Tebbutts Road again stands out for its consistently high demand across the day, reflecting its role as the town's primary long-stay facility. Riverside Park remains lightly used relative to its size, despite increased leisure activity elsewhere in the town.

In St Ives, weekday half-term demand is more evenly distributed than in Huntingdon and St Neots. Globe Place and Cattle Market Short-Stay record clear midday pressure, while longer-stay sites such as Darwoods Pond show higher weekday occupancy than during the neutral week, reflecting school holiday activity.

In Godmanchester, Park Lane and Post Street again experience peak pressure at midday, while Bridge Place remains significantly underutilised. As in the neutral week, there is no evidence that Bridge Place benefits from increased half-term activity, reinforcing the view that location and trip generators, rather than seasonality alone, drive demand.

Figure 12 presents the weekday peak occupancy across each of five towns with council owned car parks. Again, this excludes car parks that are not town centre focused.

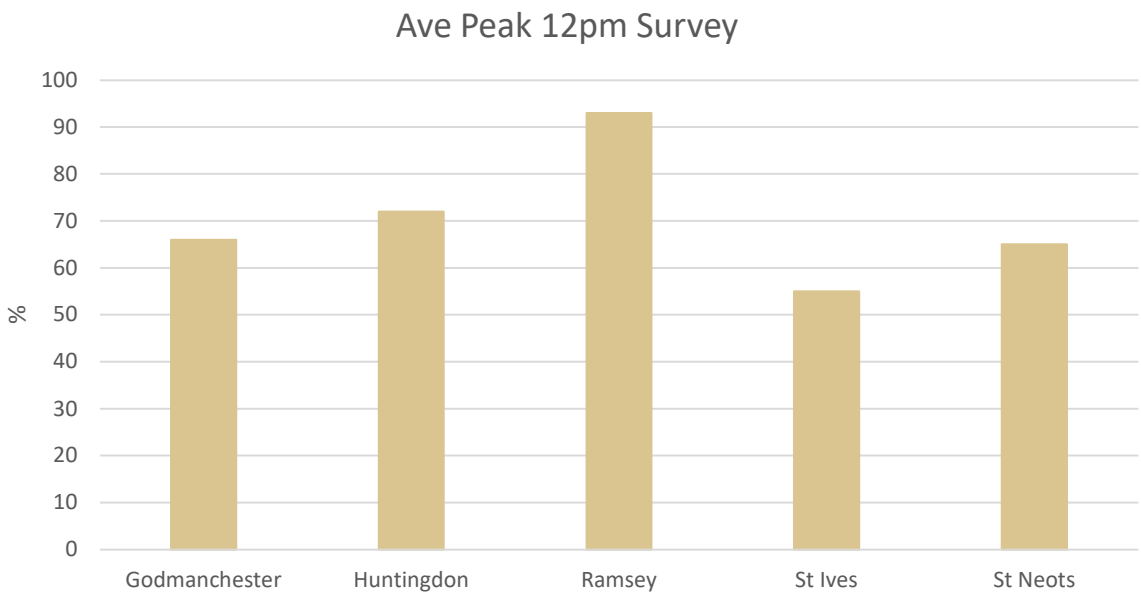


Figure 12 - Weekday peak occupancy by town (12:00 survey) Oct half-term

Saturday demand during the half-term week is more intense and more widespread than during the neutral week, with higher and more persistent peak occupancy across most towns. The late morning to early afternoon period (12:00–14:00) again represents the principal pressure point.

In Huntingdon, Sainsbury's, Great Northern Street, Mill Common, and Ingram Street all record very high midday occupancy, with several sites exceeding levels observed during the neutral week. Unlike weekdays, demand is less clearly differentiated between short-stay and long-stay designations, indicating longer dwell times and reduced turnover during peak shopping and leisure periods.

In St Ives, Saturday pressure is particularly pronounced. Globe Place and Cattle Market Short-Stay show sustained high occupancy across multiple time periods, with Darwoods Pond also experiencing stronger demand than during the neutral week. This pattern reflects the town's strong Saturday retail and leisure offer during school holidays.

In St Neots, Priory Centre, Priory Park, Tebbutts Road, and Waitrose again form the core pressure points, all recording high midday occupancy. While overall demand is higher than on weekdays, Riverside Park continues to absorb only a modest share of this activity, despite increased leisure trips across the town.

Ramsey again stands out. Mews Close records consistently high occupancy across the day, with limited spare capacity at peak times. As with the neutral week, this reflects the concentration of demand into a single council operated car park, rather than unusually high town wide activity, along with the car park not having parking charges in place.

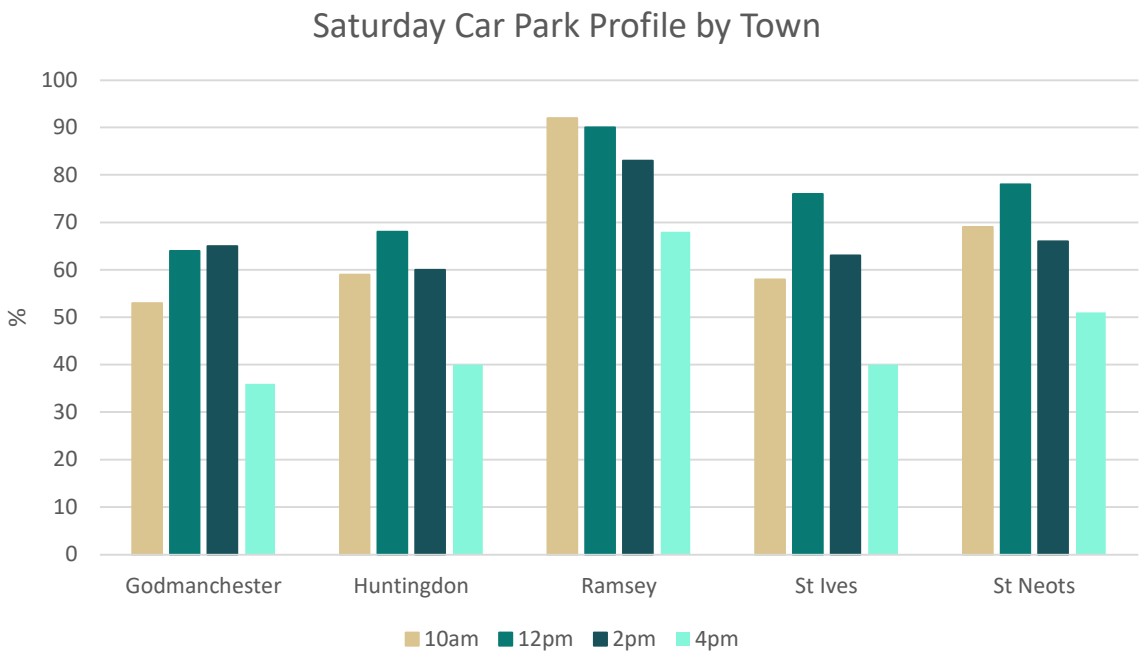


Figure 13 - Saturday occupancy profile by town Oct half-term

Figure 13 highlights clear differences in the relative intensity of parking demand between towns, rather than variations driven by time of day alone. Ramsey records the highest occupancy across all survey points, setting it apart from the other towns. Demand in Ramsey is notably higher throughout the day, reflecting the concentration of parking activity into a single council operated car park, which results in sustained pressure even outside the peak midday period.

St Neots and St Ives form a second tier of demand, with broadly similar profiles but distinct characteristics. St Neots generally operates at higher occupancy than St Ives, particularly in the late morning and at midday, indicating stronger overall demand across the town. St Ives, while still experiencing clear peaks, shows comparatively lower occupancy levels, suggesting greater spare capacity across its parking portfolio.

Huntingdon and Godmanchester sit at the lower end of the demand spectrum. Huntingdon consistently records lower occupancy than St Neots and Ramsey, which is reflective of its substantially larger supply of parking spaces spread across multiple car parks, diluting demand at any single location. Godmanchester exhibits a similar pattern, with occupancy levels closely aligned to Huntingdon despite its smaller scale, indicating more localised and less intensive parking demand.

Sunday parking behaviour during the half-term week continues to differ fundamentally from both weekdays and Saturdays due to the absence of parking charges and the removal of short-stay / long-stay distinctions. Demand is driven primarily by leisure, recreation, and longer-duration visits.

Across the district, occupancy increases in several leisure oriented and long-stay car parks, while prime short-stay town centre locations remain active but with less evidence of rapid turnover.

Key observations include:

- Hinchingbrooke Country Park, Riverside Park (St Neots), and other destination led sites show higher and more sustained Sunday occupancy than on weekdays.
- In St Neots, Waitrose and Tebbutts Road maintain high occupancy across the day, with less drop-off between survey periods, indicating longer dwell times.
- In St Ives, Globe Place and Darwoods Pond continue to attract steady demand, while the outdoor One Leisure car park remains lightly used, highlighting destination specific behaviour rather than a uniform uplift from free parking.

Importantly, while Sunday occupancy is often comparable to Saturday levels, there is no consistent evidence of Sunday peak demand exceeding Saturday peak demand across the towns, despite parking being free on Sundays.

Figure 14 illustrates the peak demand across the three surveys during the October half-term week.

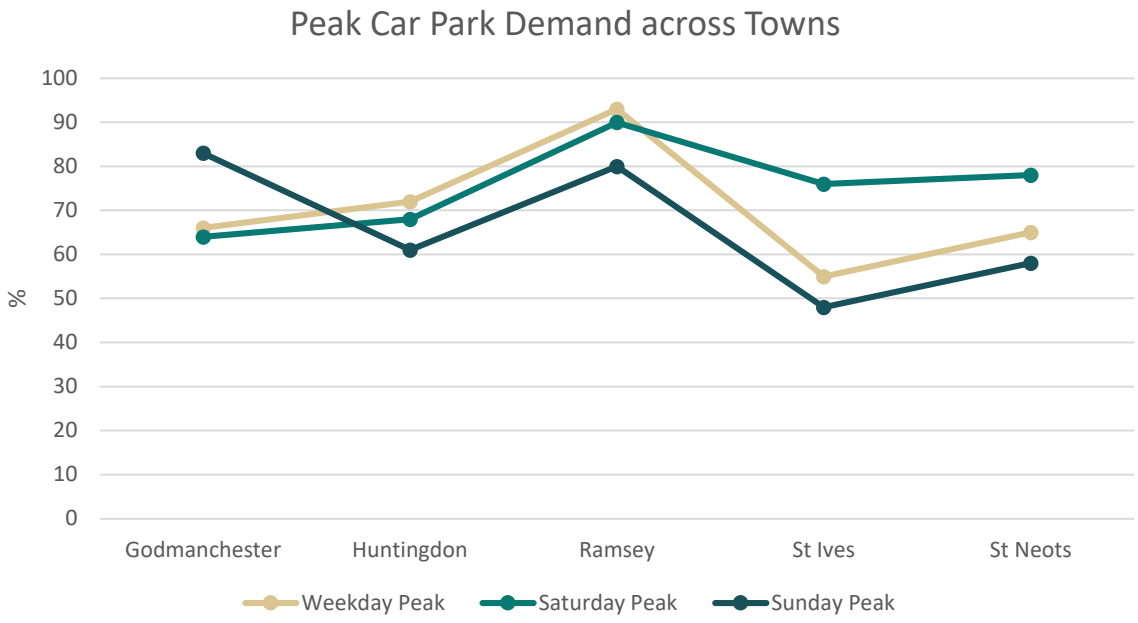


Figure 14 – Peak demand (12pm) across the three survey periods during Oct half-term

At the 12:00 peak during the October half-term survey period, the comparison across weekday, Saturday, and Sunday data again demonstrates that Sunday demand is not consistently higher than Saturday demand, despite the absence of parking charges on Sundays, with the exception of Godmanchester, although this only includes the free car parks. In Huntingdon, peak occupancy on Saturdays and Sundays remains broadly comparable, with only modest variation between the two days. This indicates that the removal of parking charges does not generate a material uplift in peak-time parking

demand and that usage at the busiest point of the day is more closely related to the availability of parking and the strength of local trip generators than to pricing alone.

St Neots, and St Ives once again, continues to provide a clear counter-example to the assumption that free parking drives higher demand. During the October half-term period, Saturday peak occupancy in both St Neots and St Ives is notably higher than Sunday peak occupancy. This reinforces the conclusion that Saturday demand is driven by retail, market, and leisure activity that is inherently stronger on Saturdays, rather than being constrained by parking charges. The lower Sunday peak reflects a different pattern of activity, characterised by fewer short, high-turnover trips into the town centre.

Ramsey again records a higher peak on Saturdays, as well as weekdays in comparison to Sundays. While this could be partially attributed to differences in charging regimes elsewhere, the more persuasive explanation remains the town's constrained parking supply, with demand concentrated into a single council operated car park. Importantly, this pattern is not replicated in Godmanchester, where the car parks included in the analysis are also free to use but do not experience the same level of Saturday peak pressure. This further supports the conclusion that parking supply and the concentration of demand, rather than charging policy alone, are the primary drivers of peak parking pressure across the district.

5.5 DECEMBER CAR PARK OCCUPANCY DATA

Table 17 provides the average car park occupancy data from the week 3 weekday survey, which was undertaken the week prior to Christmas in December 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	25	10	28	11	21	8	15	6	9
	Park Lane	25	23	92	25	100	21	84	18	72	87
	Post Street	31	23	74	29	94	26	84	22	71	81
Huntingdon	Great Northern St	71	65	92	63	89	60	85	59	83	87
	Hinchingbrooke Country Park	60	19	32	42	70	30	50	11	18	43
	Ingram St	44	41	93	39	89	41	93	40	91	91
	Mill Common	52	48	92	51	98	47	90	32	62	86
	Multi-Storey (nr Sainsbury's)	404	228	56	298	74	264	65	187	46	60
	One Leisure	171	107	63	97	57	81	47	48	28	49
	Princes St	77	77	100	77	100	66	86	51	66	88
	Riverside	190	36	19	43	23	41	22	27	14	19
	Sainsbury's	290	269	93	277	96	257	89	226	78	89
	St Germain St	36	27	75	32	89	28	78	24	67	77
Ramsey	Mews Close	60	57	95	60	100	56	93	59	98	97
	One Leisure	34	10	29	25	74	20	59	28	82	61
St Ives	Cattle Market (Long-stay)	196	75	38	119	61	106	54	75	38	48
	Cattle Market (Short-stay)	197	105	53	157	80	129	65	82	42	60
	Darwoods Pond	83	51	61	61	73	57	69	47	57	65
	Globe Place	162	96	59	127	78	125	77	84	52	67
	One Leisure Indoor	210	96	46	123	59	99	47	79	38	47
	One Leisure Outdoor	108	12	11	8	7	5	5	10	9	8
	Waitrose	75	47	63	68	91	55	73	55	73	75
St Neots	Brook St	13	11	85	9	69	11	85	8	62	75
	Priory Centre	31	26	84	29	94	26	84	22	71	83
	Priory Lane	35	28	80	23	66	21	60	14	40	61
	Priory Park	43	40	93	35	81	26	60	8	19	63
	Riverside Park	276	59	21	66	24	53	19	41	15	20
	Tan Yard	37	26	70	28	76	24	65	21	57	67
	Tebbutts Rd	241	175	73	218	90	196	81	160	66	78
	Waitrose	188	114	61	127	68	106	56	82	44	57
TOTAL		3697	2016	55	2384	64	2098	57	1635	44	55

Table 17 – Car park occupancy data for pre-Christmas December weekday survey

Table 18 provides the average car park occupancy data from the week 3 Saturday survey, which was undertaken the week prior to Christmas in December 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	8	3	15	6	14	5	7	3	4
	Park Lane	25	17	68	21	84	17	68	12	48	67
	Post Street	31	24	77	29	94	27	87	20	65	81
Huntingdon	Great Northern St	71	64	90	60	85	65	92	62	87	88
	Hinchingbrooke Country Park	60	42	70	49	82	53	88	23	38	70
	Ingram St	44	41	93	43	98	44	100	34	77	92
	Mill Common	52	25	48	46	88	47	90	39	75	75
	Multi-Storey (nr Sainsbury's)	404	298	74	358	89	349	86	306	76	81
	One Leisure	171	78	46	76	44	56	33	38	22	36
	Princes St	77	77	100	77	100	72	94	63	82	94
	Riverside	190	32	17	35	18	34	18	29	15	17
	Sainsbury's	290	268	92	283	98	267	92	241	83	91
	St Germain St	36	34	94	35	97	32	89	27	75	89
Ramsey	Mews Close	60	60	100	60	100	57	95	49	82	94
	One Leisure	34	22	65	19	56	21	62	17	50	58
St Ives	Cattle Market (Long-stay)	196	104	53	147	75	140	71	86	44	61
	Cattle Market (Short-stay)	197	155	79	194	98	171	87	133	68	83
	Darwoods Pond	83	49	59	68	82	69	83	34	41	66
	Globe Place	162	108	67	159	98	136	84	91	56	76
	One Leisure Indoor	210	120	57	129	61	105	50	73	35	51
	One Leisure Outdoor	108	58	54	41	38	38	35	23	21	37
	Waitrose	75	62	83	74	99	68	91	53	71	86
St Neots	Brook St	13	12	92	11	85	12	92	7	54	81
	Priory Centre	31	27	87	29	94	27	87	23	74	85
	Priory Lane	35	21	60	34	97	32	91	20	57	76
	Priory Park	43	42	98	27	63	36	84	22	51	74
	Riverside Park	276	58	21	109	39	102	37	46	17	29
	Tan Yard	37	31	84	37	100	27	73	18	49	76
	Tebbutts Rd	241	163	68	221	92	202	84	164	68	78
	Waitrose	188	156	83	180	96	142	76	101	54	77
TOTAL		3697	2256	61	2666	72	2462	67	1861	50	63

Table 18 – Car park occupancy data for pre-Christmas December Saturday survey

Table 19 provides the average car park occupancy data from the week 3 Sunday survey, which was undertaken the week prior to Christmas in December 2025.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	6	2	11	4	9	4	3	1	3
	Park Lane	25	18	72	13	52	15	60	6	24	52
	Post Street	31	24	77	22	71	25	81	15	48	69
Huntingdon	Great Northern St	71	67	94	69	97	60	85	50	70	87
	Hinchingbrooke Country Park	60	42	70	58	97	53	88	25	42	74
	Ingram St	44	40	91	43	98	41	93	40	91	93
	Mill Common	52	43	83	49	94	45	87	29	56	80
	Multi-Storey (nr Sainsbury's)	404	140	35	340	84	273	68	63	16	50
	One Leisure	171	47	27	46	27	43	25	38	22	25
	Princes St	77	75	97	77	100	64	83	35	45	81
	Riverside	190	26	14	53	28	32	17	11	6	16
	Sainsbury's	290	258	89	278	96	275	95	131	45	81
	St Germain St	36	28	78	33	92	30	83	22	61	78
Ramsey	Mews Close	60	49	82	55	92	56	93	44	73	85
	One Leisure	34	20	59	18	53	17	50	9	26	47
St Ives	Cattle Market (Long-stay)	196	56	29	85	43	67	34	50	26	33
	Cattle Market (Short-stay)	197	81	41	165	84	149	76	85	43	61
	Darwoods Pond	83	39	47	42	51	46	55	31	37	48
	Globe Place	162	76	47	97	60	82	51	63	39	49
	One Leisure Indoor	210	124	59	184	88	224	107	136	65	80
	One Leisure Outdoor	108	33	31	25	23	55	51	0	0	26
	Waitrose	75	41	55	71	95	56	75	36	48	68
St Neots	Brook St	13	12	92	13	100	11	85	9	69	87
	Priory Centre	31	26	84	23	74	24	77	14	45	70
	Priory Lane	35	23	66	27	77	25	71	14	40	64
	Priory Park	43	38	88	37	86	29	67	8	19	65
	Riverside Park	276	76	28	139	50	124	45	63	23	36
	Tan Yard	37	25	68	36	97	33	89	15	41	74
	Tebbutts Rd	241	161	67	212	88	227	94	133	55	76
	Waitrose	188	151	80	182	97	173	92	117	62	83
TOTAL		3697	1845	50	2503	68	2363	64	1295	35	54

Table 19 – Car park occupancy data for pre-Christmas December Sunday survey

The pre-Christmas occupancy surveys capture parking behaviour during one of the most commercially intensive periods of the year, when town centre activity is driven by seasonal retail, leisure, and social trips rather than routine commuting. When compared

with both the neutral week and October half-term surveys, the pre-Christmas data shows a clear intensification of demand across town centre car parks, with higher peak occupancies, broader pressure across the day, and reduced availability at several key locations.

This analysis emphasises peak saturation, breadth of demand across time periods, and the extent to which high occupancy persists beyond the midday peak, all of which are more relevant to understanding operational stress and user experience during the Christmas trading period.

On weekdays, parking demand shows a marked uplift relative to earlier survey periods, particularly between 10:00 and 14:00, reflecting increased shopping, service use, and discretionary travel associated with Christmas activity. Unlike a neutral week, demand is less clearly segmented between short-stay and long-stay car parks, with several locations operating close to practical capacity across multiple survey points.

In Huntingdon, the pre-Christmas weekday surveys show sustained pressure across the core town centre car parks. Great Northern Street, Ingram Street, Mill Common, Princes Street and Sainsbury's all record very high occupancies at 12:00, with several exceeding 90% and remaining heavily occupied at 14:00. Notably, the Multi-Storey (near Sainsbury's) shows a significant increase in weekday usage compared to earlier surveys, indicating that overflow demand is beginning to utilise secondary capacity as prime locations fill earlier in the day. Riverside and One Leisure remain comparatively lightly used, suggesting that leisure activities do not see the same increase in usage as seen in more retail driven town centre car parks.

In St Neots, weekday demand intensifies most strongly at Tebbutts Road, Priory Centre, Priory Park and Brook Street, all of which show near-capacity conditions at midday. Tebbutts Road again demonstrates sustained high occupancy across the day, reinforcing its role as the town's primary long-stay facility during peak retail periods. Riverside Park continues to absorb a relatively small share of weekday demand despite increased overall activity, reflecting its leisure led function rather than town centre shopping use.

In St Ives, weekday pre-Christmas pressure is more pronounced than during half-term. Cattle Market Short-Stay, Globe Place and Waitrose all show strong midday saturation, while Darwoods Pond and One Leisure Indoor also experience noticeably higher weekday demand, reflecting an increase in leisure and family based trips associated with the festive period.

Godmanchester continues to display a polarised pattern. Park Lane and Post Street operate at or near capacity at midday, while Bridge Place remains consistently underutilised, even during the peak Christmas trading period. This reinforces the conclusion that seasonal uplift alone is insufficient to overcome locational disadvantage.

Figure 15 presents the weekday peak occupancy across each of five towns with council owned car parks. Again, this excludes car parks that are not town centre focused.

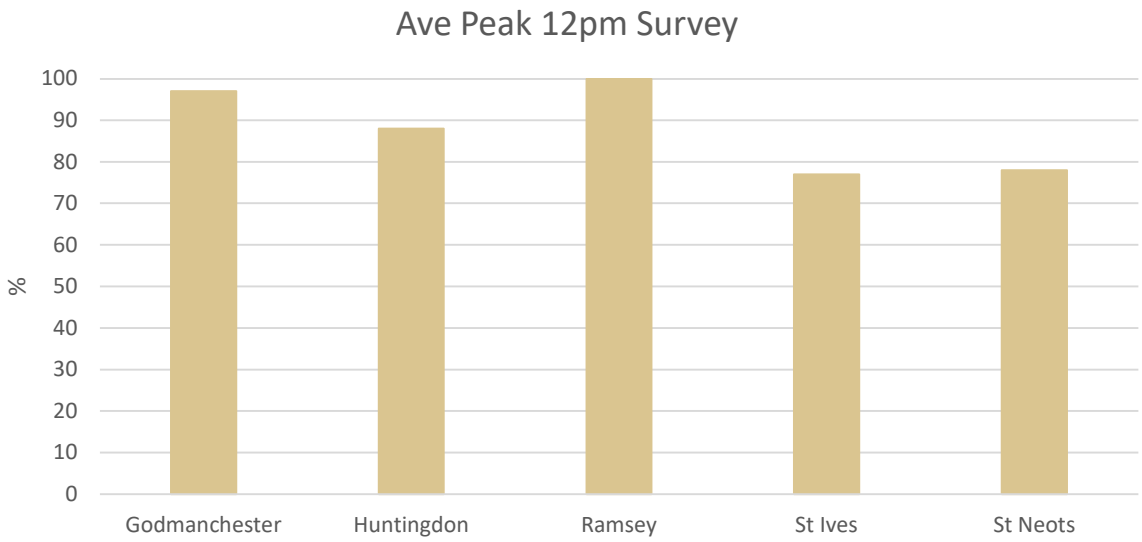


Figure 15 - Weekday peak occupancy by town (12:00 survey) pre-Christmas

The average peak occupancy profile highlights clear differences in how parking demand manifests across the towns. Huntingdon, despite having by far the largest overall parking supply, still operates at a very high level of occupancy at the weekday peak, indicating that demand at the busiest time of day is sufficient to place pressure on even a dispersed and extensive car park network. Godmanchester and Ramsey, by contrast, both reach near-full occupancy, indicating that demand quickly saturates available supply. While this may be influenced by the absence of parking charges, it also reflects the lack of alternative parking options within each town, meaning that even moderate levels of activity translate into high apparent pressure.

St Ives and St Neots display lower peak occupancy levels, with clear headroom remaining at midday, indicating that their parking portfolios are better able to accommodate weekday demand without routinely approaching capacity.

Saturday surveys during the pre-Christmas period represent the point of maximum system stress across the parking network. Demand is both higher and more persistent than in previous surveys, with limited availability even by mid-afternoon in several towns.

In Huntingdon, Sainsbury's, Princes Street, Ingram Street, Mill Common and Great Northern Street all operate at or close to capacity from 10:00 through to 14:00. The Multi-Storey again records significantly higher occupancy than in earlier survey periods. Unlike neutral weeks, the distinction between short-stay and long-stay function is less evident, suggesting longer dwell times and reduced turnover during Christmas shopping trips.

In St Neots, Saturday demand is particularly intense. Tebbutts Road, Priory Centre, Priory Park, Brook Street and Waitrose all reach very high midday occupancy, with several remaining heavily used at 14:00. This pattern reflects both strong retail draw and the concentration of parking demand into a relatively limited number of central car parks.

In St Ives, Saturday pressure is widespread and sustained. Globe Place and Cattle Market Short-Stay approach full capacity at midday, with Darwoods Pond and One Leisure Indoor also showing higher occupancy than in previous surveys. This reflects the town's strong Saturday retail and leisure offer during the Christmas period.

Ramsey again stands out. Mews Close operates at or near full capacity throughout the day, with virtually no spare capacity at peak times. The persistence of this pattern reinforces that demand pressure is driven primarily by constrained supply rather than seasonal uplift alone.

Figure 16 illustrates the car park profile across each of the five towns from the four Saturday surveys, again excluding the peripheral car parks.

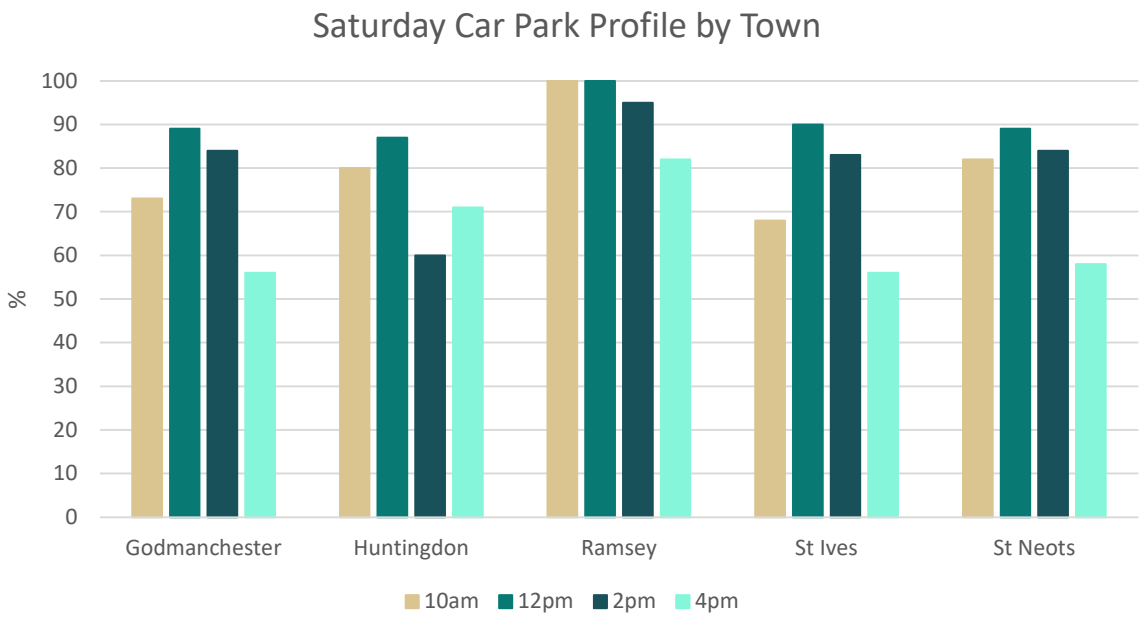


Figure 16 - Saturday occupancy profile by town pre-Christmas

Figure 16 reinforces the clear hierarchy in parking demand between towns, while also illustrating the intensification associated with peak seasonal activity. Ramsey again stands out as the most pressured location, reaching or approaching full occupancy across all survey periods and maintaining very high demand well beyond the midday peak. This reflects the structural constraint of having a single council-operated car park, meaning that increased Christmas trading activity translates directly into sustained saturation rather than being dispersed across multiple sites.

St Neots and St Ives continue to occupy an intermediate position, but with clearer divergence during the pre-Christmas period. St Neots consistently records higher occupancy than St Ives at all times of day, particularly at 12:00 and 14:00, indicating a stronger draw from Christmas shopping and town centre activity. St Ives also experiences a pronounced uplift compared to non-seasonal periods, but retains more spare capacity into the afternoon, suggesting that demand is spread across a wider range of car parks and destinations.

Huntingdon and Godmanchester again sit at the lower end of the spectrum in comparative terms, despite both showing elevated pre-Christmas demand. In Huntingdon, occupancy rises sharply at midday but drops more noticeably by late afternoon, reflecting the town's larger and more dispersed parking supply, which continues to absorb peak activity without creating uniform pressure across all sites. Godmanchester follows a similar pattern, with clear midday peaks but a faster fall-off later in the day, indicating more localised and time-limited demand rather than sustained saturation.

Sunday parking behaviour during the pre-Christmas period continues to differ fundamentally from both weekdays and Saturdays. Although parking is free, Sunday demand does not exceed Saturday peak levels in any town.

Across the district, virtually all car parks experience higher demand during this peak period survey compared to the Sunday surveys carried out during the neutral week and half-term week. This suggests that there is a heavy retail focus even on Sundays.

Key observations include:

- Hinchingbrooke Country Park, Riverside Park (St Neots) and other leisure oriented sites show strong and sustained Sunday use.
- In St Neots, Waitrose and Tebbutts Road maintain high occupancy across the day, with relatively limited drop-off between survey points, indicating longer dwell times.
- In St Ives, Globe Place and Darwoods Pond continue to attract steady demand, but Saturday peak occupancy remains materially higher than Sunday, despite Sunday being free.

Figure 17 illustrates the peak demand across the three surveys during the pre-Christmas December week.

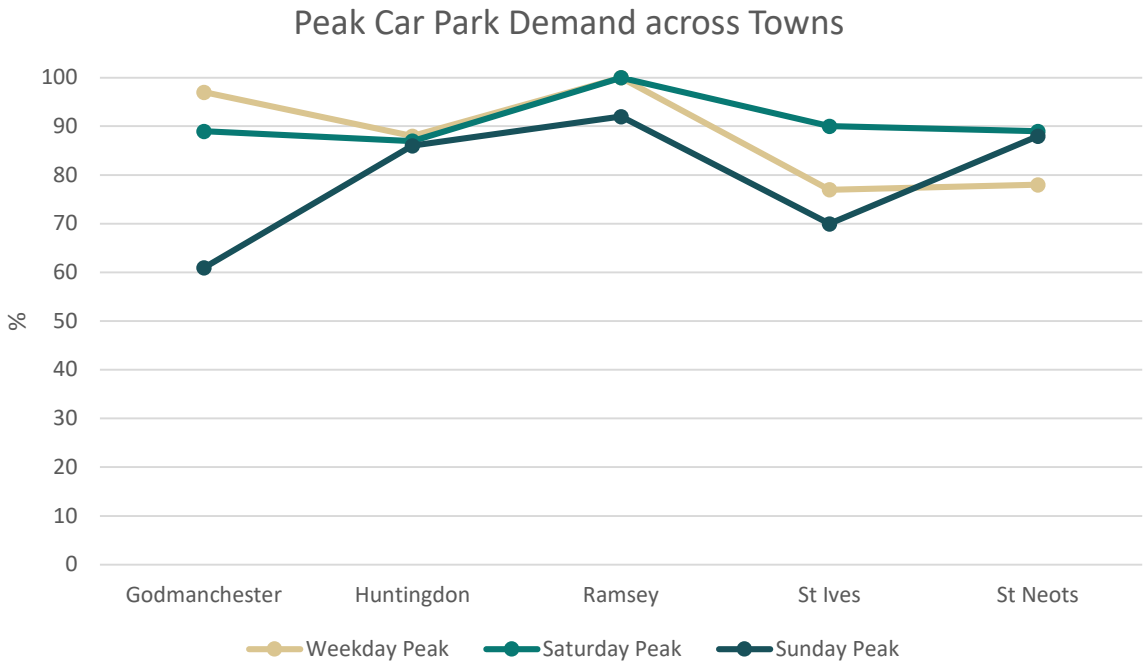


Figure 17 – Peak demand (12pm) across the three survey periods during the pre-Christmas week

Figure 17 shows that Sunday peak occupancy does not exceed Saturday levels in any of the towns, despite parking being free on Sundays. This reinforces the consistent finding that the presence or absence of parking charges is not, in itself, the primary driver of peak-time demand during the busiest part of the day.

Across Godmanchester, Huntingdon, Ramsey, and St Ives, Saturday remains the clear peak period, reflecting the dominance of Christmas shopping, leisure, and visitor activity. In these locations, Sunday demand either falls below or broadly aligns with weekday levels, indicating a shift toward longer-stay, leisure-led trips rather than the high-turnover town centre activity seen on Saturdays. In Huntingdon in particular, weekday, Saturday, and Sunday peaks are relatively tightly clustered, suggesting that overall capacity and the distribution of parking supply play a greater role in shaping peak occupancy than pricing policy.

St Neots is the only town where Sunday peak demand exceeds weekday demand, although it still remains below the Saturday peak. This pattern suggests that free parking may support a modest uplift in leisure led Sunday visits in St Neots, but it does not generate demand beyond that already created by Saturday trading and activity. Importantly, this reinforces the conclusion that parking charges are a secondary influence when compared with the underlying strength and diversity of a town's offer.

5.5 JUNE CAR PARK OCCUPANCY DATA

Table 20 provides the average car park occupancy data from the week 4 weekday survey, which was undertaken in a term time week in June 2026.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	17	7	17	7	16	6	19	7	7
	Park Lane	25	22	88	19	76	21	84	21	84	83
	Post Street	31	25	81	24	77	25	81	23	74	78
Huntingdon	Great Northern St	71	63	89	65	92	61	86	57	80	87
	Hinchingbrooke Country Park	60	32	53	35	58	31	52	22	37	50
	Ingram St	44	33	75	34	77	33	75	34	77	76
	Mill Common	52	42	81	45	87	42	81	35	67	79
	Multi-Storey (nr Sainsbury's)	404	102	25	115	28	94	23	69	17	24
	One Leisure	171	101	59	94	55	91	53	72	42	52
	Princes St	77	72	94	65	84	55	71	47	61	78
	Riverside	190	35	18	38	20	36	19	33	17	19
	Sainsbury's	290	225	78	232	80	212	73	193	67	74
	St Germain St	36	15	42	21	58	18	50	16	44	49
Ramsey	Mews Close	60	56	93	57	95	55	92	53	88	92
	One Leisure	34	16	47	19	56	19	56	21	62	55
St Ives	Cattle Market (Long-stay)	196	76	39	93	47	79	40	64	33	40
	Cattle Market (Short-stay)	197	99	50	117	59	90	46	63	32	47
	Darwoods Pond	83	49	59	54	65	50	60	43	52	59
	Globe Place	162	86	53	98	60	91	56	74	46	54
	One Leisure Indoor	210	106	50	96	46	80	38	78	37	43
	One Leisure Outdoor	108	11	10	11	10	8	7	12	11	10
	Waitrose	75	40	53	42	56	29	39	39	52	50
St Neots	Brook St	13	8	62	8	62	9	69	6	46	60
	Priory Centre	32	29	94	29	94	26	84	20	65	84
	Priory Lane	35	19	54	22	63	17	49	14	40	51
	Priory Park	43	19	44	14	33	12	28	15	35	35
	Riverside Park	276	48	17	55	20	49	18	46	17	18
	Tan Yard	37	23	62	22	59	19	51	16	43	54
	Tebbutts Rd	241	164	68	173	72	153	63	136	56	65
	Waitrose	188	78	41	97	52	80	43	66	35	43
TOTAL		**3698**	**1711**	**46**	**1811**	**49**	**1601**	**43**	**1407**	**38**	**44**

Table 20 – Car park occupancy data the June 2026 weekday survey

Table 21 provides the car park occupancy data from the week 4 Saturday survey, which was undertaken in a term time week in June 2026.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	8	3	15	6	15	6	10	4	5
	Park Lane	25	15	60	11	44	22	88	19	76	67
	Post Street	31	30	97	29	94	25	81	27	87	90
Huntingdon	Great Northern St	71	43	61	49	69	47	66	50	70	67
	Hinchingbrooke Country Park	60	33	55	51	85	42	70	44	73	71
	Ingram St	44	40	91	39	89	40	91	40	91	90
	Mill Common	52	39	75	48	92	39	75	23	44	72
	Multi-Storey (nr Sainsbury's)	404	223	55	270	67	230	57	155	38	54
	One Leisure	171	67	39	32	19	47	27	22	13	25
	Princes St	77	82	106	80	104	63	82	53	69	90
	Riverside	190	190	100	190	100	190	100	177	93	98
	Sainsbury's	290	254	88	267	92	251	87	174	60	82
	St Germain St	36	33	92	29	81	25	69	24	67	77
Ramsey	Mews Close	60	55	92	58	97	52	87	50	83	90
	One Leisure	34	18	53	17	50	19	56	25	74	58
St Ives	Cattle Market (Long-stay)	196	85	43	101	52	113	58	80	41	48
	Cattle Market (Short-stay)	197	128	65	146	74	125	63	88	45	62
	Darwoods Pond	83	42	51	50	60	41	49	37	45	51
	Globe Place	162	119	73	111	69	104	64	92	57	66
	One Leisure Indoor	210	132	63	105	50	82	39	77	37	47
	One Leisure Outdoor	108	72	67	49	45	53	49	35	32	48
	Waitrose	75	50	67	46	61	56	75	39	52	64
St Neots	Brook St	13	5	38	10	77	9	69	7	54	60
	Priory Centre	32	28	88	32	100	20	63	15	47	74
	Priory Lane	35	16	46	21	60	15	43	19	54	51
	Priory Park	43	23	53	29	67	35	81	16	37	60
	Riverside Park	276	77	28	108	39	131	47	72	26	35
	Tan Yard	37	13	35	22	59	15	41	8	22	39
	Tebbutts Rd	241	161	67	218	90	155	64	127	53	69
	Waitrose	188	135	72	149	79	78	41	81	43	59
TOTAL		**3698**	**2216**	**60**	**2382**	**64**	**2139**	**58**	**1686**	**46**	**57**

Table 21 – Car park occupancy data the June 2026 Saturday survey

Table 22 provides the car park occupancy data from the week 4 Sunday survey, which was undertaken in a term time week in June 2026.

Town	Car Park	Spaces	10am		12pm		2pm		4pm		Ave %
		Total	Occ	% Occ	Occ	% Occ	Occ	% Occ	Occ	% Occ	
Godmanchester	Bridge Place	257	7	3	10	4	8	3	7	3	3
	Park Lane	25	23	92	16	64	18	72	9	36	66
	Post Street	31	25	81	30	97	28	90	23	74	85
Huntingdon	Great Northern St	71	48	68	50	70	46	65	47	66	67
	Hinchingbrooke Country Park	60	44	73	42	70	45	75	52	87	76
	Ingram St	44	35	80	37	84	34	77	29	66	77
	Mill Common	52	19	37	18	35	19	37	17	33	35
	Multi-Storey (nr Sainsbury's)	404	205	51	228	56	227	56	166	41	51
	One Leisure	171	107	63	78	46	42	25	39	23	39
	Princes St	77	76	99	75	97	70	91	63	82	92
	Riverside	190	39	21	48	25	48	25	83	44	29
	Sainsbury's	290	254	88	266	92	250	86	179	62	82
	St Germain St	36	32	89	35	97	29	81	25	69	84
Ramsey	Mews Close	60	52	87	55	92	56	93	56	93	91
	One Leisure	34	22	65	17	50	18	53	14	41	52
St Ives	Cattle Market (Long-stay)	196	39	20	54	28	47	24	72	37	27
	Cattle Market (Short-stay)	197	54	27	122	62	105	53	63	32	44
	Darwoods Pond	83	28	34	30	36	37	45	47	57	43
	Globe Place	162	73	45	113	70	103	64	73	45	56
	One Leisure Indoor	210	81	39	74	35	168	80	62	30	46
	One Leisure Outdoor	108	Car park used for football tournament								
	Waitrose	75	28	37	35	47	34	45	45	60	47
St Neots	Brook St	13	10	77	8	62	11	85	8	62	71
	Priory Centre	31	25	78	28	88	27	84	12	38	72
	Priory Lane	35	15	43	15	43	19	54	10	29	42
	Priory Park	43	39	91	28	65	25	58	21	49	66
	Riverside Park	276	62	22	51	18	49	18	36	13	18
	Tan Yard	37	20	54	19	51	20	54	14	38	49
	Tebbutts Rd	241	153	63	165	68	161	67	109	45	61
	Waitrose	188	166	88	178	95	153	81	107	57	80
TOTAL		**3698**	**1781**	**48**	**1925**	**52**	**1897**	**51**	**1488**	**40**	**57**

Table 22 – Car park occupancy data the June 2026 Sunday survey

Across the district, average weekday occupancy increases from 46% at 10:00 to a peak of 49% at 12:00, before falling to 43% at 14:00 and 38% at 16:00. This pattern reflects the

influence of employment, shopping, appointments and other town centre activity, with the greatest pressure generally occurring during the late morning and lunchtime period.

In Huntingdon, demand is strongly concentrated within the most conveniently located town centre car parks. Great Northern Street records occupancy of between 80% and 92% throughout the day, while Princes Street reaches 94% at 10:00 and remains above 80% at 12:00. Mill Common also operates at between 81% and 87% until the early afternoon, and Sainsbury's reaches 80% at 12:00. These results demonstrate sustained pressure across several central facilities rather than isolated short-duration peaks.

Ingram Street records a consistent occupancy of between 75% and 77% throughout the day. Although this remains below the practical capacity threshold, the limited variation between survey periods indicates that spaces are occupied for relatively long periods and that spare capacity is consistently restricted.

By contrast, the Multi-Storey near Sainsbury's has substantial spare capacity, with occupancy ranging from 17% to 28%. Riverside is similarly underused, operating at only 17% to 20%. This demonstrates a pronounced imbalance between demand at the most popular surface car parks and the capacity available elsewhere within Huntingdon. One Leisure is moderately used earlier in the day but falls from 59% at 10:00 to 42% at 16:00.

In St Neots, the highest weekday pressure occurs at Priory Centre, which reaches 94% at both 10:00 and 12:00 and remains at 84% at 14:00. Tebbutts Road also experiences sustained demand, reaching 72% at midday and remaining above 55% throughout the day. As the principal long-stay facility serving the town centre, its occupancy pattern is consistent with employee and longer duration parking.

Other St Neots car parks retain more capacity. Riverside Park averages only 18% across the day despite providing 276 spaces, while Priory Park averages 35%. Priory Lane and Tan Yard experience moderate demand but generally remain below practical capacity. The evidence therefore indicates that pressure in St Neots is concentrated at Priory Centre and Tebbutts Road rather than reflecting an overall shortage of parking across the town.

In St Ives, weekday demand is more evenly distributed. Darwoods Pond records occupancy of between 52% and 65%, while Globe Place reaches 60% at midday. Cattle Market Short-Stay peaks at 59% and Cattle Market Long-Stay at 47%, indicating that both retain usable capacity during the neutral weekday period. One Leisure Outdoor is particularly underused, averaging approximately 10%, while the indoor facility records a higher but declining profile across the day.

In Godmanchester, Park Lane and Post Street operate under significant pressure. Park Lane reaches between 76% and 88%, while Post Street records between 74% and 81%. Bridge Place, despite providing 257 spaces, averages only 7% occupancy. The contrast demonstrates that proximity to destinations and customer preference have a substantially greater influence on usage than the overall quantity of parking available.

In Ramsey, Mews Close is consistently heavily occupied, ranging from 88% to 95% and averaging 92% across the day. This indicates that the car park is operating at or close to practical capacity for much of the weekday. One Leisure experiences substantially lower demand, averaging 55%.

Figure 18 presents the weekday peak occupancy across each of five towns with council owned car parks. Again, this excludes car parks that are not town centre focused.

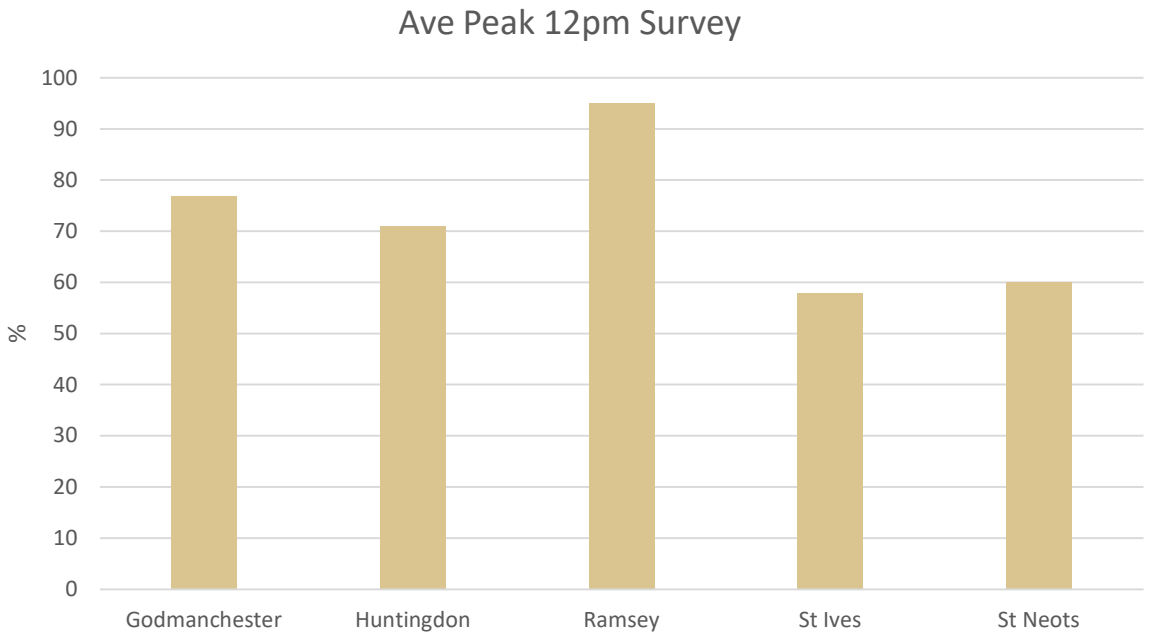


Figure 18 - Weekday peak occupancy by town (12:00 survey) June 2026

The June 2026 surveys highlight clear differences in parking demand across Huntingdonshire. At the average weekday 12:00 peak, Ramsey records the highest occupancy at around 95%, followed by Godmanchester at approximately 77% and Huntingdon at around 71%. St Neots and St Ives record lower peak levels of around 60% and 58% respectively, indicating greater overall headroom.

Ramsey is the most constrained location, with Mews Close operating at or close to practical capacity throughout much of the day. In Godmanchester, Park Lane and Post Street experience high occupancy, while Bridge Place remains significantly underused. This indicates that pressure is driven more by location and convenience than by an overall shortage of spaces.

Huntingdon shows a similar imbalance. Great Northern Street, Mill Common, Princes Street and Sainsbury's all experience strong weekday demand, while the Multi-Storey and Riverside retain substantial spare capacity. This suggests that the principal issue is the distribution of demand across the town rather than insufficient overall provision.

St Ives and St Neots generally have greater capacity to absorb weekday demand, although individual sites such as Priory Centre and Tebbutts Road in St Neots experience localised pressure.

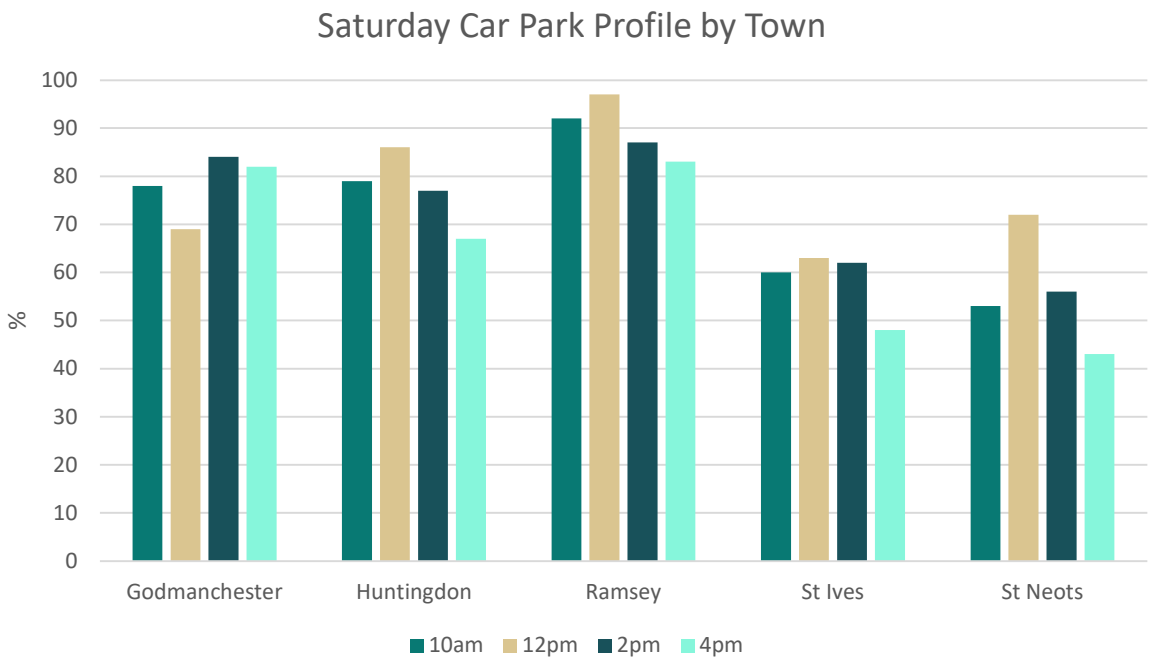


Figure 19 - Saturday occupancy profile by town June 2026

Figure 19 highlights the differences in Saturday parking demand across Huntingdonshire's towns and demonstrates how leisure, retail and visitor activity influence occupancy throughout the day. Ramsey again records the highest overall demand, remaining close to practical capacity across all four survey periods and peaking at approximately 97% at midday. This reflects the limited parking provision available within the town, where increased weekend activity cannot be readily absorbed by alternative facilities.

Huntingdon records the second highest level of Saturday demand, with occupancy rising from around 80% at 10:00 to approximately 87% at midday before gradually declining during the afternoon. Despite this relatively high overall occupancy, the town's larger parking portfolio continues to accommodate demand, although pressure remains concentrated within the most centrally located car parks rather than being evenly distributed across the network.

Godmanchester experiences a similar pattern, with occupancy increasing steadily to around 84% during the early afternoon before easing later in the day. The results again demonstrate that demand is focused on the town's smaller centrally located car parks.

St Neots and St Ives record lower overall Saturday occupancy, peaking at around 72% and 63% respectively. Both towns retain capacity across much of the day, although individual car parks experience considerably higher demand than the town wide averages suggest. This reinforces the conclusion that parking pressure across Huntingdonshire is generally driven by the popularity of specific locations rather than an overall shortage of parking provision.

Sunday parking demand presents a different pattern to both weekdays and Saturdays. Although overall occupancy is lower than the Saturday peak, several town centre and retail car parks continue to experience relatively high levels of use, reflecting the importance of shopping, leisure and visitor trips at weekends. Ramsey again records the highest overall demand, with Mews Close remaining close to practical capacity throughout the day, reinforcing that parking pressure is driven by constrained supply rather than weekday commuter activity.

Elsewhere, Huntingdon continues to experience strong demand at Princes Street, Sainsbury's and St Germain Street, while the Multi-Storey records substantially higher occupancy than on a typical weekday, demonstrating greater utilisation of available capacity during the weekend.

In St Neots, Waitrose and Priory Centre remain the busiest facilities, whereas Riverside Park continues to operate with considerable spare capacity. St Ives experiences a more balanced demand profile, with Globe Place attracting the highest occupancy but sufficient capacity remaining across the wider parking network. Overall, the Sunday surveys reinforce the wider findings that parking demand is concentrated within a relatively small number of popular, centrally located car parks, while several larger or more peripheral facilities continue to provide significant unused capacity.

Figure 20 illustrates the peak demand across the weekday, Saturday, and Sunday surveys during the June 2026 week.

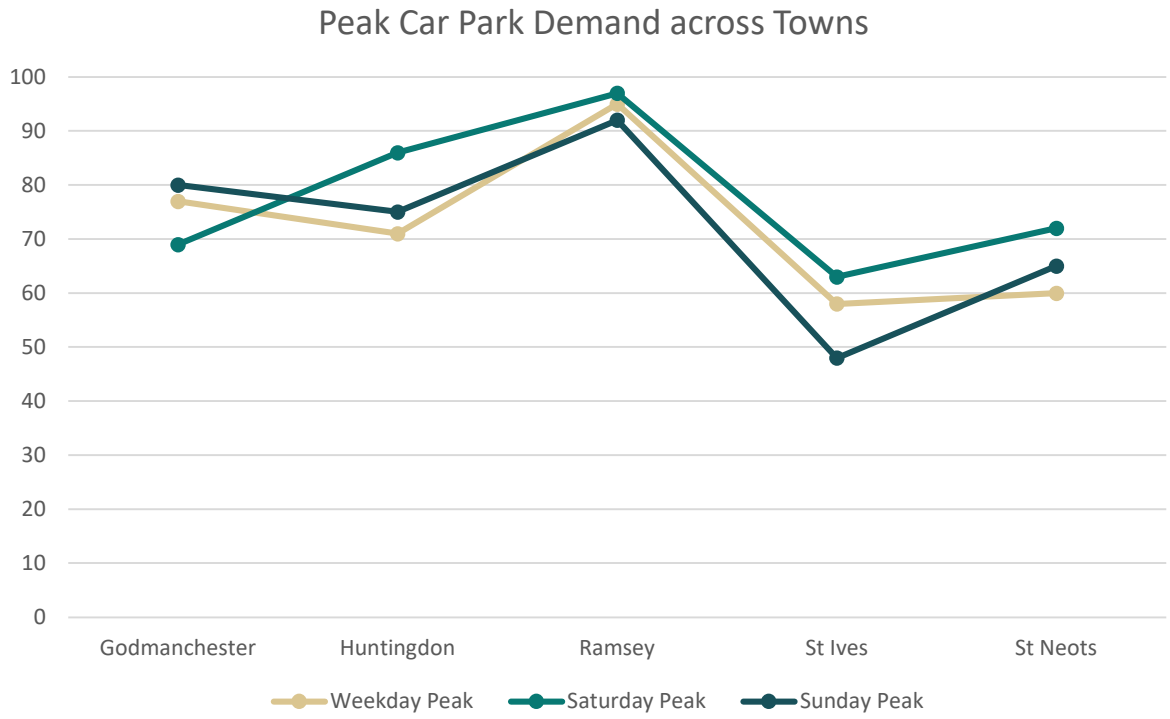


Figure 20 – Peak demand across the three survey periods during the June 2026 week

Figure 20 demonstrates that Saturday represents the peak period of parking demand across all five towns, with Sunday occupancy generally falling below Saturday levels

despite parking being free. This indicates that the intensity of retail, leisure and visitor activity has a greater influence on parking demand than pricing alone, with the busiest periods continuing to coincide with Saturday trading.

Ramsey again records the highest overall occupancy on Sunday, remaining close to practical capacity throughout the day and highlighting the limited flexibility within its parking provision. Huntingdon also maintains relatively high Sunday demand, although occupancy remains below Saturday levels, reflecting the town's diverse mix of retail, leisure and visitor destinations.

Godmanchester follows a similar pattern, with Sunday demand broadly comparable with the weekday peak but lower than Saturday, whilst St Ives records the lowest overall Sunday occupancy, demonstrating that sufficient capacity remains available across much of the town.

St Neots is the only town where average Sunday peak occupancy slightly exceeds the average weekday peak, although it remains below Saturday demand. This suggests that Sunday shopping and leisure activity generates additional demand compared with a typical weekday but does not exceed the levels experienced during the busiest weekend trading period.

5.6 COMPARISON ACROSS THE THREE SURVEY PERIODS

Alongside the district wide assessment, a town level analysis has been undertaken to examine how parking demand varies within each settlement across the survey programme. This approach provides a clearer understanding of local demand patterns and how they change between the neutral week surveys undertaken in June, the October half-term period, and the pre-Christmas period.

The figures below present a comparative overview of parking demand across all Council operated car parks within each town, drawing on averaged data from the weekday, Saturday and Sunday surveys for each survey period. This provides a balanced representation of typical parking demand while smoothing short-term fluctuations associated with individual days and enabling meaningful comparisons between survey periods.

For transparency and completeness, separate graphs showing the weekday, Saturday and Sunday demand profiles for each town are provided in Appendix B. These allow more detailed interrogation of day-specific parking behaviour where required, whilst the main report focuses on the wider trends, seasonal variation and comparative performance across Huntingdonshire.

Godmanchester car parks

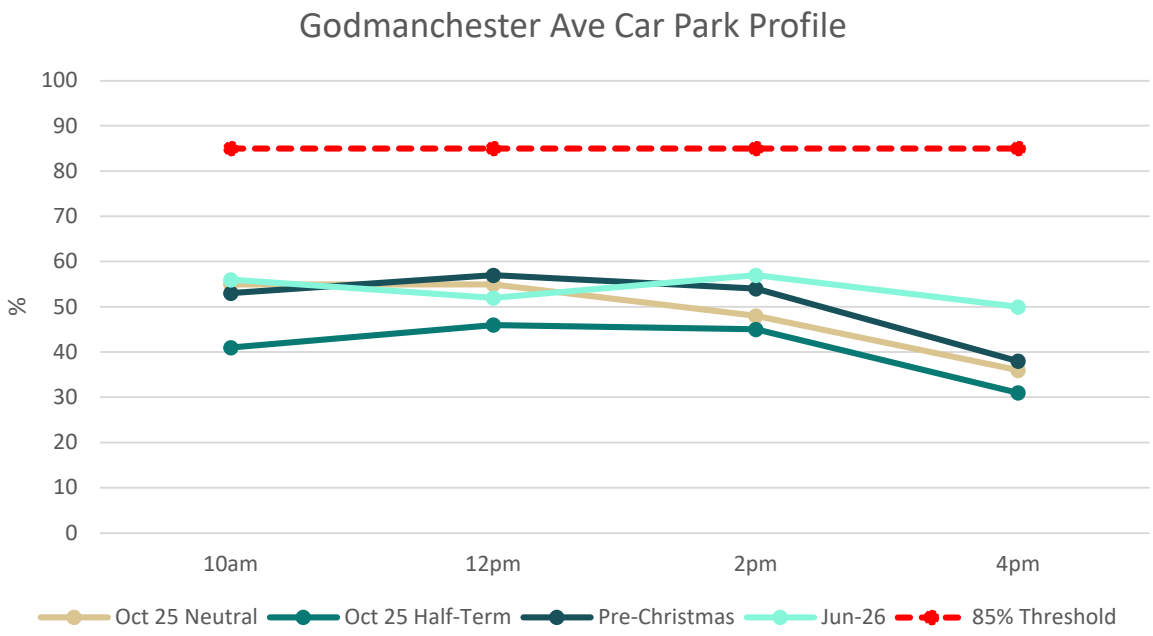


Figure 21 – Godmanchester average car park profile across the four survey periods

The averaged car park profile for Godmanchester demonstrates consistently low levels of parking pressure across all four survey periods, with demand at no point approaching the 85% occupancy threshold at which drivers typically begin to experience difficulty in finding a space. Across the June 2026 neutral week, October neutral week, October half-term and pre-Christmas surveys, demand remains relatively stable throughout the day, generally peaking between 12:00 and 14:00 before declining during the afternoon.

The overall averages are, however, heavily influenced by Bridge Place, which accounts for approximately 82% of the total parking supply in Godmanchester and consistently operates at very low occupancy, typically recording single-digit utilisation throughout the day. This significantly suppresses the town wide averages and masks the much higher levels of demand observed at the smaller town centre car parks, particularly Park Lane and Post Street. It should be noted that Bridge Place car park is now closed.

Comparison of the four survey periods demonstrates a remarkably consistent pattern of parking demand. The June 2026 surveys record marginally higher occupancy during the early afternoon than the October neutral week, whilst the pre-Christmas surveys show the greatest uplift around midday, reflecting increased seasonal activity. Despite these variations, the overall profile changes very little throughout the year, with the town continuing to operate comfortably within its overall parking capacity.

This reinforces the conclusion that the principal issue in Godmanchester is not the overall quantity of parking available, but the uneven distribution of demand between the centrally located free car parks and the underutilised Bridge Place car park.

Huntingdon car parks

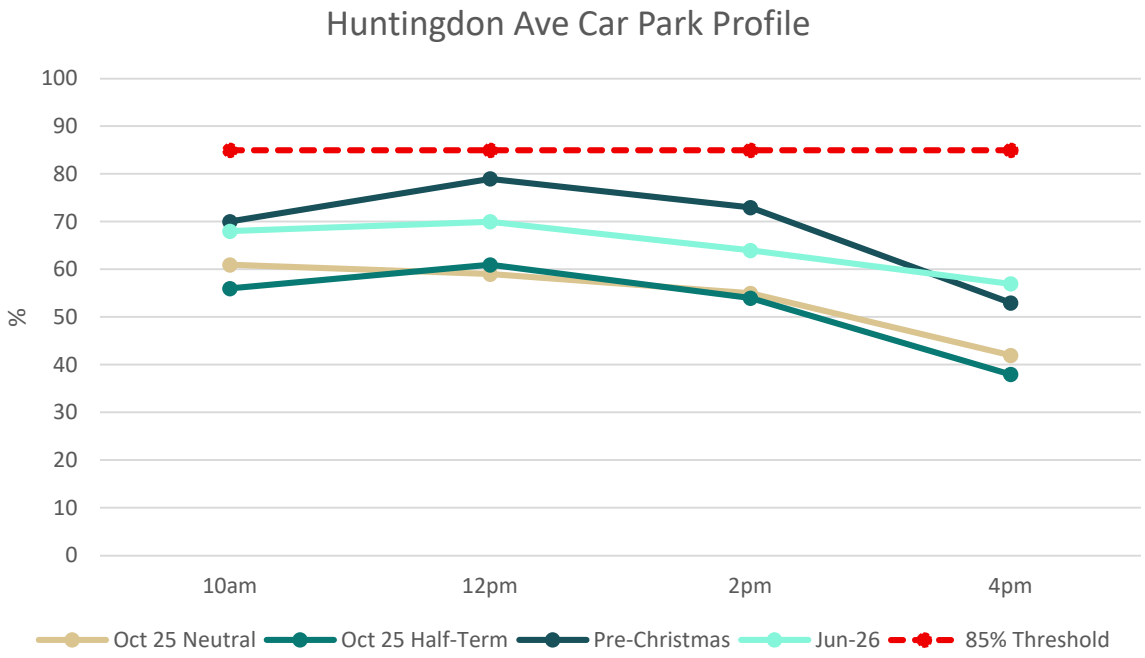


Figure 22 – Huntingdon average car park profile across the four survey periods

The averaged car park profile for Huntingdon shows a more varied demand pattern than Godmanchester, reflecting the town's role as the district's principal centre and its substantially larger parking supply. Across the June 2026 neutral week, October neutral week and October half-term surveys, average occupancy remains comfortably below the 85% threshold throughout the day, with demand generally peaking around midday before declining during the afternoon. The pre-Christmas surveys continue to record the highest levels of demand, particularly at 12:00, reflecting the additional pressures associated with seasonal shopping and visitor activity.

Huntingdon accommodates approximately 38% of the total Council operated parking spaces across the district, and this extensive supply plays a key role in moderating overall occupancy levels. Demand is spread across a large number of car parks, which reduces average town wide occupancy, even though several centrally located car parks regularly experience much higher utilisation than the overall profile suggests.

The inclusion of car parks that do not primarily serve the town centre, most notably Riverside and Hinchingbrooke Country Park, also suppresses the average profile. These sites typically operate at relatively low occupancy during the survey periods considered, yet are known to experience significantly higher demand during the summer months and periods of good weather, particularly Riverside, which functions primarily as a leisure and visitor destination rather than a traditional town centre car park.

Comparison of the four survey periods demonstrates a consistent pattern of demand, with occupancy increasing towards midday before reducing during the afternoon. The June 2026 surveys record stronger average demand than both the October neutral week

and October half-term throughout much of the day, although they remain below the pre-Christmas profile.

Despite the seasonal uplift observed before Christmas, the town wide average never reaches the 85% occupancy threshold, indicating that Huntingdon retains overall capacity to accommodate demand. This reinforces the conclusion that the principal challenge is not the overall quantity of parking available, but the uneven distribution of demand between the most popular town centre car parks and those with substantial spare capacity elsewhere in the parking network.

Ramsey car parks

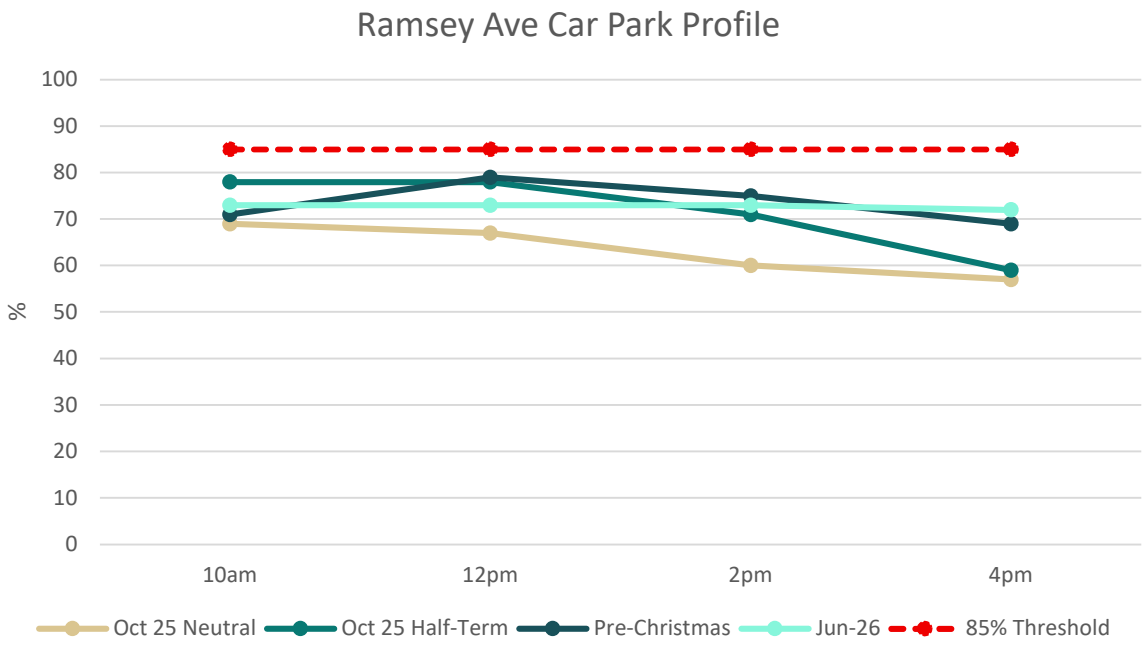


Figure 23 – Ramsey average car park profile across the four survey periods

The averaged car park profile for Ramsey highlights a fundamentally different demand pattern to the larger towns within Huntingdonshire, driven primarily by the very limited supply of off-street parking serving the town centre. Across all four survey periods, demand remains consistently high throughout the day, with average occupancy typically ranging between 70% and 80%. Although the June 2026 surveys record the highest neutral week profile, the half-term and pre-Christmas surveys continue to demonstrate that relatively modest increases in town centre activity quickly translate into higher levels of parking demand.

The presence of the One Leisure car park plays a critical role in moderating the overall average profile. Its inclusion provides additional capacity that keeps the town wide average below the 85% operational threshold. However, this masks the much higher levels of utilisation experienced at Mews Close, the town's principal parking facility. When considered in isolation, Mews Close regularly operates at or above the practical capacity threshold throughout the survey programme, indicating that parking demand is

constrained by the limited supply of centrally located spaces rather than short-term peaks in activity.

Comparison of the four survey periods demonstrates relatively little variation compared with the other towns across the district. Whilst the pre-Christmas surveys record the strongest midday demand and the October neutral week the lowest, the overall profile remains remarkably consistent throughout the year. This suggests that parking demand in Ramsey is less influenced by seasonality than by the limited availability of off-street parking serving the town centre.

Taken together, the surveys indicate that Ramsey operates with very limited resilience within its town centre parking offer. Although the inclusion of One Leisure provides some additional capacity, the continued pressure experienced at Mews Close suggests that any future growth in demand is likely to increase parking pressure unless opportunities are identified to improve the distribution of parking or expand provision closer to the town centre.

St Ives car parks

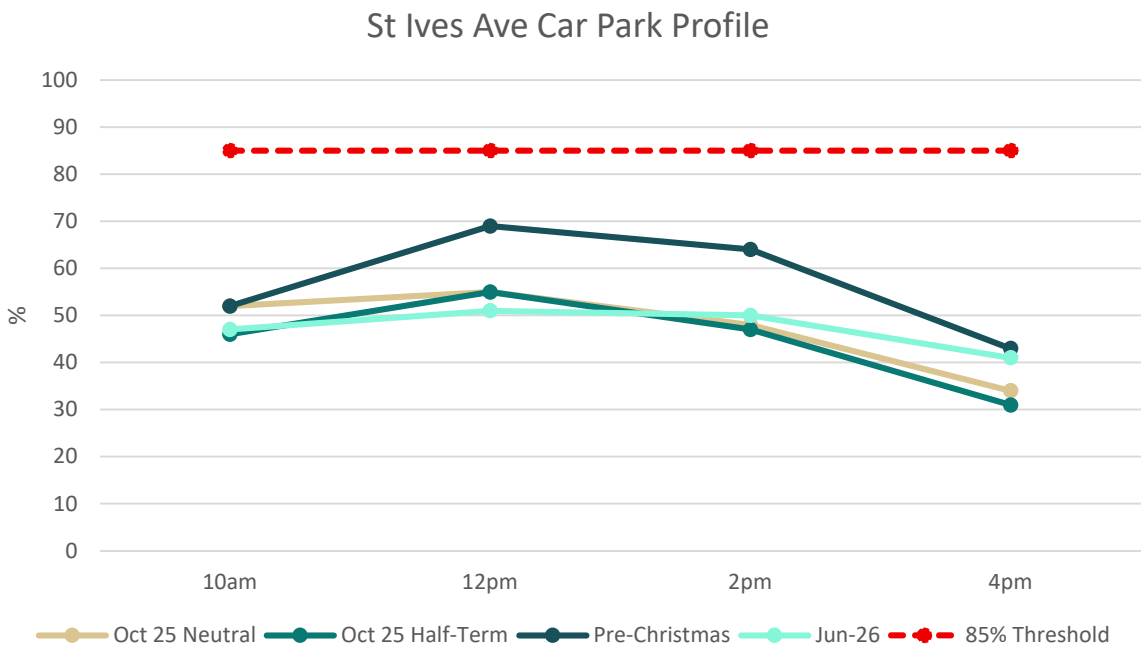


Figure 24 – St Ives average car park profile across the four survey periods

The averaged car park profile for St Ives indicates a comparatively balanced parking position, with sufficient capacity across the town when all Council operated car parks are considered together. The June 2026 neutral week, October neutral week and October half-term surveys all display a very similar demand profile, with occupancy increasing towards midday before declining steadily through the afternoon. This consistency suggests that both typical weekday activity and school holiday periods place comparable levels of pressure on the town's parking provision.

The pre-Christmas surveys record a noticeable uplift in demand, particularly between 12:00 and 14:00, reflecting increased retail and visitor activity associated with the festive period. Even so, the town wide average remains comfortably below the 85% occupancy threshold throughout the day, indicating that St Ives retains sufficient overall capacity to accommodate seasonal demand.

It is important to recognise that these averages are influenced by the presence of the two One Leisure car parks, particularly One Leisure Outdoor, which records consistently low levels of occupancy and therefore suppresses the overall town profile. As a result, the averaged figures understate the pressure experienced at the principal town centre car parks. During the pre-Christmas surveys, and particularly on Saturdays, Globe Place, Cattle Market Short-Stay and Waitrose all experience considerably higher levels of demand than the town wide average would suggest.

Overall, the surveys demonstrate that St Ives benefits from a well distributed parking portfolio with sufficient overall capacity throughout the year. However, seasonal increases in demand continue to be focused on a relatively small number of centrally located car parks, reinforcing the need to manage demand at an individual site level through appropriate parking management, signage and customer information rather than increasing parking provision across the town as a whole.

St Neots car parks

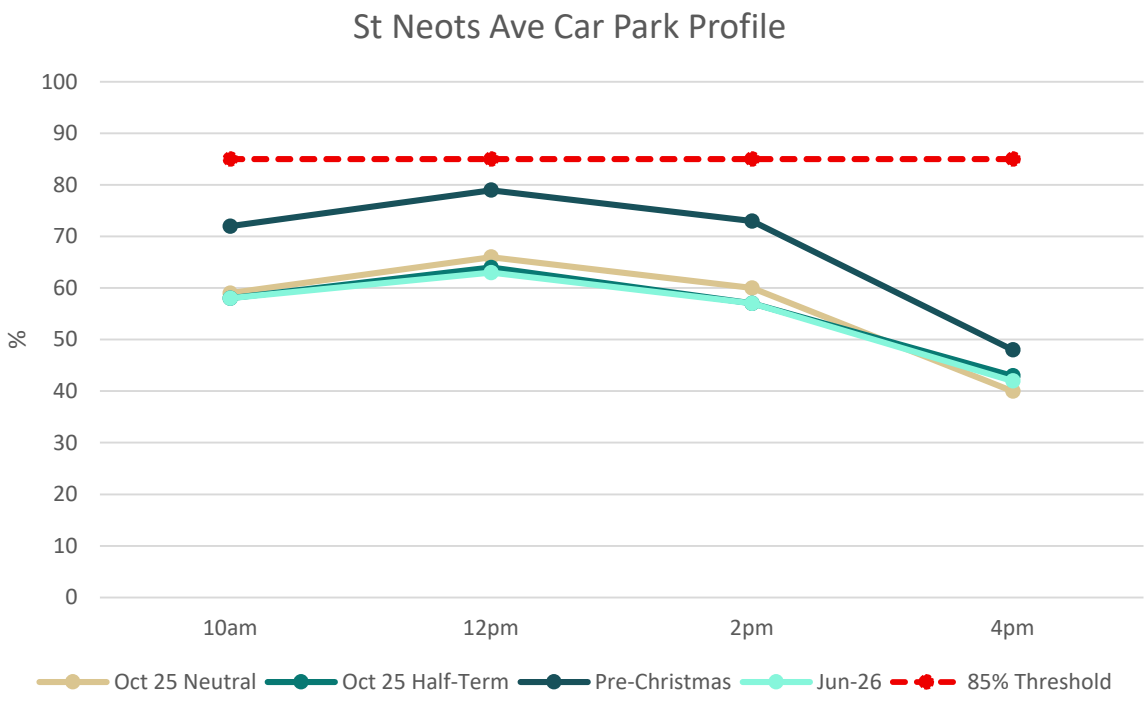


Figure 25 – St Neots average car park profile across the four survey periods

The averaged car park profile for St Neots indicates a generally well-balanced parking position throughout much of the year, with sufficient capacity when the full portfolio of Council operated car parks is considered together. The June 2026 neutral week, October neutral week and October half-term surveys all exhibit a very similar profile, with demand

increasing towards a midday peak before declining steadily during the afternoon. This consistency suggests that parking demand in St Neots is driven primarily by regular town centre activity, with relatively little variation outside the peak Christmas trading period.

The pre-Christmas surveys show a more pronounced uplift in demand, particularly at 12:00, where average occupancy approaches 80%. Although this remains below the 85% practical capacity threshold, it demonstrates the additional pressure generated by seasonal shopping and visitor activity. The overall profile nevertheless indicates that the town retains sufficient capacity to accommodate this increase in demand.

These averaged figures are, however, influenced by the presence of Riverside Park, which provides approximately one-third of St Neots' Council operated parking spaces. Owing to its location on the edge of the town centre, Riverside Park consistently records lower occupancy than the more centrally located car parks, reducing the overall town wide average. If Riverside Park were excluded from the analysis, average occupancy at the busiest central car parks would be considerably higher, with facilities such as Priory Centre and Tebbutts Road regularly operating close to practical capacity during peak periods.

It is also important to recognise that Riverside Park serves a different function to the principal town centre car parks. As a riverside leisure destination, its demand is likely to increase significantly during the summer months and periods of good weather, meaning that its lower occupancy during the autumn and winter surveys should not be interpreted as structural underuse.

Overall, the surveys demonstrate that St Neots has sufficient parking capacity at a town wide level, but that demand remains concentrated within a relatively small number of centrally located car parks.

5.7 DURATION OF STAY SURVEYS

An assessment of parking duration has been undertaken to provide insight into how effectively council operated car parks in Huntingdonshire support turnover and, by extension, town centre activity. Understanding how long vehicles remain parked is critical in assessing whether parking provision is functioning as intended, particularly in balancing access for short-stay visitors with the needs of longer-stay users.

Where turnover is low, this can indicate that parking controls or pricing structures allow vehicles to remain parked for extended periods, limiting space availability for other users and reducing the number of visitors able to access nearby shops, services, and facilities. Conversely, very high turnover may suggest that parking charges or time restrictions are discouraging longer visits, which can suppress dwell time and associated economic activity. The objective is therefore not to maximise turnover in isolation, but to achieve a balanced pattern of use that supports the local economy.

Duration of stay was assessed using vehicle registration data collected at the same time intervals as the occupancy surveys (10:00, 12:00, 14:00, and 16:00). Vehicles observed

across three or four survey periods are likely to be associated with longer-stay activity, such as employees, business owners, or commuters. In contrast, vehicles present for one or two survey periods are more indicative of short-stay trips, including shopping, leisure, or service visits.

To quantify turnover, the concept of a "parking act" has been applied. A parking act represents a single instance of a parking space being used by a vehicle during the survey day. Where a different vehicle occupies the same bay at successive survey points, each instance is counted as a separate parking act. Higher numbers of parking acts per space therefore indicate greater turnover, while lower figures suggest more static use.

Car parks with consistently low parking acts relative to their capacity are likely to be underperforming in terms of supporting town centre vitality, particularly where they are intended to serve short-stay demand. Conversely, car parks showing a strong concentration of parking acts within shorter durations (typically up to two hours) demonstrate healthier operational performance. It is recognised, however, that some car parks are intentionally long-stay in nature, including those serving employment areas or rail stations, where extended parking durations are both expected and appropriate.

Neutral October week

Table 23 presents the average weekday parking act analysis derived from the neutral week surveys, with Appendix C providing a disaggregated daily breakdown to enable more detailed consideration of individual weekdays. Table 24 sets out the corresponding Saturday analysis, while Table 25 presents the Sunday results for the same period. Together, these tables provide a robust, evidence base for understanding how different car parks operate in practice, the extent to which turnover supports town centre activity, and where changes to parking management or tariff structures may be warranted.

Town	Car Park	Acts (A)	Spaces (S)	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	25	257	0.1	9	36	5	20	4	16	7	28
	Park Lane	42	25	1.7	27	64	6	14	5	12	4	10
	Post Street	41	31	1.3	24	59	5	12	4	10	8	20
Huntingdon	Great Northern St	131	71	1.8	44	34	44	34	20	15	23	18
	Hinchingbrooke Country Park	72	60	1.2	57	79	7	10	8	11	0	0
	Ingram St	64	44	1.5	23	36	10	16	13	20	18	28
	Mill Common	61	52	1.2	24	39	10	16	12	20	15	25
	Multi-Storey (nr Sainsbury's)	293	404	0.7	255	87	27	9	9	3	2	1
	One Leisure	128	171	0.7	82	64	33	26	8	6	5	4
	Princes St	190	77	2.5	163	86	18	9	6	3	3	2
	Riverside	56	190	0.3	37	66	8	14	6	11	5	9
	Sainsbury's	644	290	2.2	597	93	44	7	3	0	0	0
	St Germain St	54	36	1.5	45	83	7	13	2	4	0	0
Ramsey	Mews Close	156	60	2.6	86	55	43	28	11	7	16	10
	One Leisure	82	34	2.4	65	79	12	15	4	5	1	1
St Ives	Cattle Market (Long-stay)	143	196	0.7	80	56	27	19	22	15	14	10
	Cattle Market (Short-stay)	329	197	1.7	299	91	30	9	0	0	0	0
	Darwoods Pond	92	83	1.1	42	46	21	23	12	13	17	18
	Globe Place	180	162	1.1	122	68	24	13	15	8	19	11
	One Leisure Indoor	269	210	1.3	251	93	13	5	2	1	3	1
	One Leisure Outdoor	22	108	0.2	16	73	3	14	2	9	1	5
	Waitrose	121	75	1.6	121	100	0	0	0	0	0	0
St Neots	Brook St	27	13	2.1	20	74	7	26	0	0	0	0
	Priory Centre	34	49	0.7	10	29	10	29	5	15	9	26
	Priory Lane	70	35	2.0	65	93	4	6	1	1	0	0
	Priory Park	109	43	2.5	88	81	17	16	2	2	2	2
	Riverside Park	150	276	0.5	109	73	24	16	9	6	8	5
	Tan Yard	46	37	1.2	28	61	8	17	2	4	8	17
	Tebbutts Rd	343	241	1.4	198	58	73	21	43	13	29	8
	Waitrose	361	188	1.9	348	96	13	4	0	0	0	0

Table 23 – Duration of stay data, weekday average from neutral week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	22	257	0.1	17	77	3	14	2	9	0	0
	Park Lane	32	25	1.3	23	72	6	19	3	9	0	0
	Post Street	55	31	1.8	35	64	9	16	5	9	6	11
Huntingdon	Great Northern St	108	71	1.5	49	45	23	21	17	16	19	18
	Hinchingbrooke Country Park	166	60	2.8	161	97	5	3	0	0	0	0
	Ingram St	59	44	1.3	32	54	10	17	9	15	8	14
	Mill Common	75	52	1.4	41	55	19	25	10	13	5	7
	Multi-Storey (nr Sainsbury's)	409	404	1.0	362	89	47	11	0	0	0	0
	One Leisure	178	171	1.0	112	63	41	23	16	9	9	5
	Princes St	184	77	2.4	154	84	29	16	1	1	0	0
	Riverside	49	190	0.3	28	57	9	18	4	8	8	16
	Sainsbury's	647	290	2.2	572	88	75	12	0	0	0	0
	St Germain St	80	36	2.2	57	71	23	29	0	0	0	0
Ramsey	Mews Close	150	60	2.5	81	54	50	33	9	6	10	7
	One Leisure	79	34	2.3	72	91	5	6	2	3	0	0
St Ives	Cattle Market (Long-stay)	166	196	0.8	85	51	33	20	27	16	21	13
	Cattle Market (Short-stay)	429	197	2.2	374	87	55	13	0	0	0	0
	Darwoods Pond	95	83	1.1	46	48	21	22	17	18	11	12
	Globe Place	238	162	1.5	136	57	43	18	20	8	39	16
	One Leisure Indoor	337	210	1.6	294	87	34	10	7	2	2	1
	One Leisure Outdoor	137	108	1.3	92	67	26	19	15	11	4	3
	Waitrose	171	75	2.3	170	99	1	1	0	0	0	0
St Neots	Brook St	35	13	2.7	30	86	5	14	0	0	0	0
	Priory Centre	41	49	0.8	12	29	9	22	7	17	13	32
	Priory Lane	61	35	1.7	57	93	3	5	1	2	0	0
	Priory Park	100	43	2.3	85	85	9	9	4	4	2	2
	Riverside Park	263	276	1.0	230	87	11	4	7	3	15	6
	Tan Yard	36	37	1.0	20	56	5	14	7	19	4	11
	Tebbutts Rd	369	241	1.5	251	68	56	15	25	7	37	10
	Waitrose	463	188	2.5	457	99	6	1	0	0	0	0

Table 24 – Duration of stay data, Saturday neutral week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	33	257	0.1	8	24	1	3	1	3	23	70
	Park Lane	54	25	2.2	43	80	3	6	4	7	4	7
	Post Street	52	31	1.7	35	67	6	12	3	6	8	15
Huntingdon	Great Northern St	72	71	1.0	21	29	23	32	8	11	20	28
	Hinchingbrooke Country Park	190	60	3.2	156	82	30	16	4	2	0	0
	Ingram St	54	44	1.2	43	80	10	19	1	2	0	0
	Mill Common	71	52	1.4	35	49	16	23	10	14	10	14
	Multi-Storey (nr Sainsbury's)	320	404	0.8	284	89	34	11	2	1	0	0
	One Leisure	116	171	0.7	99	85	16	14	1	1	0	0
	Princes St	195	77	2.5	138	71	41	21	12	6	4	2
	Riverside	87	190	0.5	72	83	13	15	2	2	0	0
	Sainsbury's	459	290	1.6	404	88	33	7	17	4	5	1
	St Germain St	81	36	2.3	51	63	19	23	8	10	3	4
Ramsey	Mews Close	120	60	2.0	68	57	43	36	5	4	4	3
	One Leisure	44	34	1.3	35	80	8	18	1	2	0	0
St Ives	Cattle Market (Long-stay)	122	196	0.6	63	52	27	22	19	16	13	11
	Cattle Market (Short-stay)	250	197	1.3	223	89	20	8	5	2	2	1
	Darwoods Pond	161	83	1.9	129	80	15	9	7	4	10	6
	Globe Place	255	162	1.6	152	60	48	19	24	9	31	12
	One Leisure Indoor	139	210	0.7	41	29	54	39	26	19	18	13
	One Leisure Outdoor	68	108	0.6	24	35	28	41	10	15	6	9
	Waitrose	143	75	1.9	130	91	8	6	5	3	0	0
St Neots	Brook St	25	13	1.9	17	68	5	20	2	8	1	4
	Priory Centre	43	49	0.9	25	58	10	23	5	12	3	7
	Priory Lane	49	35	1.4	33	67	11	22	2	4	3	6
	Priory Park	74	43	1.7	50	68	16	22	5	7	3	4
	Riverside Park	149	276	0.5	74	50	38	26	17	11	20	13
	Tan Yard	42	37	1.1	30	71	8	19	3	7	1	2
	Tebbutts Rd	359	241	1.5	251	70	67	19	20	6	21	6
	Waitrose	377	188	2.0	219	58	90	24	38	10	30	8

Table 25 – Duration of stay data, Sunday neutral week survey

Across the district, a consistent relationship is observed between day type and turnover. Saturdays generate the highest number of parking acts in almost all town centre locations, reflecting the combination of strong retail and leisure demand with the continued presence of parking charges and stay controls. Weekday parking acts are generally lower than Saturdays but remain relatively strong in central locations,

indicating a mix of short-stay visitor activity alongside some longer-stay commuter or employee parking. Sundays, by contrast, consistently record fewer parking acts, even where occupancy levels remain high. This reduction in parking acts strongly suggests longer dwell times associated with the removal of parking charges and time limits, rather than a reduction in overall demand.

This effect is particularly evident in the district's principal town centres. In Huntingdon, high activity car parks such as Princes Street, Sainsbury's, and Great Northern Street continue to record strong turnover on weekdays and Saturdays, with a clear dominance of 0–2 hour stays supporting retail and service uses. On Sundays, these same locations show a marked reduction in parking acts, accompanied by a greater proportion of longer stays. This indicates a shift away from short, high-turnover visits towards more leisure oriented, longer duration parking, reinforcing the conclusion that free parking suppresses turnover rather than stimulating additional peak demand.

A similar pattern is observed in St Ives and St Neots. Core town centre car parks such as Cattle Market (Short-Stay), Priory Lane, Waitrose (St Neots), and Brook Street show high acts per space during weekdays and Saturdays, confirming their role in supporting town centre vitality. On Sundays, turnover reduces noticeably, with longer dwell times becoming more prevalent across both towns. While these locations remain well used, the lower number of parking acts demonstrates that fewer individual visitors are accessing each space over the course of the day.

The relationship between car park size and turnover is a critical factor in interpreting the results. Larger car parks, particularly those with a leisure or destination focus, consistently record lower acts per space. Examples include Riverside Park in St Neots, Riverside (Huntingdon), and the Priory Centre (St Neots), which show relatively low turnover across all survey days. These facilities are designed to accommodate longer stays and, as such, contribute less to short-stay economic activity. When included in town wide averages, they significantly dilute overall turnover metrics and can mask the intensity of demand and turnover within core town-centre locations.

This effect is most pronounced in Godmanchester, where Bridge Place accounts for the majority of off-street supply but records extremely low acts per space across all survey days. As a result, overall turnover in the town appears weak, despite Park Lane and Post Street performing strongly as short-stay facilities. A similar, though less extreme, pattern is evident in St Neots, where Riverside Park represents a substantial proportion of supply but exhibits much lower turnover than the town's central car parks.

Ramsey presents a contrasting picture. The town centre car park at Mews Close consistently records high acts per space across weekdays, Saturdays, and Sundays, reflecting a constrained supply and concentrated demand rather than unusually high overall activity. The presence of the One Leisure car park reduces the town wide average slightly, but even with this included, Ramsey exhibits some of the strongest turnover characteristics in the district. This reinforces the conclusion that supply concentration,

rather than charging policy, is the dominant driver of parking pressure and turnover in the town.

Across all towns, Saturdays consistently show the strongest alignment between high parking acts and a dominant 0–2 hour stay profile, particularly in short-stay and retail adjacent car parks. Weekdays show a more mixed pattern, with evidence of longer stays in some locations reflecting commuter and employee use. Sundays diverge most clearly, with lower parking acts and a broader distribution of stay durations, confirming that free parking encourages longer dwell times rather than increased access to parking spaces.

Figures 23 to 25 present visual summaries of the duration of stay patterns recorded during the neutral week surveys, with separate figures provided for the weekday, Saturday, and Sunday datasets. Together, these figures illustrate how parking behaviour and turnover vary by town and by day type, providing a clear comparison of short-stay and long-stay usage across the district's towns with council operated car parks. The visual analysis highlights differences in how car parks function under typical operating conditions, and provides a robust evidence base to inform the car park strategy, particularly when considering opportunities to optimise space utilisation, manage turnover, and support town centre and local economic activity.

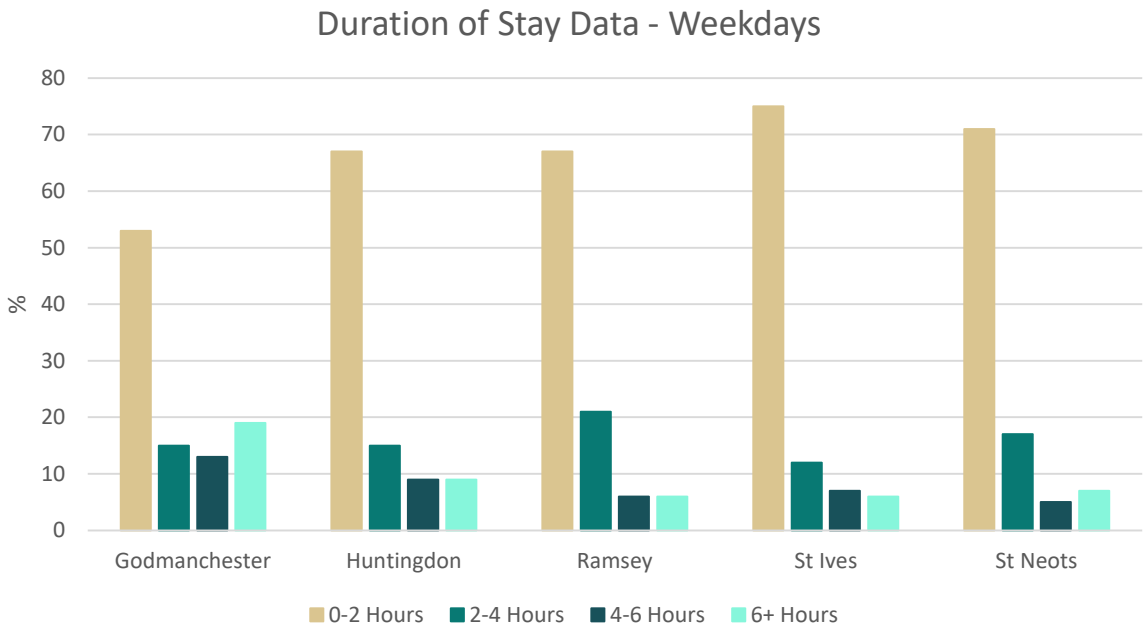


Figure 26 – Breakdown of parking acts across town car parks from neutral weekday surveys (ave)

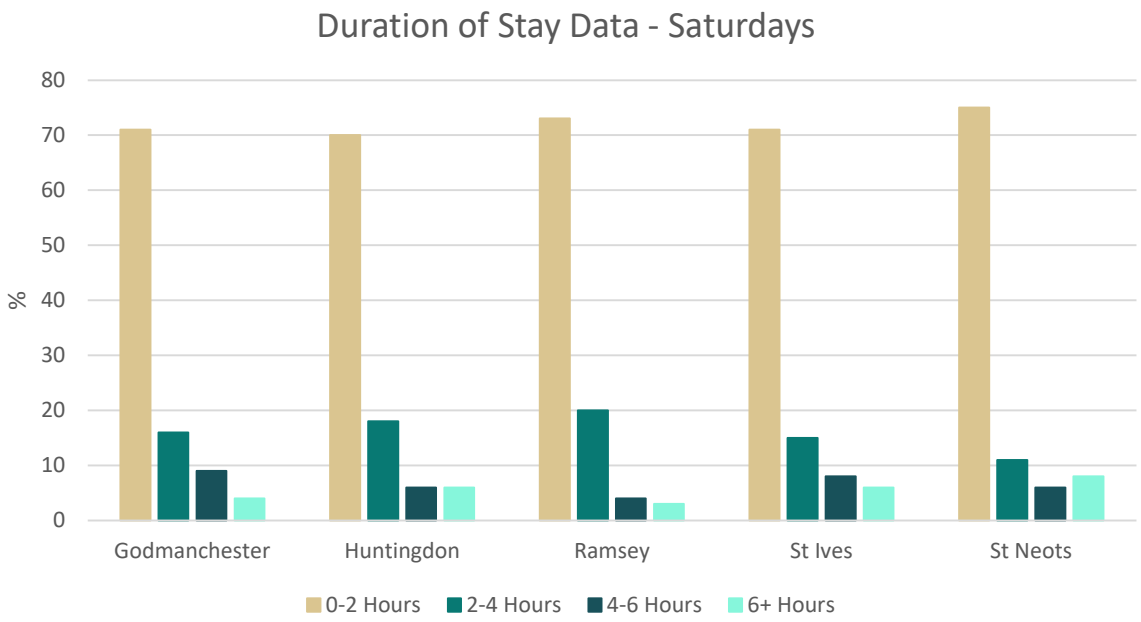


Figure 27 – Breakdown of parking acts across town car parks from neutral Saturday survey

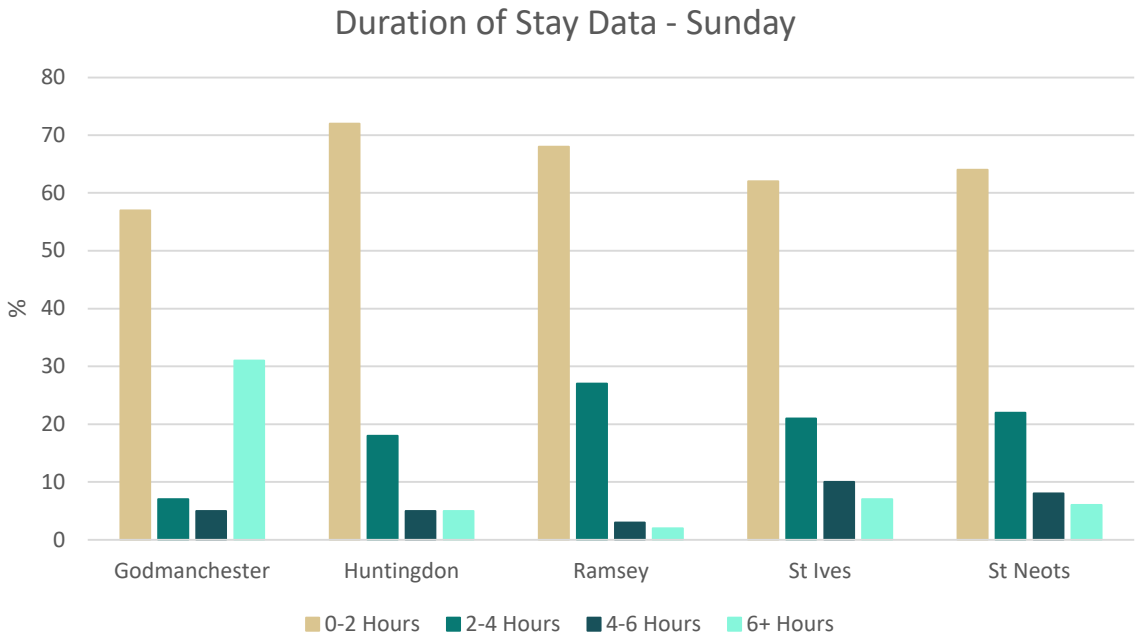


Figure 28 – Breakdown of parking acts across town car parks from neutral Sunday survey

Taken collectively, Figures 26 to 28 illustrate a broadly consistent behavioural profile across the district, with short-stay parking forming the dominant mode of use regardless of day type, while longer stays are more spatially and temporally concentrated.

Across all towns, the 0–2 hour category accounts for the majority of parking acts on weekdays and Saturdays, reinforcing the role of town centre car parks in supporting short shopping, service, and leisure trips rather than long-duration parking. This pattern is most pronounced on Saturdays, when short-stay demand increases further, reflecting stronger retail and discretionary activity. The consistency between towns suggests that,

despite differences in scale and supply, parking behaviour is shaped more by the function of town centres than by localised variations in management or layout.

Sunday patterns differ more clearly from weekdays and Saturdays. While short stays remain the largest single category, there is an increase in longer duration parking in several towns. This reflects the absence of charging and time restrictions on Sundays, which enables visitors to remain parked for longer periods and reduces turnover. The effect is most visible in towns with leisure destinations or larger peripheral car parks, where vehicles are more likely to remain parked across multiple survey periods.

Differences between towns are also evident in how evenly parking acts are distributed across stay lengths. Larger towns with a wider mix of car park types, such as Huntingdon and St Neots, show a more balanced spread between short and medium-stay parking, indicating a combination of retail, service, and longer-duration activity. In contrast, smaller towns or those with a more concentrated supply, such as Ramsey, display a stronger skew towards short stays.

October half-term week

Tables 26 to 28 present the duration of stay and parking act analysis for the October half-term survey period, covering weekday, Saturday, and Sunday conditions. This set of tables captures parking behaviour during a period of increased leisure activity and non-routine travel associated with the school holidays, providing a useful contrast to the neutral week baseline.

Town	Car Park	Acts (A)	Spaces (S)	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	37	257	0.1	11	30	3	8	6	16	17	46
	Park Lane	27	25	1.1	14	52	5	19	4	15	4	15
	Post Street	35	31	1.1	18	51	5	14	3	9	9	26
Huntingdon	Great Northern St	146	71	2.1	72	49	44	30	23	16	7	5
	Hinchingbrooke Country Park	95	60	1.6	57	60	29	31	9	9	0	0
	Ingram St	121	44	2.8	78	64	31	26	9	7	3	2
	Mill Common	135	52	2.6	54	40	41	30	27	20	13	10
	Multi-Storey (nr Sainsbury's)	449	404	1.1	233	52	160	36	56	12	0	0
	One Leisure	202	171	1.2	83	41	74	37	24	12	21	10
	Princes St	182	77	2.4	127	70	33	18	14	8	8	4
	Riverside	69	190	0.4	14	20	21	30	19	28	15	22
	Sainsbury's	620	290	2.1	464	75	144	23	12	2	0	0
	St Germain St	85	36	2.4	47	55	26	31	9	11	3	4
Ramsey	Mews Close	170	60	2.8	101	59	49	29	8	5	12	7
	One Leisure	77	34	2.3	60	78	15	19	2	3	0	0
St Ives	Cattle Market (Long-stay)	136	196	0.7	72	53	29	21	19	14	16	12
	Cattle Market (Short-stay)	340	197	1.7	312	92	26	8	2	1	0	0
	Darwoods Pond	85	83	1.0	37	44	18	21	9	11	21	25
	Globe Place	185	162	1.1	115	62	27	15	18	10	25	14
	One Leisure Indoor	260	210	1.2	236	91	16	6	4	2	4	2
	One Leisure Outdoor	18	108	0.2	12	67	2	11	1	6	3	17
	Waitrose	121	75	1.6	121	100		0	0	0	0	0
St Neots	Brook St	20	13	1.5	13	65	3	15	3	15	1	5
	Priory Centre	41	49	0.8	17	41	10	24	5	12	9	22
	Priory Lane	62	35	1.8	53	85	8	13	1	2	0	0
	Priory Park	81	43	1.9	61	75	12	15	3	4	5	6
	Riverside Park	188	276	0.7	126	67	27	14	17	9	18	10
	Tan Yard	36	37	1.0	15	42	6	17	6	17	9	25
	Tebbutts Rd	379	241	1.6	233	61	51	13	36	9	59	16
	Waitrose	345	188	1.8	340	99	5	1	0	0	0	0

Table 26 – Duration of stay data, weekday average from October half-term week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	18	257	0.1	14	78	2	11	0	0	2	11
	Park Lane	25	25	1.0	15	60	3	12	5	20	2	8
	Post Street	46	31	1.5	30	65	5	11	3	7	8	17
Huntingdon	Great Northern St	123	71	1.7	56	46	30	24	18	15	19	15
	Hinchingbrooke Country Park	193	60	3.2	148	77	36	19	8	4	1	1
	Ingram St	90	44	2.0	49	54	22	24	11	12	8	9
	Mill Common	105	52	2.0	54	51	28	27	13	12	10	10
	Multi-Storey (nr Sainsbury's)	437	404	1.1	355	81	72	16	10	2	0	0
	One Leisure	198	171	1.2	96	48	65	33	28	14	9	5
	Princes St	165	77	2.1	127	77	38	23	0	0	0	0
	Riverside	184	190	1.0	102	55	47	26	25	14	10	5
	Sainsbury's	700	290	2.4	613	88	87	12	0	0	0	0
	St Germain St	111	36	3.1	72	65	39	35	0	0	0	0
Ramsey	Mews Close	158	60	2.6	96	61	45	28	11	7	6	4
	One Leisure	70	34	2.1	62	89	6	9	2	3	0	0
St Ives	Cattle Market (Long-stay)	173	196	0.9	79	46	30	17	38	22	26	15
	Cattle Market (Short-stay)	430	197	2.2	356	83	67	16	4	1	3	1
	Darwoods Pond	96	83	1.2	43	45	24	25	13	14	16	17
	Globe Place	231	162	1.4	122	53	38	16	14	6	57	25
	One Leisure Indoor	314	210	1.5	268	85	25	8	12	4	9	3
	One Leisure Outdoor	154	108	1.4	106	69	30	19	13	8	5	3
	Waitrose	162	75	2.2	159	98	3	2	0	0	0	0
St Neots	Brook St	33	13	2.5	24	73	7	21	2	6	0	0
	Priory Centre	63	49	1.3	9	14	22	35	14	22	18	29
	Priory Lane	56	35	1.6	33	59	18	32	5	9	0	0
	Priory Park	97	43	2.3	59	61	22	23	10	10	6	6
	Riverside Park	207	276	0.8	41	20	82	40	36	17	48	23
	Tan Yard	54	37	1.5	27	50	18	33	6	11	3	6
	Tebbutts Rd	349	241	1.4	113	32	110	32	54	15	72	21
	Waitrose	485	188	2.6	479	99	6	1	0	0	0	0

Table 27 – Duration of stay data, Saturday from October half-term week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	43	257	0.2	34	79	6	14	1	2	2	5
	Park Lane	50	25	2.0	39	78	8	16	2	4	1	2
	Post Street	70	31	2.3	51	73	13	19	2	3	4	6
Huntingdon	Great Northern St	93	71	1.3	28	30	35	38	12	13	18	19
	Hinchingbrooke Country Park	201	60	3.4	162	81	36	18	3	1	0	0
	Ingram St	70	44	1.6	46	66	14	20	6	9	4	6
	Mill Common	108	52	2.1	48	44	28	26	18	17	14	13
	Multi-Storey (nr Sainsbury's)	438	404	1.1	343	78	62	14	26	6	7	2
	One Leisure	121	171	0.7	108	89	13	11	0	0	0	0
	Princes St	211	77	2.7	118	56	56	27	22	10	15	7
	Riverside	119	190	0.6	61	51	28	24	18	15	12	10
	Sainsbury's	548	290	1.9	436	80	61	11	34	6	17	3
	St Germain St	108	36	3.0	53	49	31	29	15	14	9	8
Ramsey	Mews Close	128	60	2.1	75	59	50	39	2	2	1	1
	One Leisure	45	34	1.3	31	69	11	24	2	4	1	2
St Ives	Cattle Market (Long-stay)	140	196	0.7	46	33	52	37	24	17	18	13
	Cattle Market (Short-stay)	174	197	0.9	60	34	73	42	27	16	14	8
	Darwoods Pond	112	83	1.3	69	62	28	25	6	5	9	8
	Globe Place	251	162	1.5	131	52	68	27	32	13	20	8
	One Leisure Indoor	232	210	1.1	96	41	80	34	34	15	22	9
	One Leisure Outdoor	116	108	1.1	71	61	29	25	10	9	6	5
	Waitrose	126	75	1.7	114	90	12	10	0	0	0	0
St Neots	Brook St	24	13	1.8	13	54	7	29	2	8	2	8
	Priory Centre	36	49	0.7	22	61	6	17	7	19	1	3
	Priory Lane	33	35	0.9	21	64	8	24	3	9	1	3
	Priory Park	42	43	1.0	29	69	9	21	3	7	1	2
	Riverside Park	244	276	0.9	182	75	35	14	19	8	8	3
	Tan Yard	42	37	1.1	29	69	8	19	5	12	0	0
	Tebbutts Rd	296	241	1.2	158	53	67	23	43	15	28	9
	Waitrose	387	188	2.1	266	69	75	19	36	9	10	3

Table 28 – Duration of stay data, Sunday from October half-term week survey

The October half-term duration of stay data captures parking behaviour during a period of elevated leisure activity, school holidays, and more discretionary travel, providing a useful contrast to the neutral trading week. While the underlying structure of parking demand remains consistent, half-term introduces a clear uplift in turnover across

several town centre and leisure related car parks, particularly on weekdays and Saturdays.

Across the district, Saturdays continue to generate the highest number of parking acts in most town centre locations, reflecting the combination of strong retail activity and the continued presence of charging and stay controls. However, weekday turnover during half-term is noticeably stronger than in the neutral week, particularly in car parks serving shopping, leisure, and family-oriented destinations. Sundays again record fewer parking acts overall, with the reduction in turnover more pronounced during half-term, reinforcing the influence of free parking on dwell time rather than on the frequency of parking visits.

Figures 29 to 31 present a visual breakdown of duration of stay patterns recorded during the October half-term surveys, with separate figures provided for weekday, Saturday, and Sunday datasets. Together, these figures illustrate how parking turnover and dwell time respond to seasonal changes in activity levels and charging conditions across the district's towns.

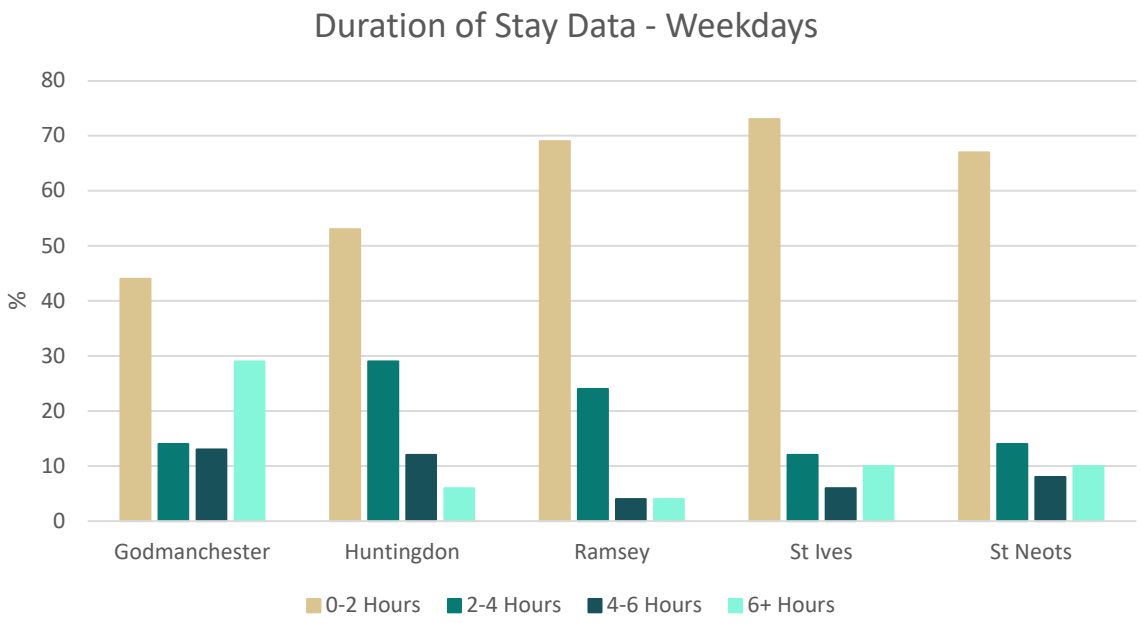


Figure 29 – Breakdown of parking acts across town car parks from Oct half-term weekday surveys (ave)

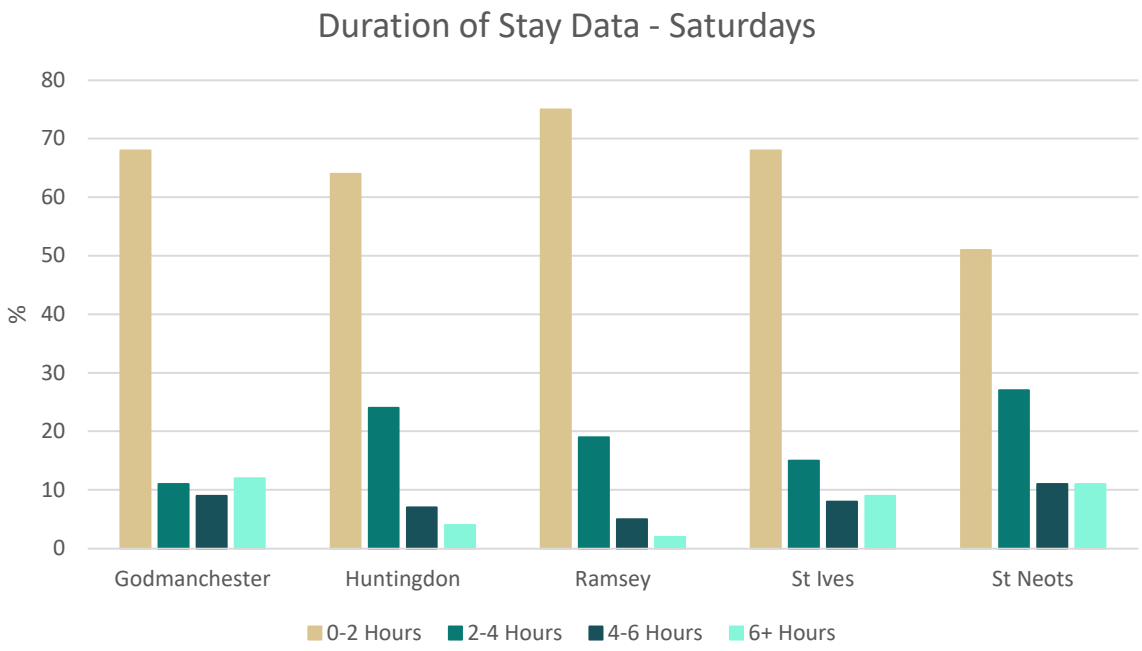


Figure 30 – Breakdown of parking acts across town car parks from Oct half-term Saturday survey

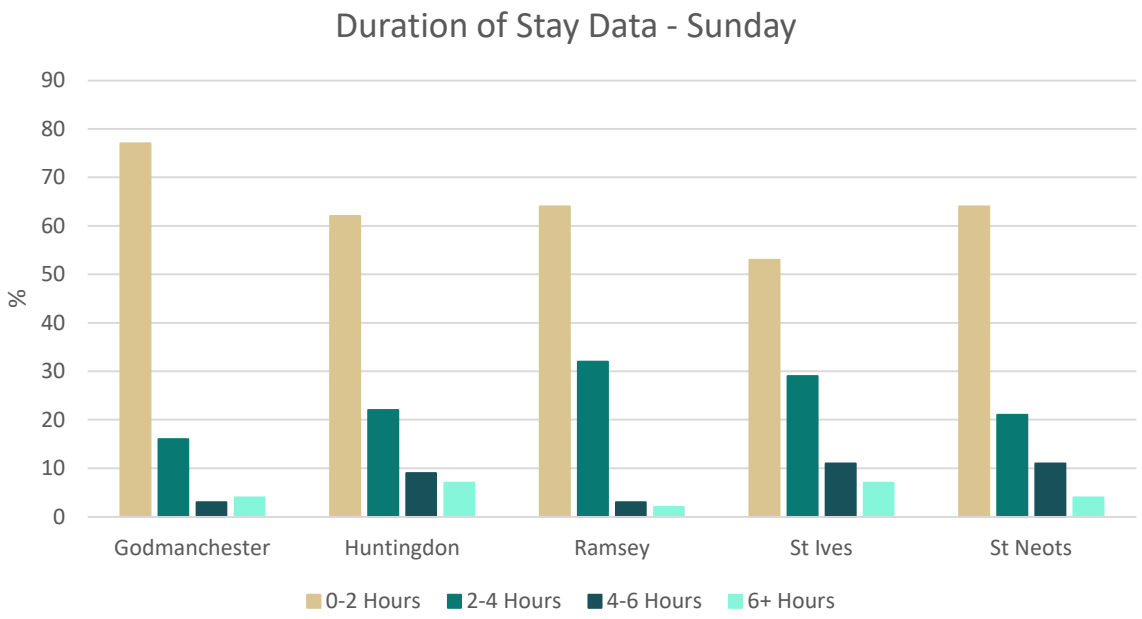


Figure 31 – Breakdown of parking acts across town car parks from Oct half-term Sunday survey

Taken collectively, the October half-term figures reinforce the dominance of short-stay parking across Huntingdonshire, while also demonstrating how school holidays subtly reshape parking behaviour rather than fundamentally altering it. Across all towns and day types, the 0–2 hour category remains the largest single component of parking acts, underlining the continued role of town centre car parks in supporting shopping, services, and leisure trips during the holiday period.

On weekdays, half-term demand shows a modest broadening of stay durations compared with the neutral week, with a greater share of 2–4 hour parking evident in several towns. This reflects a shift away from purely commuter-led activity towards more flexible, discretionary trips associated with families and leisure uses. Importantly, this effect is observed across both larger centres and smaller towns, indicating that half-term activity is distributed across the network rather than concentrated in a small number of locations.

Saturday patterns show the clearest intensification of short-stay behaviour. In all towns, the proportion of 0–2 hour stays increases further, confirming high turnover linked to peak retail and leisure activity. While medium-stay parking remains present, particularly in larger towns with a broader mix of facilities, the overall Saturday profile is strongly weighted towards shorter visits and rapid turnover.

Sunday behaviour diverges most clearly from the rest of the week. Although short stays continue to account for the largest share of parking acts, there is a noticeable increase in longer duration parking across several towns. This reflects the combined influence of free parking and leisure led travel during the school holidays, with visitors more likely to remain parked across multiple survey periods. The effect is most visible in towns with larger or more peripheral car parks, where longer stays can be accommodated without constraining access to core retail areas.

At a town-by-town level, differences remain evident in how parking acts are distributed across stay lengths. Larger centres with a wider mix of car park types show a more balanced spread between short and medium stays, reflecting a combination of retail, service, and leisure activity. More supply constrained towns continue to exhibit a stronger skew towards short-stay parking, indicating higher turnover within a limited stock of spaces. Overall, the half-term data confirms that seasonal increases in activity primarily intensify existing patterns of use, rather than generating new or atypical parking behaviours.

Pre-Christmas week

Tables 29 to 31 present the duration of stay and parking act analysis for the pre-Christmas survey period, covering weekday, Saturday, and Sunday conditions. These tables reflect parking behaviour during a peak seasonal trading period, characterised by heightened retail activity, increased town centre visits, and more discretionary travel in the lead-up to Christmas, providing a clear comparison with both the neutral week baseline and the October half-term surveys.

Town	Car Park	Acts (A)	Spaces (S)	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	146	71	2.1	72	49	44	30	23	16	7	5
	Park Lane	95	60	1.6	57	60	29	31	9	9	0	0
	Post Street	121	44	2.8	78	64	31	26	9	7	3	2
Huntingdon	Great Northern St	135	52	2.6	54	40	41	30	27	20	13	10
	Hinchingbrooke Country Park	449	404	1.1	233	52	160	36	56	12	0	0
	Ingram St	202	171	1.2	83	41	74	37	24	12	21	10
	Mill Common	182	77	2.4	127	70	33	18	14	8	8	4
	Multi-Storey (nr Sainsbury's)	69	190	0.4	14	20	21	30	19	28	15	22
	One Leisure	620	290	2.1	464	75	144	23	12	2	0	0
	Princes St	85	36	2.4	47	55	26	31	9	11	3	4
	Riverside	170	60	2.8	101	59	49	29	8	5	12	7
	Sainsbury's	77	34	2.3	60	78	15	19	2	3	0	0
	St Germain St	136	196	0.7	72	53	29	21	19	14	16	12
Ramsey	Mews Close	340	197	1.7	312	92	26	8	2	1	0	0
	One Leisure	85	83	1.0	37	44	18	21	9	11	21	25
St Ives	Cattle Market (Long-stay)	185	162	1.1	115	62	27	15	18	10	25	14
	Cattle Market (Short-stay)	260	210	1.2	236	91	16	6	4	2	4	2
	Darwoods Pond	18	108	0.2	12	67	2	11	1	6	3	17
	Globe Place	121	75	1.6	121	100		0	0	0	0	0
	One Leisure Indoor	20	13	1.5	13	65	3	15	3	15	1	5
	One Leisure Outdoor	41	49	0.8	17	41	10	24	5	12	9	22
	Waitrose	62	35	1.8	53	85	8	13	1	2	0	0
St Neots	Brook St	81	43	1.9	61	75	12	15	3	4	5	6
	Priory Centre	188	276	0.7	126	67	27	14	17	9	18	10
	Priory Lane	36	37	1.0	15	42	6	17	6	17	9	25
	Priory Park	379	241	1.6	233	61	51	13	36	9	59	16
	Riverside Park	345	188	1.8	340	99	5	1	0	0	0	0
	Tan Yard	146	71	2.1	72	49	44	30	23	16	7	5
	Tebbutts Rd	95	60	1.6	57	60	29	31	9	9	0	0
	Waitrose	121	44	2.8	78	64	31	26	9	7	3	2

Table 29 – Duration of stay data, weekday average from pre-Christmas week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	33	257	0.1	25	76	6	18	1	3	1	3
	Park Lane	51	25	2.0	39	76	9	18	2	4	1	2
	Post Street	69	31	2.2	49	71	13	19	3	4	4	6
Huntingdon	Great Northern St	220	71	3.1	115	52	65	30	28	13	12	5
	Hinchingbrooke Country Park	136	60	2.3	81	60	44	32	11	8	0	0
	Ingram St	155	44	3.5	98	63	32	21	18	12	7	5
	Mill Common	169	52	3.3	65	38	59	35	27	16	18	11
	Multi-Storey (nr Sainsbury's)	707	404	1.8	460	65	242	34	5	1	0	0
	One Leisure	280	171	1.6	105	38	108	39	55	20	12	4
	Princes St	266	77	3.5	185	70	52	20	19	7	10	4
	Riverside	120	190	0.6	30	25	45	38	34	28	11	9
	Sainsbury's	988	290	3.4	818	83	164	17	6	1	0	0
	St Germain St	135	36	3.8	84	62	43	32	7	5	1	1
Ramsey	Mews Close	159	60	2.7	87	55	56	35	12	8	4	3
	One Leisure	80	34	2.4	75	94	5	6	0	0	0	0
St Ives	Cattle Market (Long-stay)	257	196	1.3	151	59	42	16	30	12	34	13
	Cattle Market (Short-stay)	577	197	2.9	541	94	36	6	0	0	0	0
	Darwoods Pond	113	83	1.4	76	67	19	17	12	11	6	5
	Globe Place	318	162	2.0	231	73	36	11	19	6	32	10
	One Leisure Indoor	331	210	1.6	264	80	45	14	15	5	7	2
	One Leisure Outdoor	136	108	1.3	121	89	9	7	3	2	3	2
	Waitrose	237	75	3.2	237	100	0	0	0	0	0	0
St Neots	Brook St	38	13	2.9	34	89	4	11	0	0	0	0
	Priory Centre	44	49	0.9	15	34	8	18	11	25	10	23
	Priory Lane	75	35	2.1	62	83	11	15	2	3	0	0
	Priory Park	85	43	2.0	63	74	10	12	4	5	8	9
	Riverside Park	167	276	0.6	106	63	29	17	17	10	15	9
	Tan Yard	55	37	1.5	29	53	12	22	10	18	4	7
	Tebbutts Rd	337	241	1.4	117	35	116	34	55	16	49	15
	Waitrose	541	188	2.9	538	99	3	1	0	0	0	0

Table 30 – Duration of stay data, Saturday from pre-Christmas week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	17	257	0.1	8	47	7	41	1	6	1	6
	Park Lane	37	25	1.5	26	70	8	22	2	5	1	3
	Post Street	54	31	1.7	35	65	11	20	3	6	5	9
Huntingdon	Great Northern St	194	71	2.7	95	49	61	31	24	12	14	7
	Hinchingbrooke Country Park	126	60	2.1	74	59	39	31	12	10	1	1
	Ingram St	163	44	3.7	105	64	37	23	15	9	6	4
	Mill Common	168	52	3.2	65	39	54	32	28	17	21	13
	Multi-Storey (nr Sainsbury's)	604	404	1.5	253	42	218	36	105	17	28	5
	One Leisure	187	171	1.1	82	44	76	41	21	11	8	4
	Princes St	230	77	3.0	145	63	54	23	20	9	11	5
	Riverside	105	190	0.6	28	27	33	31	26	25	18	17
	Sainsbury's	809	290	2.8	560	69	196	24	44	5	9	1
	St Germain St	121	36	3.4	65	54	34	28	15	12	7	6
Ramsey	Mews Close	130	60	2.2	64	49	57	44	6	5	3	2
	One Leisure	57	34	1.7	37	65	15	26	4	7	1	2
St Ives	Cattle Market (Long-stay)	126	196	0.6	78	62	20	16	12	10	16	13
	Cattle Market (Short-stay)	325	197	1.6	253	78	32	10	27	8	13	4
	Darwoods Pond	90	83	1.1	67	74	12	13	7	8	4	4
	Globe Place	172	162	1.1	117	68	19	11	11	6	25	15
	One Leisure Indoor	558	210	2.7	483	87	49	9	17	3	9	2
	One Leisure Outdoor	86	108	0.8	71	83	7	8	4	5	4	5
	Waitrose	168	75	2.2	148	88	15	9	4	2	1	1
St Neots	Brook St	33	13	2.5	22	67	6	18	3	9	2	6
	Priory Centre	57	49	1.2	35	61	12	21	6	11	4	7
	Priory Lane	61	35	1.7	39	64	14	23	5	8	3	5
	Priory Park	72	43	1.7	44	61	18	25	6	8	4	6
	Riverside Park	274	276	1.0	166	61	60	22	28	10	20	7
	Tan Yard	78	37	2.1	62	79	10	13	2	3	4	5
	Tebbutts Rd	517	241	2.1	377	73	88	17	22	4	30	6
	Waitrose	403	188	2.1	231	57	95	24	42	10	35	9

Table 31 – Duration of stay data, Sunday from pre-Christmas week survey

The pre-Christmas duration of stay data reflects parking behaviour during the district's peak retail trading period, when town centre activity is intensified by festive shopping, seasonal events, and higher volumes of discretionary trips. While the underlying structure of demand remains consistent with earlier survey periods, the pre-Christmas

surveys capture a clear uplift in activity levels, particularly within core retail car parks and during Saturday trading conditions.

Across the district, the data highlights a strong emphasis on short-stay parking during this period, driven by time limited shopping and service trips rather than extended leisure use. Weekday activity is notably stronger than in both the neutral and half-term periods, indicating that pre-Christmas demand is distributed across the working week as well as weekends. Sundays continue to show a different behavioural profile, with fewer parking acts despite sustained occupancy in some locations, reflecting longer dwell times associated with free parking.

Figures 32 to 34 present a visual breakdown of duration of stay patterns recorded during the pre-Christmas surveys, with separate figures provided for weekday, Saturday, and Sunday datasets.

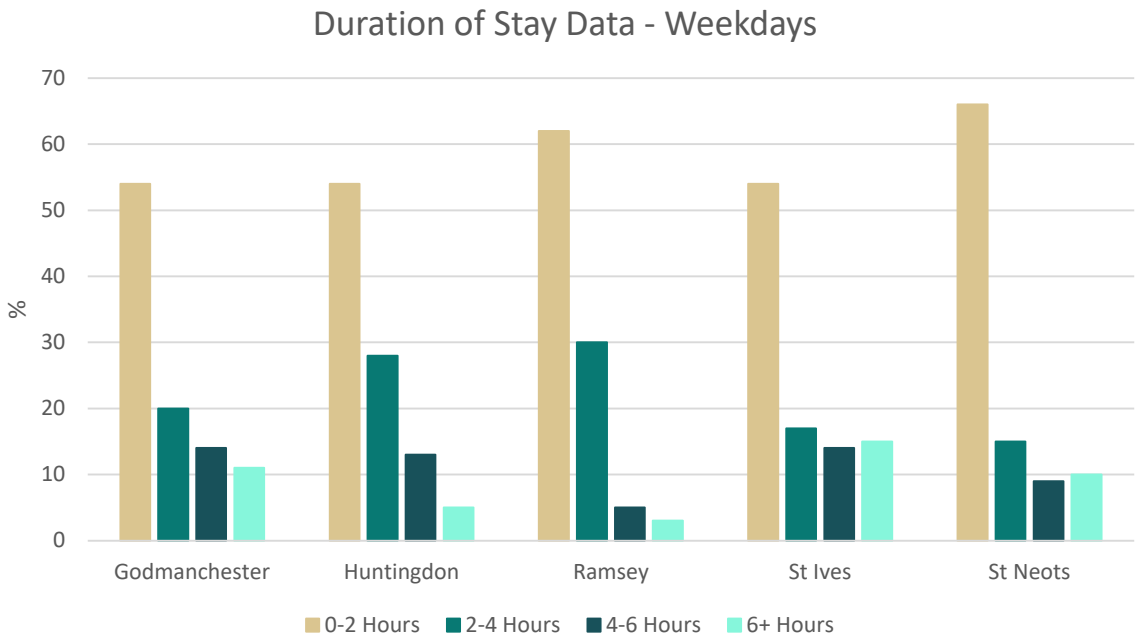


Figure 32 – Breakdown of parking acts across town car parks from pre-Christmas weekday surveys (ave)

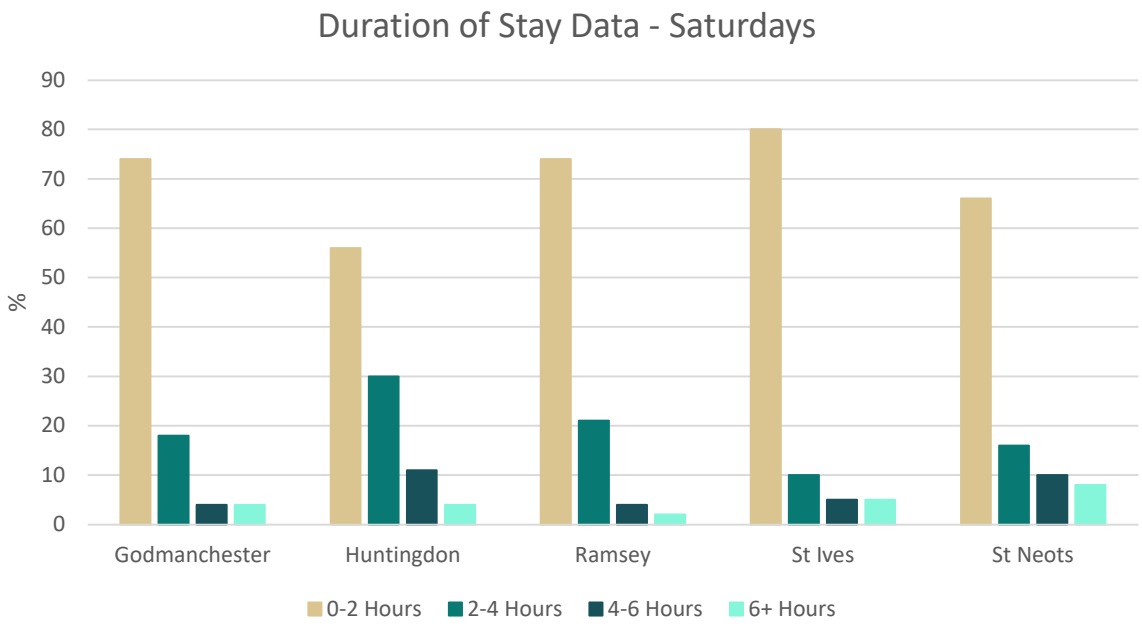


Figure 33 – Breakdown of parking acts across town car parks from pre-Christmas Saturday survey

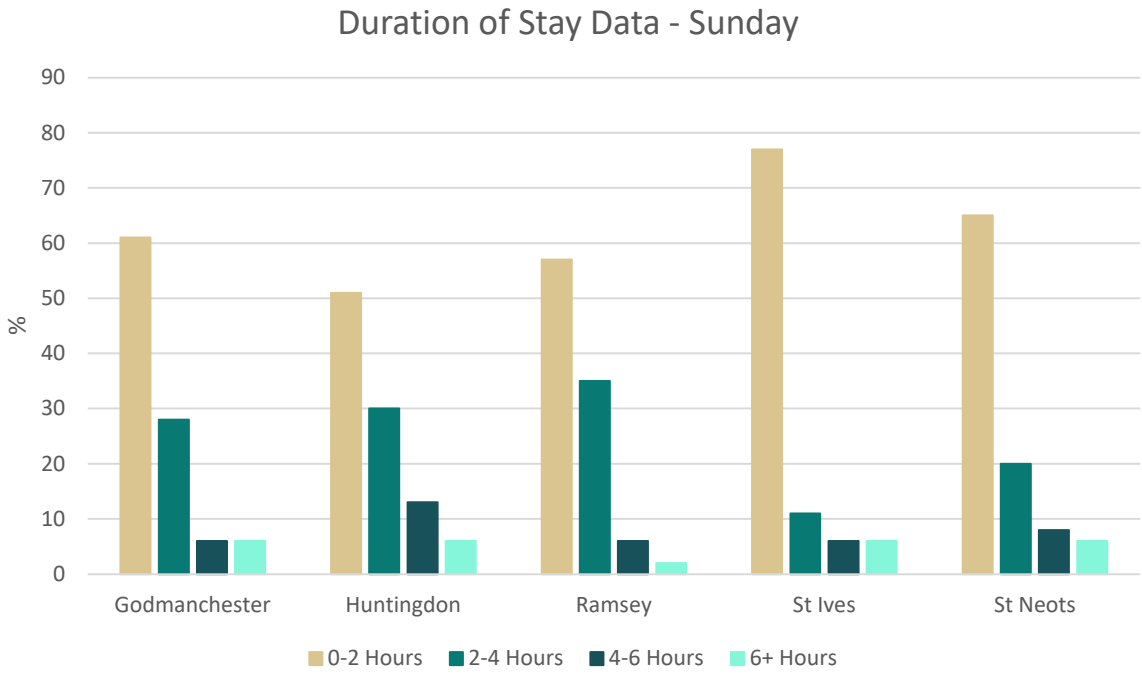


Figure 34 – Breakdown of parking acts across town car parks from pre-Christmas Sunday survey

Taken together, the figures illustrate a pronounced intensification of short-stay parking across Huntingdonshire during the pre-Christmas period, particularly on Saturdays and within retail focused town centre car parks. Across all towns and day types, the 0–2 hour category remains the dominant component of parking acts, reinforcing the role of off-street parking in supporting rapid turnover during peak trading conditions rather than accommodating longer stays.

Weekday data shows that this uplift is not confined to weekends. In the run-up to Christmas, weekday parking behaviour becomes more strongly aligned with Saturday profiles, with high levels of short-stay turnover evident across the district's main shopping locations. This reflects task-oriented trips such as gift purchasing, errands, and service visits, with limited evidence of a shift towards longer dwell times.

Saturday patterns are the most distinctive feature of the pre-Christmas period. In all towns, Saturdays exhibit the strongest concentration of short-stay parking observed across the survey programme, indicating very high turnover under peak retail conditions. Even in larger centres with a mix of car park types, medium and long-stay parking plays a clearly secondary role, confirming the dominance of short, time limited visits during festive trading.

Sunday behaviour remains more mixed. While short stays continue to account for the largest share of parking acts, there is a more visible presence of longer duration parking than on weekdays or Saturdays. This reflects the combined effect of free parking and leisure-led trips, particularly in towns with larger or more peripheral car parks where extended stays do not constrain access to core retail areas.

Differences between towns remain evident in how pre-Christmas demand is distributed across stay lengths. Larger centres with a broader range of car park sizes and functions display a more even spread between short- and medium-stay parking, reflecting a wider mix of trip purposes. More supply constrained towns continue to show a stronger skew towards short-stay use, indicating sustained pressure on limited town centre capacity even outside peak weekend conditions.

Overall, the pre-Christmas data confirms that festive trading amplifies existing parking behaviours rather than reshaping them. The period is characterised by higher intensity use, stronger weekday turnover, and very pronounced short-stay dominance on Saturdays, reinforcing the importance of effective short-stay capacity management during peak retail periods.

June 2026 Week

Tables 32 to 34 present the duration of stay and parking act analysis for the neutral June 2026 survey period, covering weekday, Saturday, and Sunday conditions. This set of tables captures parking behaviour during a warmer of weather, although it should be noted that four of the seven days had prolonged periods of rain at times.

Town	Car Park	Acts (A)	Spaces (S)	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	42	257	0.2	12	29	6	14	8	19	16	38
	Park Lane	31	25	1.2	18	58	5	16	4	13	4	13
	Post Street	39	31	1.3	22	56	7	18	4	10	6	16
Huntingdon	Great Northern St	158	71	2.2	74	47	50	32	24	15	10	6
	Hinchingbrooke Country Park	108	60	1.8	59	55	33	31	16	15	0	0
	Ingram St	134	44	3.1	82	61	36	27	12	9	4	3
	Mill Common	149	52	2.9	63	42	47	32	28	19	11	7
	Multi-Storey (nr Sainsbury's)	512	404	1.3	248	48	182	36	82	16	0	0
	One Leisure	224	171	1.3	90	40	82	37	30	13	22	10
	Princes St	201	77	2.6	139	69	39	19	15	7	8	4
	Riverside	81	190	0.4	19	23	25	31	22	27	15	19
	Sainsbury's	684	290	2.4	506	74	159	23	19	3	0	0
	St Germain St	93	36	2.6	54	58	26	28	10	11	3	3
Ramsey	Mews Close	186	60	3.1	106	57	55	30	12	6	13	7
	One Leisure	84	34	2.5	63	75	18	21	3	4	0	0
St Ives	Cattle Market (Long-stay)	152	196	0.8	74	49	36	24	23	15	19	12
	Cattle Market (Short-stay)	381	197	1.9	345	91	30	8	6	1	0	0
	Darwoods Pond	96	83	1.2	43	45	23	24	11	11	19	20
	Globe Place	208	162	1.3	126	61	36	17	19	9	27	13
	One Leisure Indoor	286	210	1.4	252	88	22	8	7	2	5	2
	One Leisure Outdoor	24	108	0.2	15	63	4	17	2	8	3	13
	Waitrose	136	75	1.8	132	97	4	3	0	0	0	0
St Neots	Brook St	24	13	1.9	15	63	5	21	3	13	1	4
	Priory Centre	47	49	1.5	22	47	12	26	6	13	7	15
	Priory Lane	73	35	2.1	60	82	10	14	3	4	0	0
	Priory Park	94	43	2.2	67	71	17	18	5	5	5	5
	Riverside Park	214	276	0.8	136	64	34	16	22	10	22	10
	Tan Yard	44	37	1.2	18	41	10	23	7	16	9	20
	Tebbutts Rd	421	241	1.8	247	59	67	16	44	10	63	15
	Waitrose	387	188	2.1	376	97	11	3	0	0	0	0

Table 32 – Duration of stay data, weekday average from neutral June 2026 week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	22	257	0.1	15	68	3	14	1	5	3	14
	Park Lane	29	25	1.2	16	55	5	17	5	17	3	10
	Post Street	52	31	1.7	32	62	8	15	4	8	8	15
Huntingdon	Great Northern St	136	71	1.9	60	44	36	26	20	15	20	15
	Hinchingbrooke Country Park	208	60	3.5	150	72	42	20	13	6	3	2
	Ingram St	98	44	2.2	52	53	26	27	12	12	8	8
	Mill Common	117	52	2.3	58	50	34	29	15	13	10	9
	Multi-Storey (nr Sainsbury's)	481	404	1.2	366	76	96	20	19	4	0	0
	One Leisure	215	171	1.3	95	44	73	34	33	15	14	7
	Princes St	184	77	2.4	140	76	34	18	10	5	0	0
	Riverside	215	190	1.1	54	25	52	24	61	28	48	23
	Sainsbury's	748	290	2.6	646	86	90	12	12	2	0	0
	St Germain St	118	36	3.3	70	59	37	31	11	9	0	0
Ramsey	Mews Close	172	60	2.9	101	59	48	28	13	8	10	6
	One Leisure	82	34	2.4	70	85	8	10	4	5	0	0
St Ives	Cattle Market (Long-stay)	188	196	1.0	80	43	39	21	42	22	27	14
	Cattle Market (Short-stay)	462	197	2.4	379	82	73	16	7	2	3	1
	Darwoods Pond	108	83	1.3	46	43	29	27	15	14	18	17
	Globe Place	248	162	1.5	132	53	45	18	20	8	51	21
	One Leisure Indoor	332	210	1.6	274	83	34	10	15	5	9	3
	One Leisure Outdoor	171	108	1.6	112	65	37	22	16	9	6	4
	Waitrose	181	75	2.4	176	97	5	3	0	0	0	0
St Neots	Brook St	39	13	3.0	27	69	8	21	4	10	0	0
	Priory Centre	71	32	2.2	14	20	24	34	17	24	16	22
	Priory Lane	63	35	1.8	35	56	21	33	7	11	0	0
	Priory Park	111	43	2.6	65	59	26	23	12	11	8	7
	Riverside Park	232	276	0.8	48	21	89	38	43	19	52	22
	Tan Yard	61	37	1.7	29	48	20	33	8	13	4	7
	Tebbutts Rd	381	241	1.6	116	30	124	33	63	17	78	20
	Waitrose	523	188	2.8	514	98	9	2	0	0	0	0

Table 33 – Duration of stay data, Saturday from neutral June 2026 week survey

Town	Car Park	Acts (A)	Spaces	A/S	0-2 Hours	%	2-4 Hours	%	4-6 Hours	%	6+ Hours	%
Godmanchester	Bridge Place	29	257	0.2	23	77	4	13	2	5	2	5
	Park Lane	46	25	1.8	34	74	8	17	3	7	1	2
	Post Street	66	31	2.1	46	70	14	21	3	5	3	5
Huntingdon	Great Northern St	104	71	1.5	33	32	38	37	17	16	16	15
	Hinchingbrooke Country Park	226	60	3.8	174	77	44	19	7	3	1	1
	Ingram St	82	44	1.9	52	63	18	22	8	10	4	5
	Mill Common	84	52	1.6	37	44	23	27	15	18	9	11
	Multi-Storey (nr Sainsbury's)	472	404	1.2	358	76	76	16	30	6	8	2
	One Leisure	146	171	0.9	124	85	18	12	4	3	0	0
	Princes St	228	77	3.0	125	55	63	28	24	11	16	7
	Riverside	132	190	0.7	62	47	35	27	22	17	13	10
	Sainsbury's	596	290	2.1	470	79	82	14	30	5	14	2
	St Germain St	119	36	3.3	61	51	36	30	14	12	8	7
Ramsey	Mews Close	144	60	2.4	82	57	54	38	5	3	3	2
	One Leisure	53	34	1.6	35	66	14	26	3	6	1	2
St Ives	Cattle Market (Long-stay)	158	196	0.8	49	31	60	38	29	18	20	13
	Cattle Market (Short-stay)	201	197	1.0	71	35	82	41	31	15	17	9
	Darwoods Pond	126	83	1.5	76	60	31	25	8	6	11	9
	Globe Place	274	162	1.7	142	52	78	28	34	12	20	7
	One Leisure Indoor	258	210	1.2	103	40	90	35	40	16	25	10
	One Leisure Outdoor	139	75	1.9	124	89	15	11	0	0	0	0
	Waitrose	28	13	2.2	15	54	8	29	3	11	2	7
St Neots	Brook St	42	32	1.3	24	57	8	19	8	19	2	5
	Priory Centre	40	35	1.1	24	60	11	28	4	10	1	2
	Priory Lane	51	43	1.2	33	65	12	24	4	8	2	4
	Priory Park	268	276	1.0	194	72	42	16	21	8	11	4
	Riverside Park	48	37	1.3	31	65	10	21	7	15	0	0
	Tan Yard	334	241	1.4	171	51	82	25	50	15	31	9
	Tebbutts Rd	425	188	2.3	289	68	91	21	35	8	10	3
	Waitrose	39	257	0.2	30	77	5	13	2	5	2	5

Table 34 – Duration of stay data, Sunday from October half-term week survey

The June 2026 duration of stay surveys provide the baseline understanding of how council operated car parks are used during a typical period outside the influence of major seasonal events or school holidays. The surveys demonstrate that parking behaviour is generally well aligned with the intended function of individual car parks, with clear

distinctions between short-stay town centre facilities, longer-stay commuter and employee parking, and leisure orientated destinations.

Across the district, Saturdays generate the highest levels of parking activity in many town centre car parks, reflecting increased retail and leisure trips at weekends. Car parks serving shopping destinations continue to be dominated by short-stay visits of up to two hours, whilst facilities such as Tebbutts Road, Mews Close and Cattle Market Long-Stay accommodate a much greater proportion of longer duration parking. The surveys also highlight the differing role of leisure destinations, with Riverside in Huntingdon recording a significantly higher proportion of long-stay visits on the Saturday survey due to a major event taking place during the survey period.

Sunday parking activity generally records fewer parking acts than Saturdays, although the proportion of longer-stay visits increases across many locations as leisure and recreational trips become more prevalent. Figures 35 to 37 present a visual summary of the weekday, Saturday and Sunday duration of stay surveys, illustrating how parking turnover varies between different types of car park and providing an important baseline against which the subsequent seasonal surveys can be compared.

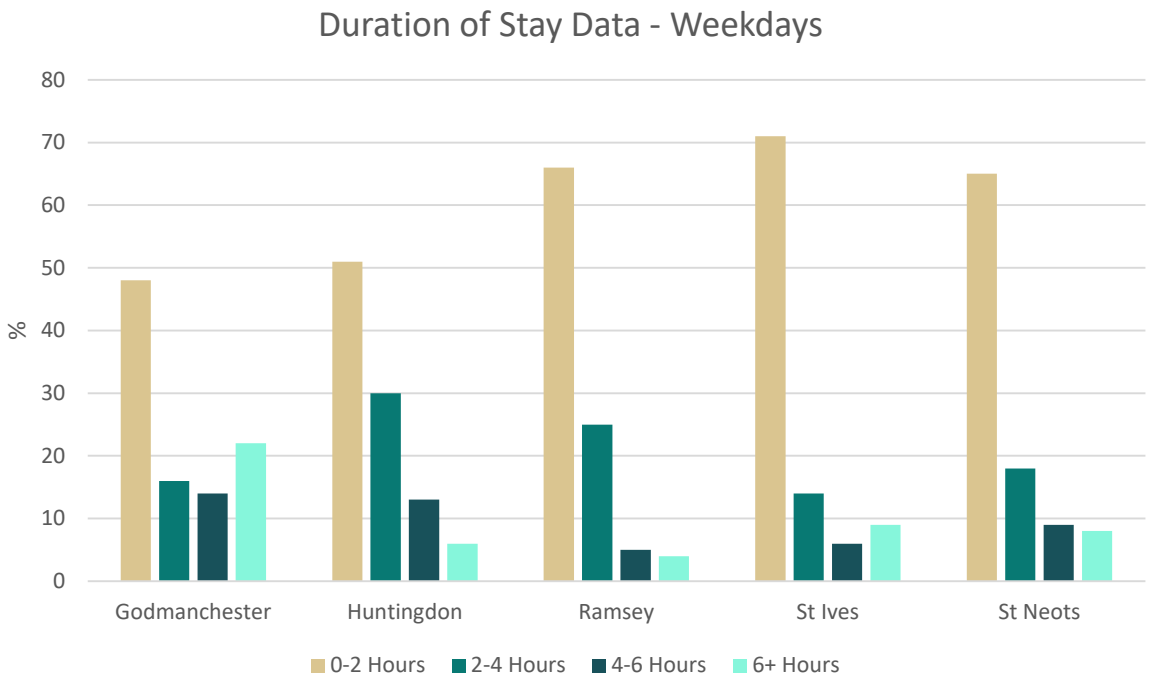


Figure 35 – Breakdown of parking acts across town car parks from June 2026 weekday surveys (ave)

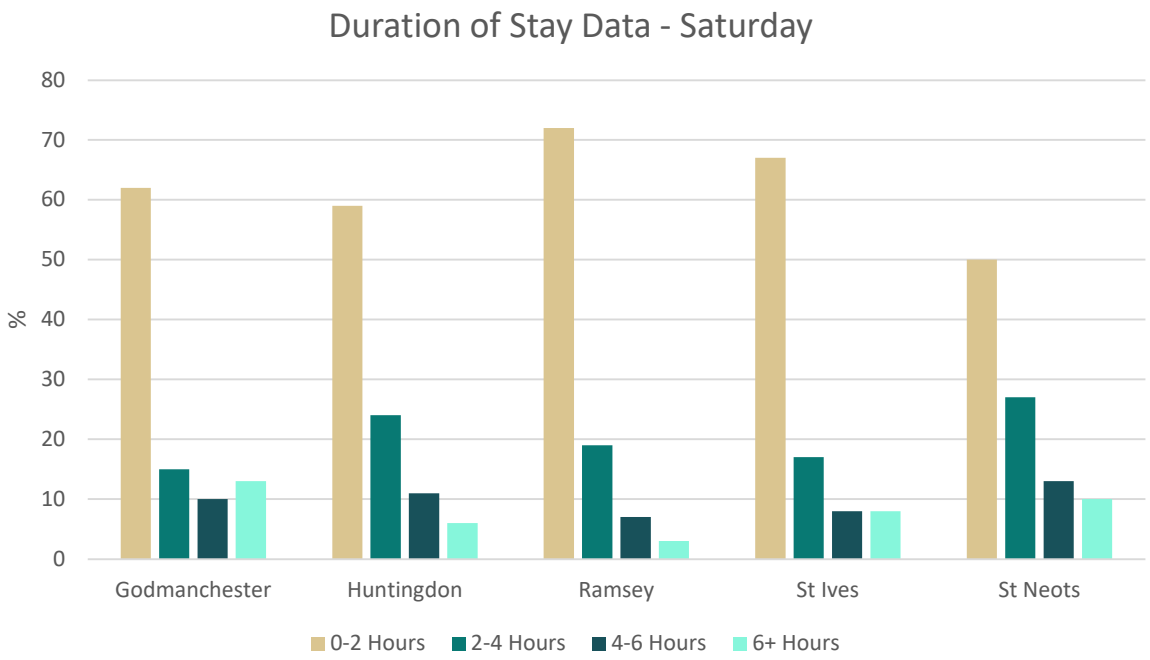


Figure 36 – Breakdown of parking acts across town car parks from June 2026 Saturday survey

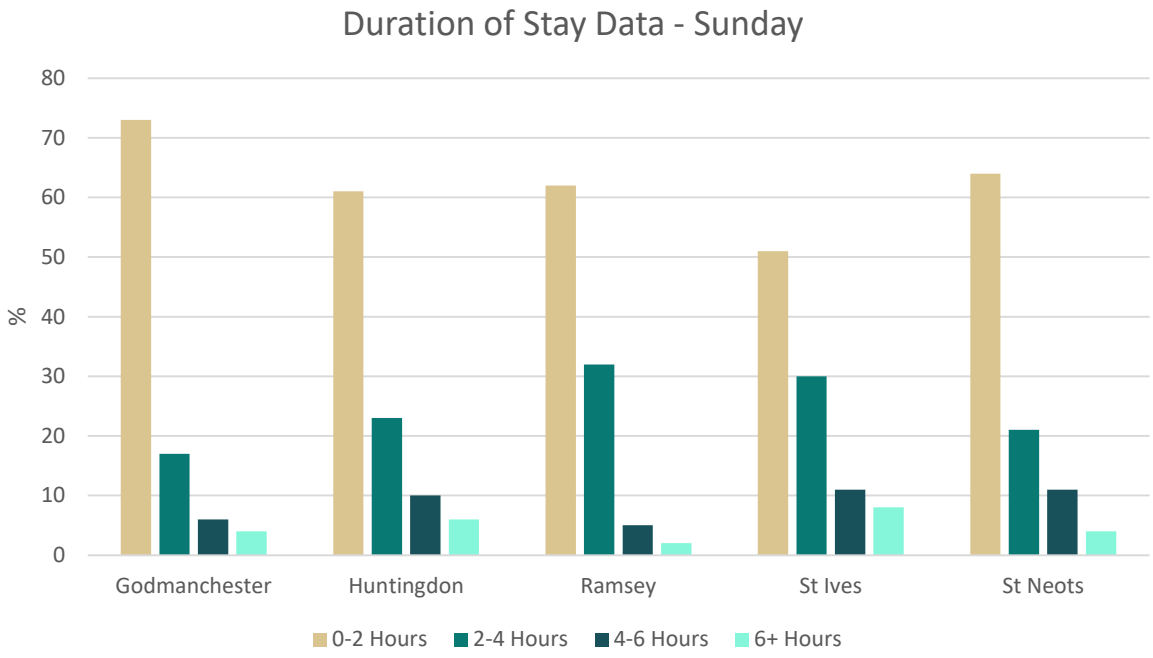


Figure 37 – Breakdown of parking acts across town car parks from June 2026 Sunday survey

The June 2026 duration of stay surveys confirm the dominance of short-stay parking across Huntingdonshire and demonstrate that the Council's parking portfolio is generally functioning in accordance with the intended role of each car park. Across all towns and all survey days, stays of up to two hours represent the largest proportion of parking acts, reflecting the important role that council-operated car parks play in supporting access to town centres, shopping, services and leisure activities.

Weekday parking behaviour shows a relatively consistent pattern across the district. Short-stay visits account for approximately half to two-thirds of all parking acts in every town, with Huntingdon exhibiting the highest proportion of medium-stay (2–4 hour) visits, reflecting its broader mix of employment, retail and service destinations. Ramsey and St Neots display a greater emphasis on short-stay parking, while Godmanchester and St Ives show a slightly more balanced distribution of stay durations. Longer stays of over four hours remain concentrated within specific long-stay and commuter facilities, rather than being widespread across the parking network.

Saturday surveys demonstrate the strongest emphasis on short-stay parking, with the proportion of visits lasting less than two hours increasing across almost every town. This reflects the higher turnover associated with weekend shopping and leisure activity. The principal exception is St Neots, where a greater proportion of medium and longer duration stays is evident, influenced by the mix of retail, leisure and recreational destinations. Riverside Car Park in Huntingdon also records a notably higher proportion of long-stay parking during the Saturday survey, reflecting the major event taking place on the survey day rather than typical weekend parking behaviour.

Sunday parking exhibits a different profile, with a modest reduction in short-stay visits and a corresponding increase in stays between two and six hours across most towns. This reflects the greater influence of leisure and recreational trips, with visitors tending to remain parked for longer than on weekdays or Saturdays. Even so, short-stay parking continues to account for the largest share of parking activity in every town, demonstrating that many Sunday trips remain destination focused rather than all-day visits.

The June surveys indicate that parking behaviour across Huntingdonshire is well aligned with the function of individual car parks. Larger centres, such as Huntingdon, St Ives and St Neots, exhibit a broader spread of stay durations, reflecting their more diverse mix of retail, employment and leisure uses, while smaller towns remain more heavily weighted towards shorter stays. The results provide a robust baseline against which future changes in parking demand and user behaviour can be monitored over the lifetime of the strategy.

5.8 DURATION OF STAY COMPARISON

To complement the district wide analysis, a town-by-town review of average duration of stay has been undertaken to understand how parking behaviour varies spatially and throughout the survey programme across Huntingdonshire. The following charts present average duration of stay profiles for each town, comparing the June 2026 baseline surveys, the October neutral week, October half-term and pre-Christmas survey periods.

By expressing each survey period as a proportion of total parking acts, the analysis focuses on the balance between short-stay and longer-stay parking rather than absolute demand. This approach enables meaningful comparison between towns of different

scale and parking supply, whilst illustrating how parking behaviour responds to changing levels of retail, leisure and seasonal activity over the course of the year.

Across all towns, short-stay parking (0–2 hours) remains the dominant form of use during every survey period, reinforcing the primary role of Huntingdonshire's town centre car parks in supporting shopping, services and short leisure trips. Although seasonal variation is evident, the June baseline demonstrates that the underlying parking characteristics of each town are already well established, with subsequent surveys generally intensifying or moderating these existing patterns rather than creating fundamentally different behaviours.

In Godmanchester, the June profile is broadly consistent with the October surveys, confirming that parking behaviour remains relatively stable throughout the year. The duration profile continues to be influenced by the presence of Bridge Place, which suppresses the proportion of shorter stays across the town-wide average. Whilst Park Lane and Post Street operate as high-turnover town centre facilities, Bridge Place fulfils a different role, resulting in a comparatively higher proportion of longer-stay parking throughout the survey programme.

Figure 38 illustrates the comparison between the four survey periods in Godmanchester.

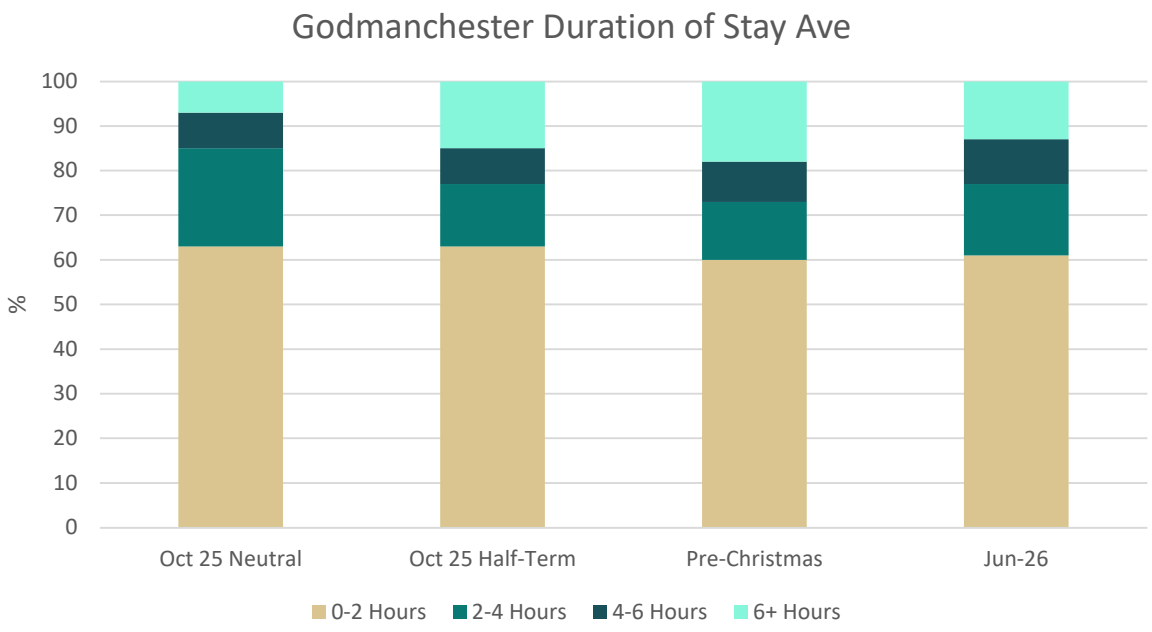


Figure 38 – Duration of stay comparison in Godmanchester

In Huntingdon, the June surveys provide a useful baseline, with approximately half of all parking acts lasting less than two hours and a relatively broad spread across the remaining stay durations, reflecting the town's diverse parking portfolio. October neutral week results are similar, while half-term introduces a modest increase in medium-stay parking associated with more discretionary trips. The pre-Christmas period shows the strongest emphasis on short-stay visits, indicating increased turnover linked to festive shopping and town centre activity.

Figure 39 illustrates the comparison between the four survey periods in Huntingdon.

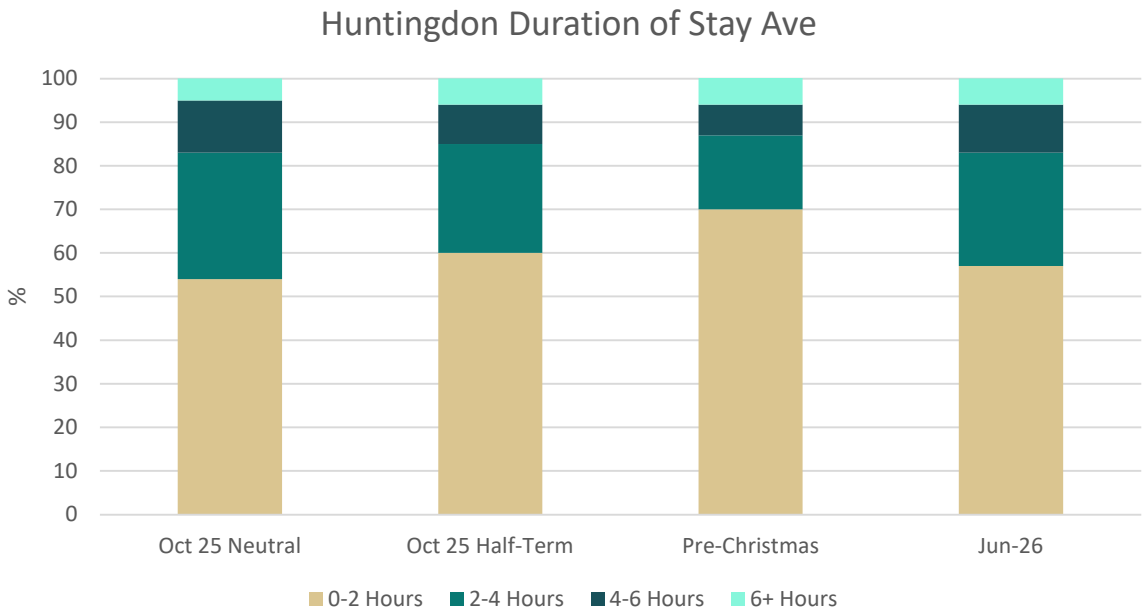


Figure 39 – Duration of stay comparison in Huntingdon

In Ramsey, the duration profile remains remarkably consistent across all four survey periods. The June baseline closely mirrors the October results, with short-stay parking accounting for around two-thirds of all parking acts and relatively little seasonal variation thereafter. This consistency reinforces that parking behaviour in Ramsey is driven primarily by the town's constrained parking supply and concentrated demand, rather than fluctuations in seasonal activity.

Figure 40 illustrates the comparison between the four survey periods in Ramsey.

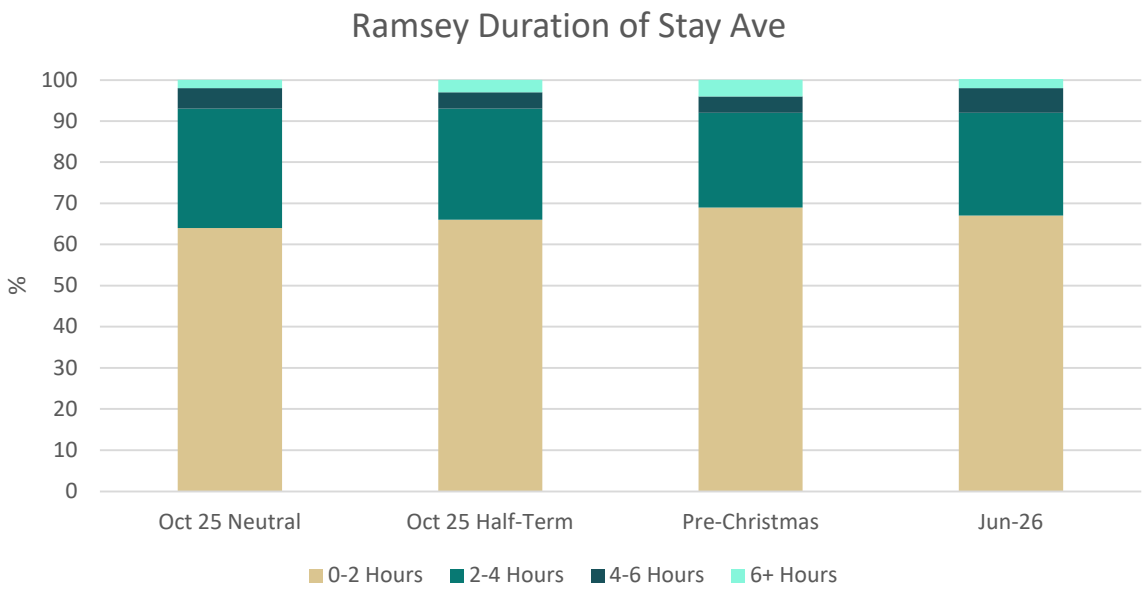


Figure 40 – Duration of stay comparison in Ramsey

In St Ives, the June surveys indicate a balanced parking profile with a broader mix of stay durations than some of the smaller towns. The October neutral and half-term surveys remain broadly consistent with this baseline, whilst the pre-Christmas period shifts the balance towards shorter stays as retail activity intensifies. Despite these changes, the overall duration profile remains relatively stable, reflecting the diverse range of town centre, leisure and longer-stay parking opportunities available within the town.

Figure 41 illustrates the comparison between the four survey periods in St Ives.

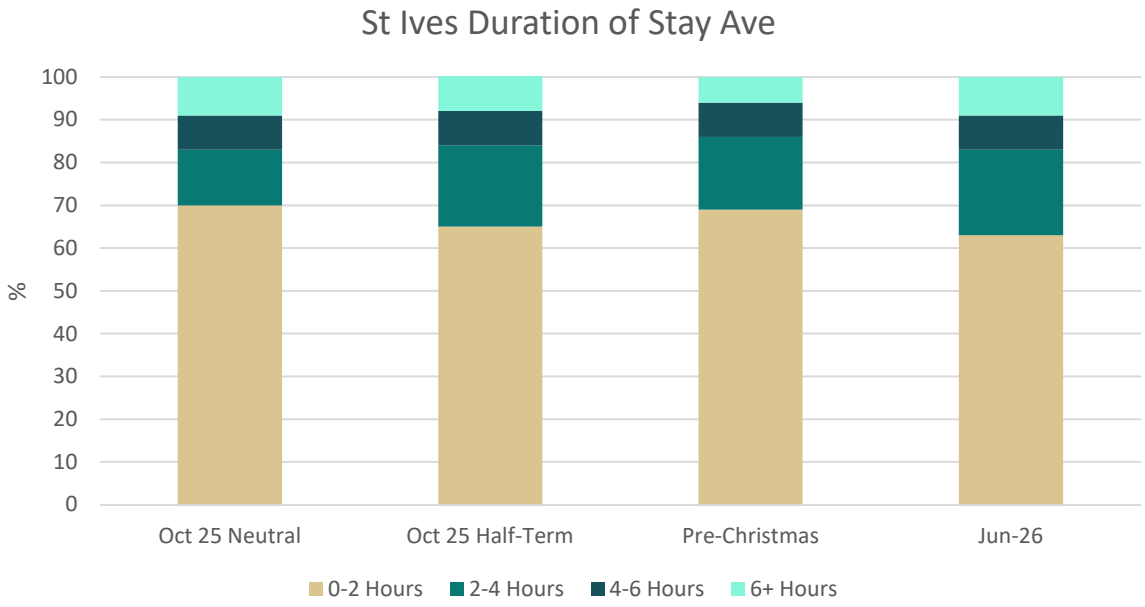


Figure 41 – Duration of stay comparison in St Ives

In St Neots, the June baseline demonstrates a strong predominance of short-stay parking, although with a greater proportion of longer-duration visits than Huntingdon and Ramsey due to the influence of larger peripheral car parks. The October neutral and half-term surveys remain broadly similar, while the pre-Christmas period shows a clear shift towards shorter stays associated with increased retail demand. Overall, the duration profile confirms that central car parks continue to operate as high-turnover facilities throughout the year, with seasonal changes primarily affecting the balance between short and medium-length visits.

Figure 42 illustrates the comparison between the four survey periods in St Neots.

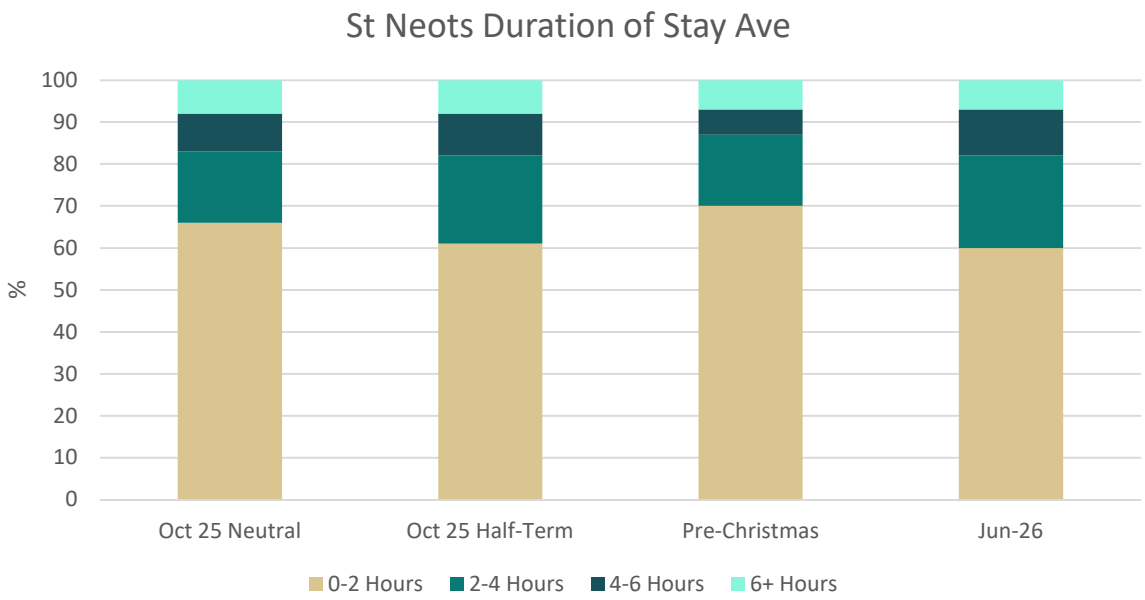


Figure 42 – Duration of stay comparison in St Neots

Taken together, the town specific charts demonstrate that the June baseline provides a robust representation of typical parking behaviour across Huntingdonshire. The subsequent October surveys show that seasonal pressures primarily influence the balance between short and longer stays rather than changing the fundamental role of individual car parks. Pre-Christmas activity strengthens the dominance of short-stay parking in the principal town centres, whilst the October half-term period introduces a modest increase in discretionary, medium-length visits.

Overall, the consistency between the four survey periods reinforces that Huntingdonshire's parking network is well aligned with the differing functions of its towns and that seasonal demand generally amplifies existing parking behaviours rather than creating new patterns of use.

5.9 ON-STREET PERMIT PARKING ASSESSMENT

Alongside the off-street car park surveys, a series of on-street spot occupancy surveys were undertaken within selected Resident Parking Scheme (RPS) streets in Huntingdon and St Neots. These surveys were carried out for information only, to provide contextual insight into on-street parking conditions within permit controlled areas and to support interpretation of wider parking demand patterns.

It is important to note that responsibility for resident parking schemes within Huntingdonshire sits with Cambridgeshire County Council, as the Highway Authority. Huntingdonshire District Council administers the schemes on the County Council's behalf, in line with the published permit terms and conditions. The surveys do not seek to review the operation, eligibility, or enforcement of the schemes themselves.

Spot counts were undertaken at 9am, 1pm, 5pm and 8pm across each of the three survey weeks. In Huntingdon, four streets were surveyed within Zone A and three streets within

Zone B. In St Neots, one street was surveyed in Zone A and one street in Zone B. The selected streets reflect a range of residential locations with differing proximity to town centres and off-street parking provision.

The surveys were undertaken in accordance with standard on-street parking survey methodology. The length recorded for each street relates specifically to the section of highway covered by the resident permit scheme, rather than the full street length. Parking capacity has been estimated by dividing the available permit eligible length by 5 metres, which is assumed to represent the typical space required per vehicle.

Where recorded demand exceeds the calculated capacity, this indicates that vehicles are parking beyond the designated permit bays, including on restrictions such as single or double yellow lines, or in areas not formally marked for parking.

Table 35 provides the results of the surveys carried out during the neutral week in October, table 36 provides the October half-term survey results, and table 37 provides the pre-Christmas survey results.

Town	Street	Length	Capacity	9am	1pm	5pm	8pm
Huntingdon (Zone A)	Ingram Street	68	13	9	10	12	16
	Euston Street	82	16	12	11	16	17
	Montague Road	94	17	13	10	15	25
	Hartford Road	90	21	15	17	20	27
Huntingdon (Zone B)	St John's Street	35	4	4	4	3	6
	Roscrea Terrace	10	2	1	1	2	2
	Ferrars Road	20	4	2	3	3	4
St Neots (Zone A)	Bedford Street	120	24	9	12	17	23
St Neots (Zone B)	New Street	33	6	4	4	5	6

Table 35 – On-street permit parking surveys from neutral week

Town	Street	Length	Capacity	9am	1pm	5pm	8pm
Huntingdon (Zone A)	Ingram Street	68	13	11	11	13	17
	Euston Street	82	16	15	10	12	18
	Montague Road	94	17	12	12	16	23
	Hartford Road	90	21	15	16	18	25
Huntingdon (Zone B)	St John's Street	35	4	3	4	4	7
	Roscrea Terrace	10	2	2	2	2	2
	Ferrars Road	20	4	3	2	3	4
St Neots (Zone A)	Bedford Street	120	24	15	14	16	24
St Neots (Zone B)	New Street	33	6	3	5	5	6

Table 36 – On-street permit parking surveys from October half-term week

Town	Street	Length	Capacity	9am	1pm	5pm	8pm
Huntingdon (Zone A)	Ingram Street	68	13	9	9	13	18
	Euston Street	82	16	13	13	15	19
	Montague Road	94	17	15	14	17	20
	Hartford Road	90	21	16	17	18	28
Huntingdon (Zone B)	St John's Street	35	4	2	3	4	6
	Roscrea Terrace	10	2	2	0	2	2
	Ferrars Road	20	4	4	3	4	4
St Neots (Zone A)	Bedford Street	120	24	13	10	16	20
St Neots (Zone B)	New Street	33	6	3	5	6	6

Table 37 – On-street permit parking surveys from pre-Christmas week

Across all three survey periods, on-street occupancy within resident permit areas is generally moderate during the daytime and increases into the evening, particularly after 5pm and most noticeably at 8pm when the scheme isn't in operation. This pattern is consistent with the primary function of these streets as residential parking, with demand increasing as residents return home, along with the opportunity for those that do not have permits to parking within the streets without receiving Penalty Charge Notices.

Huntingdon RPS

Huntingdon Zone A streets show relatively high daytime occupancy across all survey weeks, with typical utilisation at 9am and 1pm ranging between 60% and 80% of available capacity on streets such as Ingram Street, Euston Street, Montague Road and Hartford Road. Evening demand is consistently higher, with 8pm occupancy often reaching or exceeding theoretical capacity. For example:

- Hartford Road records between 25 and 28 vehicles at 8pm against a nominal capacity of 21 spaces across all three survey weeks.
- Montague Road regularly exceeds capacity at 8pm, rising from 23 vehicles during half-term to 25 pre-Christmas, compared to a capacity of 17.

Zone B streets operate at a smaller scale but display similar trends. Daytime occupancy is typically modest, often 50-75% of capacity, but evening demand increases materially. St John's Street, for example, rises from 2-4 vehicles during the day to 6-7 vehicles at 8pm, against a nominal capacity of 4 spaces. Roscrea Terrace and Ferrars Road show consistently lower absolute numbers but still reach or marginally exceed capacity in the evening across all survey weeks.

St Neots RPS

Bedford Street shows a clear and consistent pattern across all three survey periods. Daytime occupancy typically ranges from 40-65%, increasing steadily through the day and peaking at 8pm, where recorded demand reaches:

- 24 vehicles (neutral week)

- 20 vehicles (half-term)
- 23 vehicles (pre-Christmas)

Against a capacity of 24 spaces, this indicates that the street regularly operates at or near full occupancy in the evening, particularly outside of the half-term period.

New Street exhibits lower overall demand but follows the same daily profile. Daytime occupancy is generally 50-80%, rising to full or near-full occupancy at 8pm, with 6 vehicles recorded against a capacity of 6 spaces in both the half-term and pre-Christmas surveys.

Comparison Across Survey Periods

Differences between the three survey weeks are relatively subtle. The neutral and half-term weeks show broadly similar occupancy profiles, while the pre-Christmas surveys display slightly higher evening demand, particularly on streets closest to town centres such as Hartford Road and Montague Road. However, the dominant influence on on-street demand appears to be time of day rather than season, with evening residential parking demand consistently exceeding daytime levels regardless of survey period.

6.0 STAKEHOLDER ENGAGEMENT

6.1 PURPOSE AND OVERVIEW

A Stage 1 stakeholder engagement exercise was undertaken to inform the development of the Car Park Strategy. The engagement focused on understanding how council owned off-street car parks are currently used and perceived by residents, visitors, and businesses, and to identify priorities for improvement. This stage provides a baseline evidence position, ensuring that the emerging strategy responds to real-world user experience and local needs.

This engagement formed part of a structured two-stage engagement approach. Stage 1 captured views on the existing parking offer, while Stage 2 will seek feedback on the draft strategy, vision, and policy direction, directly informed by the findings summarised below. A separate more comprehensive engagement feedback report has been produced to provide more detailed analysis, with a high-level summary included below.

6.2 ENGAGEMENT REACH AND REPRESENTATION

The Stage 1 user survey generated a strong level of engagement, with 1,546 completed responses received over a six-week period. The vast majority of responses (1,522) were from residents and visitors, alongside 24 responses from businesses, providing an additional perspective on parking impacts on trading and staff access.

Responses were geographically well distributed across the district. Over 90% of responses originated from the district's main towns, reflecting where parking demand and usage is most concentrated. St Neots generated the highest proportion of responses (38%), followed by Huntingdon (27%) and St Ives (17%). Responses were also received from surrounding villages, demonstrating that parking is an issue of district-wide relevance rather than one confined solely to urban centres.

This breadth of participation provides confidence that the findings represent a robust and representative evidence base to inform the strategy.

6.3 WHY PEOPLE USE COUNCIL CAR PARKS

Across Huntingdonshire, shopping is the dominant reason for using council owned car parks, cited by approximately 75% of respondents. Leisure trips account for a further 12%, with smaller proportions visiting for work or other purposes such as medical appointments, volunteering, or visiting friends and family. These results underline the importance of off-street parking in supporting town centre vitality and everyday services.

The prominence of shopping and short-duration activities aligns closely with the survey based duration of stay and parking act data, reinforcing the importance of maintaining effective short-stay provision within town centres.

6.4 OVERALL PERFORMANCE AND EXPERIENCE

At a district-wide level, 53% of respondents stated that they had not experienced parking problems within council owned car parks in the last 12 months. This is a positive finding and broadly consistent with benchmarks from comparable local authority parking surveys, indicating that the current parking system generally functions effectively for many users.

However, some respondents reported experiencing issues, and these responses provide valuable insight into where targeted improvements could deliver the greatest benefit.

6.5 KEY ISSUES IDENTIFIED

Among respondents who reported issues, the most commonly cited problem was difficulty finding a parking space, particularly during peak periods such as Saturdays or midday weekdays. This issue was most frequently associated with high-demand town centre car parks, notably Tebbutts Road (St Neots) and Sainsbury's (Huntingdon), both of which are known from survey data to experience sustained high occupancy.

This finding reinforces the importance of managing turnover and ensuring that short-stay parking is prioritised in locations that support retail and service activity.

Parking charges were the single most frequently raised issue in open text responses. Many respondents expressed concern that charges, particularly for short stays, are high relative to nearby towns or out of town locations offering free parking. Importantly, feedback shows that acceptance of charges improves where users can see a clear link between pricing and service quality, maintenance, or investment in facilities.

This highlights the importance of transparency and communication in any future pricing or tariff changes.

A large number of respondents reported frustration with payment systems, particularly where machines were unreliable, unclear, or affected by poor mobile signal for app-based payments. While many users are supportive of digital payment methods, there is a strong expectation that systems should be robust, intuitive, and supported by clear instructions and contingency options.

Around 16% of respondents identified as having a disability or limited mobility, providing a meaningful evidence base on accessibility issues. Over half of these respondents reported difficulty locating an available Blue Badge space at least some of the time, particularly in higher-demand car parks. This suggests that, while provision may be adequate in some locations, there are localised pressures that warrant review as part of the strategy.

6.6 BUSINESS PERSPECTIVES

Although the business survey generated a smaller sample, the findings are consistent and highly indicative. Over 75% of businesses reported having no private parking, and

78% stated that their customers rely on council owned car parks. This underlines the critical role that off-street parking plays in supporting the local economy.

Over 50% of businesses reported that they or their customers had experienced parking problems, most commonly related to space availability at busy times. These findings reinforce the importance of aligning parking management with economic and town centre objectives.

6.7 LOCALISED VARIATION

While district wide themes are clear, the engagement highlights that parking issues are often highly localised. Differences in car park layout, demand intensity, and surrounding land uses mean that user experience varies between towns and even between individual car parks. Larger towns such as Huntingdon and St Neots tend to show greater pressure and a higher incidence of reported issues, whereas smaller centres experience more intermittent or location specific challenges.

This finding supports the need for a strategy that combines district-wide principles with locally responsive policies and interventions.

6.8 STRATEGIC IMPLICATIONS FOR THE CAR PARK STRATEGY

Taken together, the Stage 1 engagement confirms that Huntingdonshire's off-street parking system broadly meets user needs but faces pressures at peak times and in key town centre locations. The evidence highlights strong demand for short-stay parking, sensitivity to cost and value for money, and the importance of reliable payment systems and accessibility.

Crucially, the feedback suggests that future changes are more likely to be supported where they are clearly communicated, proportionate, and demonstrably reinvested into improving the parking offer. These insights provide a robust foundation for the development of the draft Car Park Strategy and will directly inform the options and policy direction tested through Stage 2 consultation.

7.0 FORECASTING FUTURE GROWTH

7.1 INTRODUCTION

The baseline analysis presented in Chapter 5 demonstrates that, at a district wide level, the current supply of council owned off-street parking in Huntingdonshire is broadly sufficient to meet existing demand. However, this overall position masks important localised variations. Given the district's mix of larger market towns, smaller settlements, and destination-based facilities, it is essential that future parking provision is assessed on a town-by-town basis to ensure that areas experiencing pressure at particular times or locations are clearly identified and appropriately addressed.

The survey data highlights that parking pressure within Huntingdonshire is not uniform. In the larger town centres, most notably Huntingdon, St Neots, and St Ives, demand can be more intense and persistent, particularly within core retail and short-stay car parks and during peak trading periods such as Saturdays and the pre-Christmas period. In contrast, other locations experience pressure only intermittently, often linked to specific trip generators, events, or seasonal activity. This reinforces the need for a targeted and proportionate approach to future planning, rather than a single district wide solution.

Where capacity constraints are identified, the expansion or reconfiguration of existing car parks typically represents a more cost-effective and deliverable option than the provision of entirely new facilities. New car park development carries significant capital costs and requires careful consideration of location to ensure proximity to key destinations and demand generators. Without this, new provision risks underutilisation and poor value for money. Exceptions may include facilities designed to serve a specific strategic purpose, such as park and ride facilities, which would require strong alignment with the primary road network and effective onward travel options.

Opportunities to significantly increase off-street parking capacity within Huntingdonshire are constrained by the existing urban form, the availability of suitable land, and wider planning considerations, particularly within established town centres where competing uses for land are prevalent. While multi-level parking can provide a potential means of increasing capacity on some constrained sites, such solutions require careful consideration of deliverability, cost, operational impact, and townscape implications, especially in historic or tightly developed areas. As a result, substantial increases in parking capacity are unlikely to be achievable across the district and would need to be considered selectively on a site-by-site basis.

In this context, the provision of additional parking supply should be regarded as a measure of last resort. A range of demand management and optimisation measures can be employed to respond to forecast growth, including tariff and stay controls, improved turnover management, better utilisation of underused assets, and the promotion of alternative modes for longer-stay trips. These approaches can often deliver more immediate and cost-effective benefits than new build solutions, while also supporting wider transport, environmental, and town centre objectives.

Sustainability therefore remains a central consideration in forecasting future parking demand within Huntingdonshire. The emerging car park strategy will consider how anticipated growth, both within the district and across the wider sub-region, can be accommodated through a balanced approach that prioritises efficient use of existing assets, supports economic vitality, and aligns with longer-term transport and carbon reduction ambitions.

7.2 FORECASTING GROWTH METHODOLGY

To support the development of car park strategies and transport planning initiatives that consider the long-term impacts of traffic growth, the Department for Transport (DfT) has developed a forecasting tool known as TEMPro (Version 8.1). This software is specifically designed to estimate traffic growth by incorporating projections for housing, population, car ownership, trip rates, and employment within a specified area. It also accounts for origin and destination data, allowing it to incorporate general growth from surrounding areas and predict its effects on the targeted region. By generating growth factors for both baseline and future years, TEMPro provides valuable insights into anticipated changes in traffic patterns.

While forecasts of future travel behaviour are inherently subject to uncertainty due to numerous influencing factors and unforeseen circumstances, TEMPro is considered the most reliable tool for making these predictions. To mitigate the risks associated with deviations in forecasted traffic growth, it is advisable to have contingencies in place and to conduct regular reviews of parking in towns. This proactive approach will ensure that strategies, plans, and schemes remain aligned with evolving trends and demands.

Factors Influencing Future Parking Demand

Estimating future parking demand is a complex process, influenced by various factors:

1. **Availability of Parking:** The accessibility of parking significantly affects driving behaviour. An ample supply of parking increases the attractiveness of driving to a location. Conversely, a shortage of parking can deter drivers, either by encouraging alternative travel modes or discouraging visits altogether. Additionally, an abundant parking supply often correlates with lower parking charges, which can further stimulate demand. Determining latent demand in such scenarios is challenging.

2. **Sustainable Travel Options:** The availability of attractive alternatives to private car use, such as public transport, cycling, or walking, can reduce reliance on cars and consequently lower parking demand. However, sustainable travel may not meet the needs of all individuals, especially for trips involving the transport of goods or those made under specific circumstances.

3. **Parking Charges:** The cost of parking plays a critical role in influencing demand. High parking charges can deter car use, prompting people to use alternative modes of transport, visit different destinations, or forgo trips altogether. Conversely, low or

non-existent parking charges can encourage excessive car use, leading to potential environmental and social impacts.

4. **The Growth of the Internet:** Advances in digital technology have transformed how people conduct everyday activities. Online shopping, remote working, and access to real-time information about parking availability and pricing have all influenced travel patterns and parking demand. Additionally, the internet has facilitated innovations such as driveway rentals, car sharing, and bike hire, which further impact parking needs.

5. **Population Growth and Relocation:** As populations grow and relocate, the demand for goods, services, and parking evolves. People are not confined to traveling to their nearest destination, which can lead to shifts in regional parking demand patterns.

Factors Influencing Parking Supply

In addition to demand-related factors, several issues influence the supply of parking spaces. Development proposals often affect the availability and location of public parking. Car parks, particularly those identified as underutilised, are frequently considered for redevelopment. In Huntingdonshire, only one car park has been flagged as underutilised (Bridge Place, Godmanchester). While this site presents an opportunity for alternative land use or redevelopment, efforts such as regeneration or local area improvements may also increase the usage.

Applying TEMPro to Forecast Parking Demand

TEMPro growth data has been applied to current survey data to project parking demand across the Huntingdonshire district over the next 20 years, extending to 2045. Instead of using trip end growth data, growth in car ownership has been applied, as it represents a higher projected increase. The resulting figures, presented in Tables 38 and 39, reflect base-level projections that assume growth within the current framework. Future regeneration projects and other improvements within the district are likely to lead to further increases in parking demand beyond these baseline figures.

This predictive modelling provides a valuable foundation for developing strategies that align parking provision with anticipated growth, ensuring that the district's parking infrastructure supports economic vitality, environmental sustainability, and the needs of its residents and visitors.

From...	To...	Origin Trip Growth	Destination Trip Growth	Average Trip Growth
2025	2030	1.0155	1.0207	1.0181
2025	2035	1.0173	1.0263	1.0218
2025	2040	1.0219	1.0350	1.0285
2025	2045	1.0288	1.0460	1.0374

Table 38 - Predicted growth TEMPRO Version 8.1

From...	To...	Don't own a Car	own 1 Car	Owns 2 Cars	Owns 3+ cars	All Cars
2025	2030	0.9813	1.0173	1.0238	1.0891	1.0599
2025	2035	0.9671	1.0454	1.0504	1.1772	1.0838
2025	2040	0.9476	1.0506	1.0614	1.2329	1.1254
2025	2045	0.9422	1.0679	1.0908	1.2816	1.1669

Table 39 - Car Ownership TEMPRO Version 8.1

7.3 IMPACT ON PARKING ACROSS HUNTINGDONSHIRE

It is acknowledged that whilst TEMPro provides a good basis for estimating background growth across the district in overall terms, it may not necessarily be reflective of the specific locations of growth and consequently parking demand within specific car parks in the towns.

It is important that the parking strategy fits as one element of the coherent overarching transport plan that covers parking across the district, which is the driving force behind the parking strategy. Care should be taken to ensure that the proposed level of parking is not set too high as to inadvertently encourage car use to access towns to the detriment of more sustainable modes, particularly if doing so would be likely to undermine the viability of such services and supporting infrastructure (e.g. congestion increasing delay for public transport vehicles or severance of key links for pedestrians and cyclists by major traffic corridors). This said, the future prosperity and economic success of towns will be reliant upon reasonable access by car.

The TEMPro figures are broken down into five-year periods. As this car park strategy Is being developed in 2025, the 20-year period covers the years 2030, 2035, 2040, and 2045. Tables 40-43 provide the forecasted growth in car park towns for each of the five-year periods. As previously discussed, this is based on many variables and should be taken as a guide only.

The parking surveys undertaken as part of this study provide a robust baseline against which future demand has been assessed. Rather than relying on isolated peak observations, the baseline has been derived by averaging peak occupancy levels across weekdays, Saturdays, and Sundays for each of the three survey periods. This approach intentionally smooths short-term anomalies and seasonal spikes, producing a representative measure of *typical high demand* that car parks are likely to experience on a regular basis. As such, the baseline does not reflect absolute worst-case conditions, but instead provides a realistic and repeatable benchmark of operational pressure.

This is particularly appropriate for forward forecasting, as it allows growth to be applied to a stable demand profile that reflects everyday user behaviour rather than exceptional trading days or one-off events. Using this averaged high-demand baseline ensures that future demand scenarios are both prudent and proportionate, supporting forecasts that are resilient to short-term variability while still sensitive to sustained growth in population, employment, retail activity, and travel demand across the district.

Town	Car Park	Spaces	Ave Peak Occupancy	2030	% Occupied
Godmanchester	Bridge Place	257	19	21	8
	Park Lane	25	20	22	88
	Post Street	31	27	29	94
Huntingdon	Great Northern St	71	59	63	89
	Hinchingbrooke Country Park	60	53	56	93
	Ingram St	44	39	42	95
	Mill Common	52	42	44	85
	Multi-Storey (nr Sainsbury's)	404	223	238	59
	One Leisure	171	68	76	44
	Princes St	77	65	71	92
	Riverside	190	34	38	20
	Sainsbury's	290	237	252	87
	St Germain St	36	29	31	86
Ramsey	Mews Close	60	53	56	93
	One Leisure	34	25	27	79
St Ives	Cattle Market (Long-stay)	196	105	115	59
	Cattle Market (Short-stay)	197	141	153	78
	Darwoods Pond	83	57	62	75
	Globe Place	162	127	138	85
	One Leisure Indoor	210	122	134	64
	One Leisure Outdoor	108	45	51	47
	Waitrose	75	56	62	83
St Neots	Brook St	13	11	12	92
	Priory Centre	31	27	29	94
	Priory Lane	35	26	29	83
	Priory Park	43	37	40	93
	Riverside Park	276	104	112	41
	Tan Yard	37	26	30	81
	Tebbutts Rd	241	189	203	84
	Waitrose	188	154	166	88
TOTAL		3697	2220	2402	65

Table 40 – TEMPro forecasting across Huntingdonshire car parks for 2030

Town	Car Park	Spaces	Ave Peak Occupancy	2035	% Occupied
Godmanchester	Bridge Place	257	19	22	9
	Park Lane	25	20	23	92
	Post Street	31	27	30	97
Huntingdon	Great Northern St	71	59	66	93
	Hinchingbrooke Country Park	60	53	59	98
	Ingram St	44	39	43	98
	Mill Common	52	42	48	92
	Multi-Storey (nr Sainsbury's)	404	223	252	62
	One Leisure	171	68	78	46
	Princes St	77	65	72	94
	Riverside	190	34	40	21
	Sainsbury's	290	237	265	91
	St Germain St	36	29	32	89
Ramsey	Mews Close	60	53	59	98
	One Leisure	34	25	29	85
St Ives	Cattle Market (Long-stay)	196	105	121	62
	Cattle Market (Short-stay)	197	141	160	81
	Darwoods Pond	83	57	66	80
	Globe Place	162	127	144	89
	One Leisure Indoor	210	122	139	66
	One Leisure Outdoor	108	45	52	48
	Waitrose	75	56	64	85
St Neots	Brook St	13	11	13	100
	Priory Centre	31	27	30	97
	Priory Lane	35	26	30	86
	Priory Park	43	37	41	95
	Riverside Park	276	104	119	43
	Tan Yard	37	26	30	81
	Tebbutts Rd	241	189	213	88
	Waitrose	188	154	173	92
TOTAL		3697	2220	2513	68

Table 41 – TEMPro forecasting across Huntingdonshire car parks for 2035

Town	Car Park	Spaces	Ave Peak Occupancy	2040	% Occupied
Godmanchester	Bridge Place	257	19	22	9
	Park Lane	25	20	23	93
	Post Street	31	27	32	102
Huntingdon	Great Northern St	71	59	69	97
	Hinchingbrooke Country Park	60	53	62	103
	Ingram St	44	39	46	103
	Mill Common	52	42	49	94
	Multi-Storey (nr Sainsbury's)	404	223	260	64
	One Leisure	171	68	79	46
	Princes St	77	65	76	99
	Riverside	190	34	40	21
	Sainsbury's	290	237	277	95
	St Germain St	36	29	34	94
Ramsey	Mews Close	60	53	62	103
	One Leisure	34	25	29	86
St Ives	Cattle Market (Long-stay)	196	105	123	63
	Cattle Market (Short-stay)	197	141	165	84
	Darwoods Pond	83	57	67	80
	Globe Place	162	127	150	91
	One Leisure Indoor	210	122	144	68
	One Leisure Outdoor	108	45	53	49
	Waitrose	75	56	65	87
St Neots	Brook St	13	11	13	99
	Priory Centre	31	27	32	102
	Priory Lane	35	26	30	87
	Priory Park	43	37	43	100
	Riverside Park	276	104	121	44
	Tan Yard	37	26	30	82
	Tebbutts Rd	241	189	223	92
	Waitrose	188	154	181	96
TOTAL		3697	2220	2598	70

Table 42 – TEMPro forecasting across Huntingdonshire car parks for 2040

Town	Car Park	Spaces	Ave Peak Occupancy	2045	% Occupied
Godmanchester	Bridge Place	257	19	23	9
	Park Lane	25	20	25	100
	Post Street	31	27	33	106
Huntingdon	Great Northern St	71	59	71	100
	Hinchingbrooke Country Park	60	53	64	107
	Ingram St	44	39	48	109
	Mill Common	52	42	51	98
	Multi-Storey (nr Sainsbury's)	404	223	266	66
	One Leisure	171	68	82	48
	Princes St	77	65	79	103
	Riverside	190	34	44	23
	Sainsbury's	290	237	283	98
	St Germain St	36	29	36	100
Ramsey	Mews Close	60	53	65	108
	One Leisure	34	25	31	91
St Ives	Cattle Market (Long-stay)	196	105	130	66
	Cattle Market (Short-stay)	197	141	171	87
	Darwoods Pond	83	57	71	86
	Globe Place	162	127	156	96
	One Leisure Indoor	210	122	148	70
	One Leisure Outdoor	108	45	56	52
	Waitrose	75	56	69	92
St Neots	Brook St	13	11	14	108
	Priory Centre	31	27	34	110
	Priory Lane	35	26	33	94
	Priory Park	43	37	45	105
	Riverside Park	276	104	126	46
	Tan Yard	37	26	33	89
	Tebbutts Rd	241	189	231	96
	Waitrose	188	154	190	101
TOTAL		3697	2220	2708	73

Table 43 – TEMPro forecasting across Huntingdonshire car parks for 2045

Across the district as a whole, the modelling indicates a steady but manageable increase in parking demand over time, with total peak occupancy rising from approximately 2,220 vehicles in the baseline to around 2,402 by 2030 (65% occupancy), 2,513 by 2035 (68%), 2,598 by 2040 (70%), and 2,708 by 2045 (73%). While this represents a gradual increase in overall utilisation, the forecasts highlight that pressure will not be evenly distributed and that capacity challenges will be concentrated in specific town centre locations.

In Godmanchester, growth remains modest in absolute terms, but the forecasts reinforce the existing contrast between car parks. Post Street is projected to exceed capacity by 2040 (102%) and rise further to 106% by 2045, indicating persistent pressure in this small, centrally located facility. Park Lane also approaches full capacity, reaching 100% by 2045. In contrast, Bridge Place continues to operate well below capacity throughout the forecast period, remaining below 10% occupancy even in 2045, confirming that location and function, rather than overall supply, remain the dominant factors shaping demand in the town.

Huntingdon experiences the most significant absolute growth in demand due to the scale and function of its town centre car parks. Several key sites are forecast to approach or exceed practical capacity within the forecast period. Ingram Street and Hinchingbrooke Country Park exceed 100% occupancy by 2040, rising to approximately 109% and 107% respectively by 2045. Great Northern Street and Princes Street both reach or exceed full capacity by 2045, while St Germain Street reaches 100% occupancy in the same period.

Larger facilities provide some moderation to town wide pressures. The multi-storey car park near Sainsbury's, despite absorbing significant growth, remains below capacity, reaching around 66% occupancy by 2045, while Riverside continues to operate with substantial spare capacity, remaining below 25% occupancy throughout the forecast horizon. Sainsbury's car park itself approaches full utilisation by 2045 at 98%, reinforcing its critical role in supporting town centre activity, although it's noted this car park regularly reaches capacity during noticeable peak periods.

Ramsey remains supply constrained throughout the forecast period. Mews Close, already operating at high utilisation, exceeds capacity by 2040 (103%) and rises further to 108% by 2045, indicating sustained pressure in the town's primary car park. One Leisure absorbs some demand growth but remains below capacity, reaching approximately 91% by 2045. The forecasts suggest that Ramsey's limited supply will continue to drive high turnover and pressure regardless of wider district trends.

In St Ives, demand growth is distributed across a broader range of car parks, reflecting the town's more diverse parking offer. Cattle Market (Short-stay) rises steadily to around 87% occupancy by 2045, while Globe Place reaches approximately 96% in the same year. One Leisure Indoor increases to around 70% occupancy by 2045, indicating moderate but manageable pressure. Longer-stay and peripheral sites, including Cattle Market (Long-stay) and One Leisure Outdoor, remain below capacity throughout the forecast period, providing some resilience within the town's overall parking network.

St Neots shows a clear concentration of future pressure within its core town centre car parks. Brook Street, Priory Centre, and Priory Park all exceed 100% occupancy by 2045, with Brook Street reaching approximately 108%. Tebbutts Road, the town's principal car park, remains heavily utilised, rising from 84% in 2030 to around 96% by 2045, while Waitrose also approaches full capacity at 101%. In contrast, Riverside Park continues to operate with substantial spare capacity, remaining below 50% occupancy even in 2045, reinforcing its role as a longer-stay, destination-led facility that offsets pressure elsewhere in the town.

Strategic Observations and Implications

Several clear themes emerge from the forecasts. First, district-wide capacity remains broadly sufficient, but pressures become increasingly concentrated in central, short-stay and retail-focused car parks. Second, larger and peripheral sites continue to play a critical balancing role, absorbing growth and preventing more widespread capacity exceedance. Third, by 2040–2045, a number of smaller town centre car parks are forecast to exceed practical capacity, indicating a growing need for active management rather than additional supply.

It is important to note that the figures presented reflect average peak demand levels, rather than the absolute highest demand observed across all survey periods. As a result, there will be specific days, seasons, or event-driven periods where parking demand exceeds the levels illustrated in this analysis, leading to short-term pressures that are higher than those captured in the forecasts. This means that while the modelling provides a reliable indication of typical high-demand conditions, it does not represent the upper limit of potential parking stress across the district.

Figure 43 provides an overview of the projected parking growth in Huntingdonshire car parks over five-year intervals, extending to 2045. The analysis compares these projections against the 85% occupancy threshold, a critical benchmark where the need for additional parking capacity may warrant further investigation, particularly if sustainable transport initiatives have already been implemented.

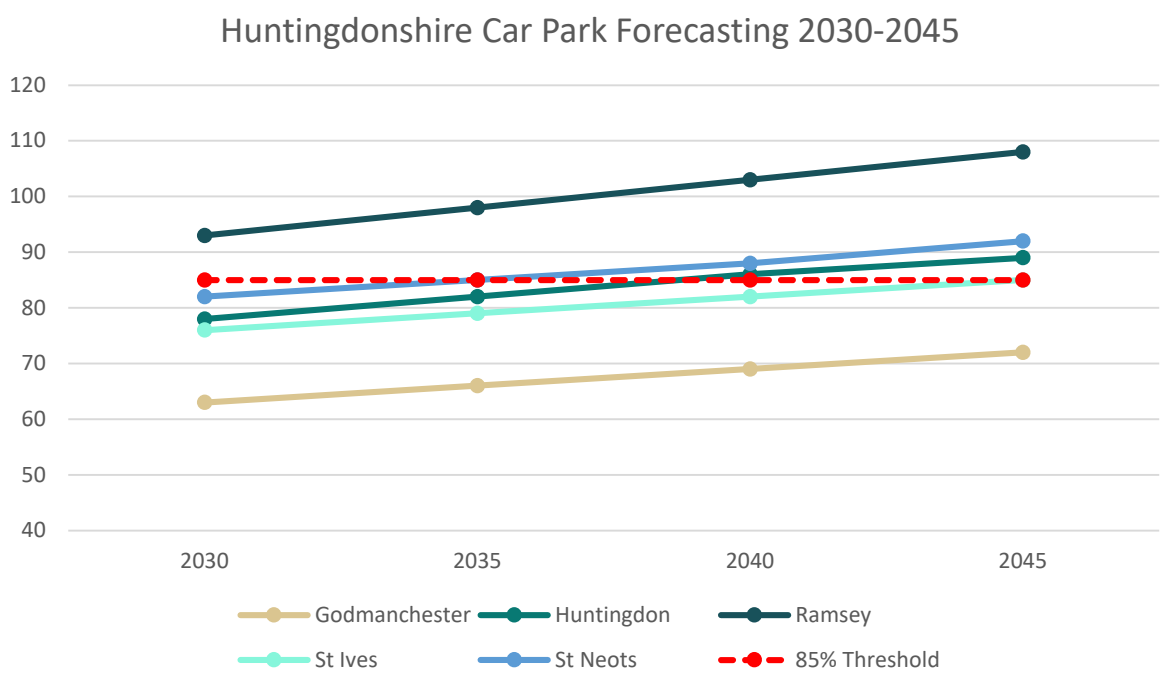


Figure 43 – Forecasting car park growth in Huntingdonshire car parks up to 2045

The town level forecasting illustrates a clear divergence in how parking demand is expected to evolve across Huntingdonshire between 2030 and 2045. By the end of the forecast period, Ramsey emerges as the most constrained town, with average peak demand projected to exceed the 85% occupancy threshold from 2035 onwards and to rise to around 108% by 2045. This indicates sustained and growing capacity pressure, reflecting Ramsey's relatively limited parking supply and concentrated town centre demand. Without intervention, this level of occupancy is likely to translate into regular difficulty in locating parking spaces during typical busy periods.

St Neots is also forecast to exceed the 85% threshold, with average peak demand reaching approximately 92% by 2045. While not as acute as Ramsey, this trend signals increasing pressure in the town's parking system, particularly within core short-stay and mixed-use car parks. Proactive management measures will therefore be important to ensure that town centre accessibility and turnover can be maintained as demand continues to rise.

Huntingdon is forecast to approach, but not materially exceed, the 85% threshold over the forecast period. By 2045, average peak demand is projected to be just under 90%, suggesting that while capacity pressures will increase, they are likely to remain manageable at an overall town level. That said, this masks variation between individual car parks, with some key retail focused sites expected to experience significantly higher localised pressure.

In contrast, St Ives remains below the 85% threshold throughout the forecast period, with demand rising steadily but remaining at around the low-to-mid 80% range by 2045. This indicates a comparatively resilient parking supply at a town wide level, although

continued monitoring will be important to manage pressures in the most popular central locations.

Godmanchester continues to exhibit the lowest overall level of forecast demand at a town wide scale, remaining well below the 85% occupancy threshold across all forecast years. However, this position is heavily influenced by the inclusion of Bridge Place car park, which accounts for a substantial proportion of the town's total parking supply and consistently records low utilisation. If Bridge Place were excluded from the assessment, average peak demand within the remaining car parks would increase markedly, reaching approximately 91% by 2030 and rising to around 103% by 2045.

This indicates that, while Bridge Place may not be essential to meeting day-to-day parking demand in its current form, its removal without mitigation would result in capacity shortfalls elsewhere in the town. Any future decisions regarding Bridge Place would therefore need to be accompanied by alternative provision or demand management measures to ensure that overall parking capacity remains sufficient.

Table 44 summarises the forecasting of future parking demand across all off-street car parks within the Huntingdonshire district over five-year periods up to 2045.

Town	Car Park	2025 % Occupied	2030 % Occupied	2035 % Occupied	2040 % Occupied	2045 % Occupied
Godmanchester	Bridge Place	7	8	9	9	9
	Park Lane	80	88	92	93	100
	Post Street	87	94	97	102	106
Huntingdon	Great Northern St	83	89	93	97	100
	Hinchingbrooke Country Park	88	93	98	103	107
	Ingram St	89	95	98	103	109
	Mill Common	81	85	92	94	98
	Multi-Storey (nr Sainsbury's)	55	59	62	64	66
	One Leisure	40	44	46	46	48
	Princes St	84	92	94	99	103
	Riverside	18	20	21	21	23
	Sainsbury's	82	87	91	95	98
	St Germain St	81	86	89	94	100
Ramsey	Mews Close	88	93	98	103	108
	One Leisure	74	79	85	86	91
St Ives	Cattle Market (Long-stay)	54	59	62	63	66
	Cattle Market (Short-stay)	72	78	81	84	87
	Darwoods Pond	69	75	80	80	86
	Globe Place	78	85	89	91	96
	One Leisure Indoor	58	64	66	68	70
	One Leisure Outdoor	42	47	48	49	52
	Waitrose	75	83	85	87	92
St Neots	Brook St	85	92	100	99	108
	Priory Centre	87	94	97	102	110
	Priory Lane	74	83	86	87	94
	Priory Park	86	93	95	100	105
	Riverside Park	38	41	43	44	46
	Tan Yard	70	81	81	82	89
	Tebbutts Rd	78	84	88	92	96
	Waitrose	82	88	92	96	101
TOTAL		61	65	68	70	73

Table 44 – Summary of future forecasting in car parks across Huntingdonshire 2025-2045

8.0 HUNTINGDONSHIRE PARKING SERVICE

8.1 OVERVIEW

Huntingdonshire District Council operates a substantial portfolio of council owned off-street car parks across the district, serving a wide range of functions including town centre parking, leisure and retail access, commuter parking, and support for key community facilities. Given the role these assets play in supporting local economies, access to services, and visitor activity, it is essential that the Council delivers a high-quality, consistent, and customer focused parking service.

While this strategy is focused on off-street parking provision, it is recognised that users experience parking as part of a wider system that also includes on-street parking and the broader transport network. Ensuring coherence between off-street and on-street arrangements, particularly in town centres such as Huntingdon, St Neots, St Ives, Ramsey, and Godmanchester, is therefore important in delivering a seamless and legible experience for users.

Clear and effective signage and wayfinding are a critical component of this service, particularly for visitors and infrequent users who may be unfamiliar with local parking arrangements. Well-designed signage can reduce unnecessary circulation, improve access to appropriate car parks, and enhance first impressions of town centres, supporting repeat visits and sustained economic activity.

To deliver a modern, efficient, and user friendly parking service, the Council must consider the full range of service elements that influence the customer experience. Key areas include:

- **Car park signage and wayfinding** – ensuring signage is clear, consistent, and visible on approach and within car parks.
- **Payment options** – providing flexible, accessible payment methods, including cashless and app-based solutions, and clear information on charging periods.
- **Electric vehicle charging infrastructure** – expanding and upgrading EV charging provision to support the transition to low-emission vehicles.
- **Accessible and priority spaces** – ensuring sufficient provision for disabled users, families, and other priority groups.
- **Enforcement** – applying proportionate and effective enforcement to maintain availability, fairness, and compliance.
- **Information availability** – providing accurate, up-to-date parking information through the Council's website and digital platforms.
- **Short-stay parking provision** – supporting local businesses by enabling convenient parking for quick visits and high turnover.

- **Micro-mobility integration** – accommodating bicycles and other emerging modes where appropriate.
- **Parking technology** – making use of modern systems such as real-time occupancy data, improved payment technology, and enhanced back-office systems.

Each of these elements is explored in more detail in the sections that follow, drawing on evidence from car park assessments, benchmarking, and user behaviour analysis undertaken as part of the parking strategy. By addressing these service components in a coordinated and evidence-led manner, Huntingdonshire District Council can improve the overall parking experience, support economic vitality, and contribute to its wider environmental and sustainability objectives.

8.2 CAR PARK SIGNAGE AND WAYFINDING

As part of the development of the Huntingdonshire Parking Strategy, Ethos has undertaken a high-level review of car park signage and wayfinding across the district to identify opportunities for improvement. This review has considered both vehicular directional signage and pedestrian wayfinding, as well as the potential future role of Variable Message Signs (VMS) in managing parking demand more effectively.

There is a clear relationship between the vitality of town and local centres and the ease with which they can be accessed. For many visitors, particularly those unfamiliar with the area, the parking experience forms the first point of contact with a town. Ideally, town centres should be easily accessible from transport hubs such as off-street car parks, bus stops, rail stations, and locations offering secure cycle parking. Clear, early, and consistent signage is therefore essential in supporting accessibility and encouraging repeat visits.

Huntingdonshire District Council operates a substantial number of off-street car parks distributed across Huntingdon, St Neots, St Ives, Ramsey, and Godmanchester. This range of provision gives visitors choice and flexibility, allowing them to select the most appropriate car park for their destination. However, without effective signage on the highway network, this choice is not always clear or intuitive. Directional signage remains the primary means by which drivers can identify suitable parking locations and make informed decisions before entering town centres.

The review identified that, across much of the district, car park signage is limited in both coverage and visibility. In many locations, signage is small, inconsistently designed, or positioned too close to car park entrances to be effective. As a result, drivers often encounter parking information only after they have already navigated into the town centre, reducing the opportunity to manage demand efficiently and increasing unnecessary circulation. This can lead to certain car parks being disproportionately used while others remain underutilised.

Where signage does exist, it is often located immediately adjacent to the car park itself, or quite inconspicuous through vegetation or street furniture. While this has some value

in confirming arrival, it does little to assist drivers approaching from the wider road network. To be effective, parking signage needs to be positioned on key approach routes, and where possible on strategic corridors, providing early direction and allowing drivers to make decisions before reaching more constrained parts of town centres.

Figure 44 provides examples of the car park directional signage in place across the district including Huntingdon, St Ives, and St Neots.

Figure 44 – Examples of car park directional signage across Huntingdonshire

Wayfinding is equally important in shaping the overall parking experience. The effectiveness of vehicular signage can be undermined if onward pedestrian routes from the car park to town centre destinations are unclear. For visitors unfamiliar with Huntingdonshire's towns, poor wayfinding can create confusion, lengthen walking journeys, and detract from the overall experience.

Common wayfinding solutions include fingerpost signage directing pedestrians to key destinations such as town centres, toilets, leisure facilities, bus and rail stations, and riverside or cultural attractions. These can be supplemented by map-based monolith signs that provide orientation, key walking routes, and local information. Car parks are a particularly important location for such signage, as they represent the starting point for many visitor journeys.

Whilst there is wayfinding in place across the district, there appears to be a stronger provision in St Neots in particular. Although there are improvements that can be made, several car parks either have wayfinding in place within the car park, or within close proximity to the car park, as show in Figure 45.

Figure 45 – Examples of wayfinding in St Neots car parks

The assessment indicates that improvements to both vehicular signage and pedestrian wayfinding could significantly enhance the efficiency of town centre parking, reduce unnecessary vehicle movements, and support higher turnover of spaces. Enabling visitors to reach their destination quickly and confidently not only improves the parking experience but also maximises the economic benefit to town centres.

As part of this high-level assessment, four broad types of car parking signage have been considered:

- Strategic parking signage, providing directional information to multiple car parks or parking zones within a town.
- Advanced directional signage, guiding drivers to specific clusters of car parks from key approach routes.
- Variable Message Signs (VMS), offering real-time information on parking availability within larger town centres.
- Individual car park signage, either static or variable, identifying specific sites and their availability or restrictions.

Together, these measures provide a framework for improving parking legibility across Huntingdonshire and form an important component of delivering a more efficient, visitor friendly, and economically supportive parking service.

Figure 46 provides examples of these types of signs that can be installed in the towns.

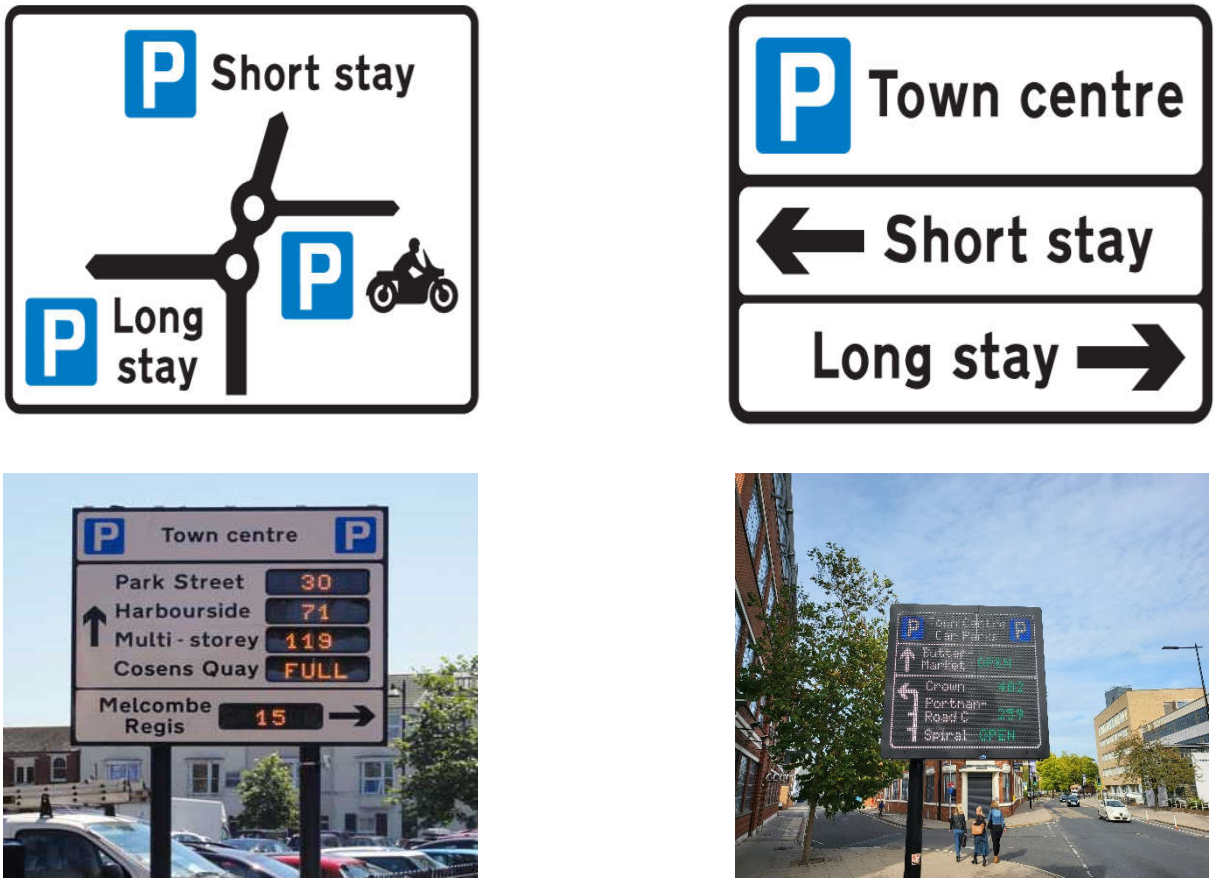


Figure 46 – Examples of car park signage

8.2.1 STRATEGIC CAR PARK SIGNAGE

Strategic car park signage is intended to provide early direction to parking areas before drivers enter constrained town centre environments. These signs should be positioned on key approach routes and use clear, generic terminology such as *Town Centre Parking*, *Short Stay*, or *Long Stay*, rather than listing individual car parks.

This form of signage is particularly relevant in Huntingdonshire's larger towns, where multiple entry routes converge and where early guidance can significantly influence driver behaviour. Strategic signage allows demand to be distributed more evenly across the parking network, improving efficiency and reducing pressure on central streets.

8.2.2 ADVANCED DIRECTIONAL CAR PARK SIGNAGE

Advanced directional signs provide more specific guidance, directing drivers to a limited number of named car parks or parking clusters. These signs are most effective when located on primary distributor roads or at key junctions on approach to town centres. Where appropriate, they can also reference major trip generators such as town centres, leisure facilities, rail stations, or retail areas.

In Huntingdonshire, advanced directional signage could play an important role in guiding drivers towards underutilised or peripheral car parks, helping to manage demand in areas prone to congestion or capacity constraints.

8.2.3 CAR PARK VARIABLE MESSAGE SIGNS (VMS)

VMS are one of the most effective tools for providing real time, concise information to drivers. These signs can display changing messages, including parking availability, car park status (e.g. *Spaces*, *Full*, *Closed*), or alternative parking options when sites reach capacity.

A positive example already exists in Huntingdon, where a car park guidance VMS has been installed near the entrance to Sainsbury's. This installation is a valuable asset, helping to direct drivers efficiently within a town that is constrained by a one-way system. Given the complexity of Huntingdon's road layout, there is strong justification for replicating this approach at one or two additional locations, capturing traffic from other key entry points and further reducing unnecessary circulation.

There is also a clear case for introducing VMS in St Ives and St Neots, where targeted installations could improve the visibility and utilisation of larger car parks:

St Ives

- Along Harrison Way, close to the roundabout with Meadow Lane, capturing traffic approaching from the south.
- Along Houghton Road (A1123) near the crossroads with Ramsey Road, intercepting traffic entering the town from the north and west.

St Neots

- Near the roundabout junction of St Neots Road and The Paddock, promoting Riverside Park car park, which is large but currently underused. This would help divert traffic away from the bridge and High Street, areas that are frequently subject to congestion.
- Along Cambridge Street, on the approach to the signalised junction with Huntingdon Street, providing early guidance before vehicles enter the town centre.

The effectiveness of VMS is highly dependent on their location. Signs must be positioned where drivers have sufficient time to read and respond to the information, without creating visibility or safety issues. Given their cost, it is essential that locations are selected to maximise exposure to the greatest number of vehicles, typically where routes converge. Accurate and reliable data is also critical; if displayed information does not reflect real conditions, driver confidence in the system will quickly erode.

Where car park infrastructure does not support accurate space counting, simpler messages such as *Spaces Available* or *Car Park Full* may be more appropriate than numerical counts.

8.2.4 SPECIFIC CAR PARK SIGNAGE (STATIC OR VMS)

Once drivers have been guided into a town, specific car park signage is required to direct them to individual sites. These signs should be clearly visible, unobstructed, and positioned at decision points where drivers need to choose a route.

Most council operated car parks should have at least one dedicated directional sign to support balanced occupancy across the network. Smaller car parks, or those closely associated with other uses (such as supermarkets), may require less prominent signage. Where infrastructure allows, VMS can be used to indicate availability, however, in many cases static signage will provide better value for money.

8.2.5 WAYFINDING SIGNAGE

Wayfinding signage for pedestrians is currently limited across Huntingdonshire and is often concentrated within town centres rather than at car parks, where many visitor journeys begin. This can create confusion for visitors unfamiliar with local layouts and reduce the overall quality of the parking experience.

It is recommended that consistent wayfinding signage be introduced at all council operated car parks, guiding users to key destinations such as town centres, leisure facilities, toilets, rail and bus stations, riverside routes, and cycle networks. Monolith-

style signs offer particular value, providing maps, walking times, and points of interest in a clear and accessible format.

To support long-term regeneration and growth, the Council should consider preparing a district-wide signage and wayfinding strategy. This would establish consistent design principles, placement standards, and maintenance requirements across Huntingdonshire's towns, ensuring clarity, coherence, and value for money both now and in the future.

8.3 CAR PARK REVENUE

Car park revenue represents a critical income stream for Huntingdonshire District Council, supporting the ongoing maintenance of parking assets, contributing to wider service delivery, and enabling reinvestment in infrastructure and technology. The Council operates a diverse portfolio of off-street car parks across its main market towns, leisure destinations, and recreational sites. This diversity creates differing demand profiles, influenced by town-centre activity, leisure use, and seasonal variation. An analysis of parking revenue generated during the most recent reporting period provides valuable insight into financial performance, usage patterns, and payment behaviour across the district.

Overview of Revenue Performance

Across Huntingdonshire, council operated car parks generated a total income of approximately £2.4 million between 1st April 2024 and 31st March 2025. This income is generated from the district's three principal towns, Huntingdon, St Neots, and St Ives.

- Huntingdon is the highest-performing location, generating £1.08 million, equivalent to 47% of total district-wide income.
- St Neots follows with £651,000 (28% of total income).
- St Ives generates £591,000 (25% of total income).
- Hinchingbrooke Country Park contributes a comparatively modest £69,000, reflecting its recreational function and lower charging intensity.

These figures demonstrate the central role that Huntingdonshire's main town centres play in supporting parking income and underline the importance of maintaining high-quality, accessible parking provision in these locations.

Figure 47 illustrates the breakdown of revenue generated across each of the three towns that has car park charges in place in Huntingdonshire.

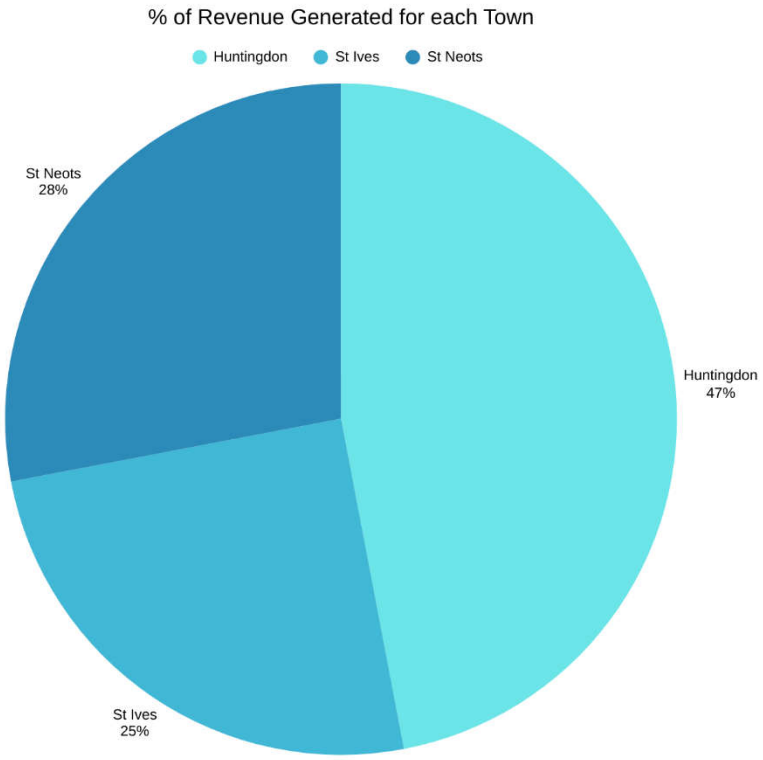


Figure 47 – Breakdown of income generated across HDC chargeable car parks

Analysis of the parking income identifies a small number of car parks that make a disproportionate contribution to the overall financial performance of the parking service. These sites are typically well located, offer high turnover, and are closely associated with major retail, employment, and town centre destinations.

The Sainsbury's car park in Huntingdon is the single highest-performing site in the district, generating £549,124.96 in income over the year. Its strong performance reflects consistent short-stay demand, high levels of activity throughout the day, and its strategic role in supporting town centre retail. Within Huntington, the other high-performing site is the Huntingdon Multi-Storey car park (£227,375.46), which provides a critical function within the town and supports a wide range of retail and employment trips.

In St Neots, Tebbutts Road car park (£263,037.49), is a key long-stay facility that benefits from its proximity to the town centre and strong commuter and visitor demand. Waitrose car park (£226,900.92) also performs strongly, driven by high short-stay turnover and its close relationship with the town's retail offer. Similarly, in St Ives, the Cattle Market Short-Stay car park (£217,084.04) is a significant income generator, reflecting its central location and role in supporting town centre activity.

Collectively, these high-performing car parks account for a substantial proportion of the Council's total parking income and represent the core financial assets within the parking portfolio. Their performance underlines the importance of protecting capacity at these locations, maintaining high standards of operation and customer experience, and prioritising them for investment in areas such as signage, payment technology, and electric vehicle infrastructure.

At the other end of the spectrum, the income analysis also identifies a group of car parks that generate comparatively low levels of revenue over the 2024/25 financial year. In most cases, this reflects the intended function and context of these sites, rather than underperformance in operational terms.

Lower-performing car parks are typically smaller in scale, located away from primary retail frontages, or designed to support specific uses such as residential access, leisure, or countryside destinations.

Examples include short-stay and local car parks such as Brook Street in St Neots, Ingram Street in Huntingdon, and Bridge Place in Godmanchester, all of which generate modest annual income relative to their capacity. These sites tend to serve localised demand, short visits, or overflow parking rather than acting as primary town centre destinations. Their role is therefore more closely aligned with supporting accessibility and managing on-street pressure than maximising revenue.

Leisure focused sites such as Hinchingbrooke Country Park also sit within the lower income range. While these car parks attract significant user numbers, income levels are constrained by lower tariffs and the recreational nature of trips. In such cases, financial performance should be considered alongside wider outcomes, including public health, wellbeing, and access to green space.

The analysis highlights that low income does not necessarily indicate poor performance. Instead, it reinforces the importance of assessing these car parks through a place based and function-led lens, recognising their contribution to local communities, visitor access, and the wider transport network. Future decisions relating to these sites should therefore focus on proportional management, cost control, and targeted improvements, rather than income maximisation, while ensuring they continue to meet local needs.

Payment Method Trends

Analysis of payment methods highlights a well-balanced mix of transaction types, reinforcing the need to maintain a range of payment options to meet user preferences. This is illustrated in figure 42 below.

Across the district:

- Card payments generate the highest share of income, contributing approximately £1.01 million;
- Coin payments remain significant, generating around £721,000;
- Phone-based payments account for approximately £660,000, demonstrating strong uptake of cashless and digital solutions.

In Huntingdon specifically, card payments account for the largest share of income (£448,000), followed by coin (£331,000) and phone payments (£305,000). Similar patterns are evident in St Neots and St Ives, indicating consistent user behaviour across the district. While digital payments continue to grow in importance, the continued use of coin payments highlights the need for inclusive systems that cater to all users.

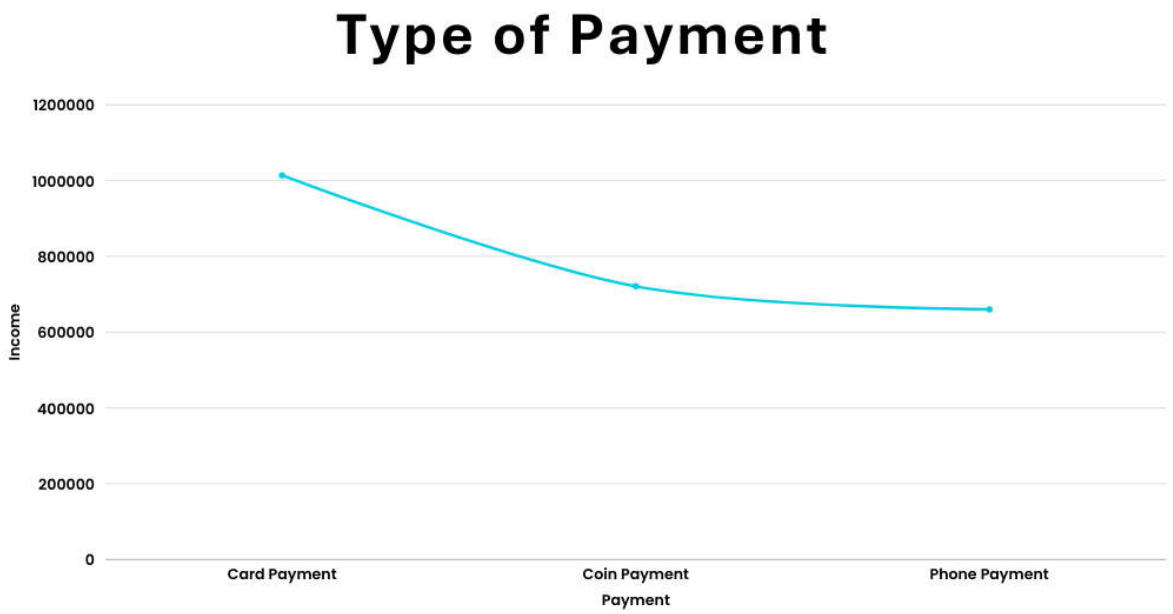


Figure 48 – Breakdown of payment options used in HDC car parks

User Activity and Demand

The data also highlights high levels of parking activity across the district, with approximately 1.86 million individual parking transactions recorded during the period under review. Of these, around 868,000 transactions occurred in Huntingdon, approximately 487,000 in St Neots, and around 440,000 in St Ives. This distribution closely mirrors the income profile and reflects the relative scale and intensity of retail, employment, and leisure activity within each town.

Hinchingbrooke Country Park recorded approximately 61,000 users, reinforcing its role as a leisure focused destination rather than a core revenue generator.

Key Observations

The revenue analysis highlights several important considerations for the parking strategy:

- Income is highly concentrated in the district's main towns, making these locations critical to the financial sustainability of the parking service.
- A balanced mix of payment methods remains essential, with no single payment channel dominating to the exclusion of others.
- Digital and phone-based payments are now a substantial contributor to revenue and should continue to be supported and expanded.
- Leisure and recreational car parks, such as Hinchingbrooke Country Park, serve an important social and wellbeing function but contribute relatively little to overall income.

Implications for the Parking Strategy

Given the strong performance of Huntingdon, St Neots, and St Ives, continued investment in these locations should be prioritised. This includes maintaining asset quality, improving signage and wayfinding, expanding EV charging provision, and ensuring payment systems remain modern and reliable.

Lower-revenue sites should be considered within the context of their wider social and environmental value rather than purely financial performance. For locations such as Hinchingbrooke Country Park, the emphasis should remain on accessibility, visitor experience, and sustainability rather than income maximisation.

Overall, the revenue data reinforces the importance of an evidence-led approach to parking management in Huntingdonshire, one that balances financial resilience with accessibility, economic vitality, and wider policy objectives.

8.4 UNDERUTILISATION OF CAR PARKS

An important element of the strategy is the identification and management of underperforming car parks, recognising that not all sites contribute equally to meeting demand or supporting town centre activity. Where car parks demonstrate consistently low levels of utilisation, there is an opportunity to consider alternative or complementary uses that better reflect local needs, land values, and future growth pressures. Any such consideration must be evidence-led and balanced against the role that these sites may play in the wider parking network over the medium to long term.

Underutilised car parks can present several strategic options. In some cases, sites may be suitable for partial or full repurposing, including redevelopment for housing, commercial, community, or mixed-use schemes, particularly where they are well located and aligned with wider regeneration objectives. Where redevelopment is pursued, this may need to be accompanied by mitigation measures, such as the retention of some parking capacity, revised tariff structures, or priority permit arrangements, to ensure that local parking needs continue to be met. In other cases, lower utilisation may indicate the need for improved promotion, clearer signage and wayfinding, or revised pricing and permit concessions to encourage greater use and rebalance demand across the parking stock.

Across Huntingdonshire, Bridge Place in Godmanchester is the only car park that exhibits a consistent and sustained pattern of underutilisation across survey periods and forecast years. Demand at this site remains low relative to its capacity, and its inclusion materially suppresses town wide utilisation figures. On this basis, Bridge Place represents the clearest opportunity for potential redevelopment within the district. However, forecast modelling indicates that overall parking demand in Godmanchester is expected to exceed supply in the future if Bridge Place were removed without replacement. Any redevelopment proposals would therefore need to incorporate alternative parking provision, demand management measures, or both, to ensure that the loss of capacity does not result in pressure elsewhere in the town.

Other car parks that show lower levels of utilisation, such as Riverside in Huntingdon and Riverside Park in St Neots, require a more cautious interpretation. These sites serve a specific functional role within the parking network, supporting leisure, riverside, and seasonal activity. While they may appear underutilised during neutral or off-peak survey periods, demand is likely to increase significantly during the summer months and during periods of good weather or events. As a result, these car parks are not considered underperforming in strategic terms, and there is limited scope for repurposing without undermining their ability to accommodate seasonal demand and protect more central car parks from overspill pressure.

More generally, the presence of underutilised capacity within the district does not automatically indicate surplus parking. Instead, it highlights the importance of understanding when, why, and how different car parks are used. Targeted interventions, such as differential pricing, time limited concessions, permit incentives, or improved communication and wayfinding, can often be effective in redistributing demand and improving overall network efficiency, reducing the need for new provision elsewhere.

This strategy therefore should adopt a measured approach to underutilisation. Only those sites that demonstrate consistently low demand, limited strategic function, and strong alignment with wider planning objectives should be considered for repurposing. Where such opportunities arise, they should be progressed in a way that supports future growth, maintains resilience in the parking network, and complements broader town centre and regeneration ambitions.

8.5 PARKING TARIFFS

Huntingdonshire District Council operates a uniform parking tariff structure across the district, applying the same short-stay and long-stay charges in all council owned car parks regardless of town or location. This approach offers clear advantages from both a management and customer perspective. For the Council, it simplifies administration, reduces complexity in enforcement and communications, and ensures consistency in

income forecasting. For users, it provides clarity and predictability, making parking easier to understand and reducing the risk of inadvertent non-compliance.

Short-stay charges are set at £1.00 for one hour, £1.80 for two hours, £2.60 for three hours, and £3.40 for four hours, while long-stay tariffs are £1.60 for two hours, £2.00 for three hours, £2.40 for four hours, and £4.00 for all-day parking. When benchmarked against neighbouring authorities and statistical comparators, these charges are not considered excessive. In most cases, they sit firmly within the lower to mid-range of the comparator group and are materially lower than those applied in larger urban centres such as Peterborough, Warwick, and East Hertfordshire.

The benchmarking demonstrates that Huntingdonshire's tariffs remain competitive and affordable, particularly for longer stays. While some neighbouring districts continue to offer free parking for short or long durations, these models are becoming increasingly uncommon due to financial pressures on local authorities. Against this backdrop, Huntingdonshire's approach strikes a balanced position, supporting town centre accessibility and economic activity while generating a sustainable income stream.

Importantly, the evidence suggests there is scope to consider modest increases to both short-stay and long-stay tariffs without materially impacting demand. Given the district's relatively low position in the pricing hierarchy, small, incremental uplifts would still leave Huntingdonshire competitive when compared with many similar authorities. Such changes could strengthen income resilience while remaining affordable for users.

Impact of Uniform Pricing on Demand Distribution

While uniform pricing brings operational and customer benefits, it also has implications for how demand is distributed across the parking estate. Car parks located closest to key destinations, such as Sainsbury's in Huntingdon, the Cattle Market Short-Stay car park in St Ives, and the Waitrose car parks in St Neots, experience consistently higher demand due to their proximity to retail and town centre attractions. Conversely, car parks located slightly further from the core destinations, such as Riverside in Huntingdon and Riverside in St Neots, tend to be less intensively used, despite offering good capacity and accessibility. It is acknowledged that these car parks will be subject to higher demand in the summer months due to the proximity to riverside walks, and open spaces.

This pattern is typical in districts with flat pricing structures and indicates that price is not currently being used as a demand-management tool. Introducing targeted concessions, time limited discounts, or differential pricing in selected locations could help rebalance demand across the parking portfolio. For example, modest incentives in peripheral car parks could encourage users to park once and walk, reducing pressure on the most popular sites while improving utilisation elsewhere.

8.6 PAYMENT OPTIONS

Payment options are a fundamental component of Huntingdonshire District Council's parking service, directly influencing accessibility, user confidence, and revenue

generation. Across the district, council operated car parks predominantly operate on a Pay & Display basis, with payment accepted via coin, debit/credit card (contactless and chip & pin), and mobile phone payments. This range of options provides a broadly inclusive offer. However, the condition and age of the payment infrastructure presents a clear challenge for the medium term.

Current Payment Infrastructure

The majority of payment terminals currently in use across Huntingdonshire are older-generation Pay & Display machines. While these machines continue to operate reliably and support multiple payment methods, their age suggests that replacement is likely to be required within the next two to three years. As technology evolves and user expectations continue to shift, maintaining aging equipment presents an increasing risk of obsolescence, reduced functionality, and higher maintenance costs.

Importantly, the existing terminals already support coin, card, and phone payments, ensuring that the parking service remains accessible to a wide range of users. This hybrid approach remains essential in Huntingdonshire, where fully cashless systems could risk excluding certain groups, particularly older residents or infrequent users who may be less comfortable with digital-only payment methods.

Flowbird Check-In / Check-Out Functionality

A notable feature of Huntingdonshire's current Pay & Display infrastructure is the inclusion of the Flowbird "check-in / check-out" functionality. This system represents an innovative hybrid approach, sitting between traditional Pay & Display and full pay-on-exit models. Users "check in" at the terminal on arrival and "check out" when leaving, with payment calculated based on actual length of stay.

From a technical perspective, this is a progressive and customer focused solution that reduces the risk of over or under payment and offers greater flexibility than conventional Pay & Display systems. However, feedback received by the Council indicates that some users find the system confusing, particularly in relation to temporary holding charges retained on bank accounts during the visit. These concerns have led to uncertainty

among users who are unfamiliar with how the system operates, despite no evidence of incorrect final charges being applied.

While these perceptions present a communication challenge, the underlying technology remains sound and offers significant potential benefits. As such, the check-in / check-out functionality should be retained and supported in any future replacement programme, with improved on-street messaging, clearer instructions at terminals, and consistent branding to improve user understanding and confidence.

Emerging Payment Technologies

New payment technologies continue to evolve, including QR code payments, vehicle registration based systems, and app-only models. While these options can improve convenience, they also introduce new risks. Recent national examples of fraudulent QR code scams affixed to parking payment machines highlight a significant and ongoing risk associated with QR-based payment systems. Until these risks can be fully mitigated through secure technology, robust controls, and enforceable safeguards, QR code payments should not be considered a suitable option for inclusion within the Council's parking payment offer.

More advanced solutions, such as ANPR enabled pay on exit systems, offer a highly intuitive user experience by charging only for time spent on site. However, these systems require significant capital investment and are typically only viable in large, high turnover car parks with suitable layouts.

Pay on Exit

None of Huntingdonshire District Council's car parks currently operate a full pay on exit system. While widely regarded as the most user friendly option, particularly for longer or uncertain stays, pay on exit systems require careful consideration of capital cost, operational impacts, and site suitability.

In Huntingdonshire, only a limited number of larger, high-demand car parks would be likely candidates for such systems in the future such as the Multi-Storey car park in Huntingdon, or Tebbutts Road in St Neots. Any move towards pay on exit would need to be supported by detailed feasibility work, including assessment of queuing impacts, layout constraints, enforcement implications, and financial viability.

Recommendations

Modernise Payment Infrastructure

The Council should plan for the phased replacement of existing Pay & Display machines within the next two to three years to mitigate the risks associated with aging infrastructure and to ensure service continuity. Any replacement programme should minimise disruption to users and maintain operational resilience. It is important that a hybrid payment offer is retained, allowing users to pay by coin, card, and mobile phone, to ensure the parking service remains inclusive and accessible to all user groups. All new terminals should also support the Flowbird check-in / check-out functionality, supported by clearer on-site guidance and improved signage, to address current user concerns and increase confidence in how the system operates.

Future-Proof the Payment Offer

Replacement terminals should be specified to allow integration with future technologies, including enhanced app-based payment platforms and the potential for ANPR compatibility, should this be required at a later date. While emerging technologies such as QR-based payments may offer convenience, they should be approached with caution. Given current fraud risks, QR payments should only be reconsidered once robust safeguards are demonstrably in place and supported by clear user communication.

Balance User Experience and Cost

While pay on exit systems can deliver a highly user-friendly parking experience, they involve significant capital and operational costs. As such, they should only be pursued where the scale, layout, and revenue potential of a car park clearly justify the investment. In the short to medium term, the Council should prioritise improving the clarity, reliability, and consistency of the existing payment experience across the estate, rather than pursuing wholesale system change that may not represent best value for money.

8.7 ELECTRIC VEHICLE CHARGNING INFRASTRUCTURE

Huntingdonshire District Council currently provides electric vehicle (EV) charging facilities across a number of its council owned car parks. While the precise number and

specification of charge points varies by location and continues to evolve, the Council has adopted a formal Electric Vehicle Strategy, which provides the primary policy framework for the future rollout, prioritisation, and management of EV charging infrastructure across the district. This strategy should therefore be regarded as the key reference document guiding investment decisions and delivery.

At present, EV charge points within council car parks are predominantly located in town centre and key destination sites, reflecting the Council's focus on supporting accessibility, local services, and the transition to lower-emission travel. The majority of existing installations are understood to be slow chargers, suitable for longer dwell times associated with shopping, leisure, and town centre activity. Provision remains modest when considered against the total number of off-street parking spaces across the district, which is consistent with current levels of EV ownership but is expected to require expansion over time.

Usage Characteristics and Location Considerations

Evidence from wider parking studies indicates that EV charge point usage within local authority car parks is often lower than in workplace or residential locations, reflecting the typically shorter dwell times associated with town centre parking. This pattern is likely to be reflected in Huntingdonshire, particularly where charge points are located in long-stay or mixed-use car parks rather than facilities designed for rapid turnover.

However, there is an emerging opportunity to better align charger type with parking function. In particular, short-stay town centre car parks may benefit from a greater proportion of rapid chargers, allowing users to achieve a meaningful charge during shorter visits. This approach can improve utilisation rates, enhance customer convenience, and support local economic activity without increasing overall parking duration. It may also reduce the need for greater numbers in the shorter term.

Strategic Context and Future Demand

National policy commitments to phase out the sale of new petrol and diesel vehicles by 2035, combined with steadily rising EV ownership, mean that demand for publicly accessible charging infrastructure will continue to grow. Stakeholder feedback from

comparable districts consistently demonstrates increasing public expectation that council car parks will provide EV charging as a standard facility, particularly in town centres and at leisure destinations.

Huntingdonshire's adopted EV Strategy provides the appropriate mechanism for responding to this demand in a coordinated and cost-effective manner. The parking strategy should therefore support, rather than duplicate, this approach by identifying where car parks can play a complementary role within the wider charging network and where parking-specific considerations, such as dwell time, turnover, and revenue impact, should influence charger type and location.

Recommendations

Align Delivery with the Adopted EV Strategy

All future EV charging provision within council owned car parks should be delivered in line with Huntingdonshire District Council's adopted EV Strategy, ensuring consistency with wider energy, transport, and sustainability objectives.

Target Charger Type to Car Park Function

Consider increasing the proportion of rapid chargers in short-stay town centre car parks where dwell times are limited, while retaining slower chargers in long-stay locations where vehicles are parked for extended periods.

Prioritise High-Visibility, High-Demand Locations

Focus investment on car parks that support town centre retail, leisure facilities, and key trip generators, where EV charging can deliver the greatest customer and economic benefit.

Monitor Usage and Adapt Provision

Regularly review utilisation data to ensure that charge points are well used and remain aligned with changing patterns of EV ownership and parking behaviour.

Explore Partnership and Funding Opportunities

Continue to explore opportunities to work with private charging operators, energy providers, and external funding programmes to accelerate delivery while minimising capital and operational risk to the Council.

8.8 DISABLED AND CHILD PRIORITY SPACES

The provision of priority parking spaces for disabled users and for parents or carers travelling with young children is a critical component of an inclusive and accessible parking service. Disabled drivers typically require spaces located close to key destinations, with sufficient width to deploy mobility aids safely. Similarly, parent and carer bays provide essential additional space to allow children to be loaded and unloaded safely, particularly in busy or constrained car parks. Ensuring that these

facilities are appropriately located, well maintained, and sufficient in number is therefore fundamental to meeting user needs across Huntingdonshire.

Disabled Parking

Disabled parking bays are in consistently high demand across Huntingdonshire's car parks, with surveys and operational feedback indicating that occupancy levels are typically high during peak periods. Across the district, disabled bays regularly operate at or near capacity, with average occupancy estimated at 80%, and many sites experiencing full utilisation at certain times of day. This level of demand means that disabled drivers are frequently observed parking in standard bays, which in turn reduces the availability of general parking spaces and has implications for overall car park revenue.

Disabled parking is currently provided free of charge in all Huntingdonshire District Council car parks. While this policy supports accessibility and inclusion, rising numbers of Blue Badge holders nationally suggest that demand for disabled parking is likely to continue increasing. If this trend continues, the impact on standard parking capacity and income will become more pronounced. As such, any future changes to disabled bay provision should be carefully managed to ensure that any reduction or reconfiguration of disabled spaces is fully replaced elsewhere within the estate, avoiding the creation of a deficit in accessible parking.

In the medium to longer term, the Council may need to consider whether its approach to free disabled parking remains sustainable, particularly if growth in Blue Badge ownership continues to outpace overall parking capacity. Evidence from other authorities shows that some councils have introduced charging or partial charging for Blue Badge holders in high demand locations, or have reviewed concession structures to balance accessibility with financial sustainability. While no immediate change is recommended, this is an issue that warrants ongoing monitoring as part of the wider parking strategy.

Parent and Carer Priority Parking

Parent and carer parking bays are currently provided on a limited basis across the district and are predominantly located in car parks that primarily serve large supermarkets and

retail destinations. Notable examples include car parks associated with Sainsbury's in Huntingdon and Waitrose in St Ives and St Neots, where demand from families with young children is highest. These bays provide an important safety and convenience function, particularly in car parks with higher vehicle turnover.

While parent and carer bays are not legally enforceable, and misuse can occur, they nonetheless deliver clear practical benefits and are widely understood and respected by most users. Their presence supports safer movement within car parks and improves the overall customer experience for families. As such, these spaces should be retained and, where space allows, expanded, particularly in larger short-stay or retail focused car parks where family use is most prevalent.

Any expansion of parent and carer bays should be proportionate and carefully balanced against overall capacity requirements, recognising both their value to users and the limitations around enforcement.

8.9 PARKING INFORMATION ON HDC WEBSITE

For many users, particularly visitors and infrequent users, the Council's website is the first point of reference when planning a trip and understanding parking options. It therefore plays an important role in shaping expectations, influencing travel choices, and supporting efficient access to town centres and key destinations across Huntingdonshire. Ensuring that parking information is clear, accurate, and easy to navigate is essential to providing a positive user experience.

The Huntingdonshire District Council website currently provides a good level of parking-related information, including details on parking charges, the number of spaces in each car park, car park designation (short-stay or long-stay), operating hours, and the availability of electric vehicle charging facilities. This level of transparency is a clear strength and provides users with the core information needed to plan their journeys effectively.

However, there is scope to enhance the usability and functionality of the website to better support users, particularly those travelling into town centres during busy periods. At present, the website does not provide real-time or near real-time information on car

park occupancy or availability. Introducing live or indicative status information, such as whether a car park is filling, full, or has good availability, would help users make informed decisions, reduce unnecessary circulation, and support better distribution of demand across the parking estate.

Figure 49 provides an example from the Bath and North East Somerset parking webpage to demonstrate an example of best practice from a local authority.

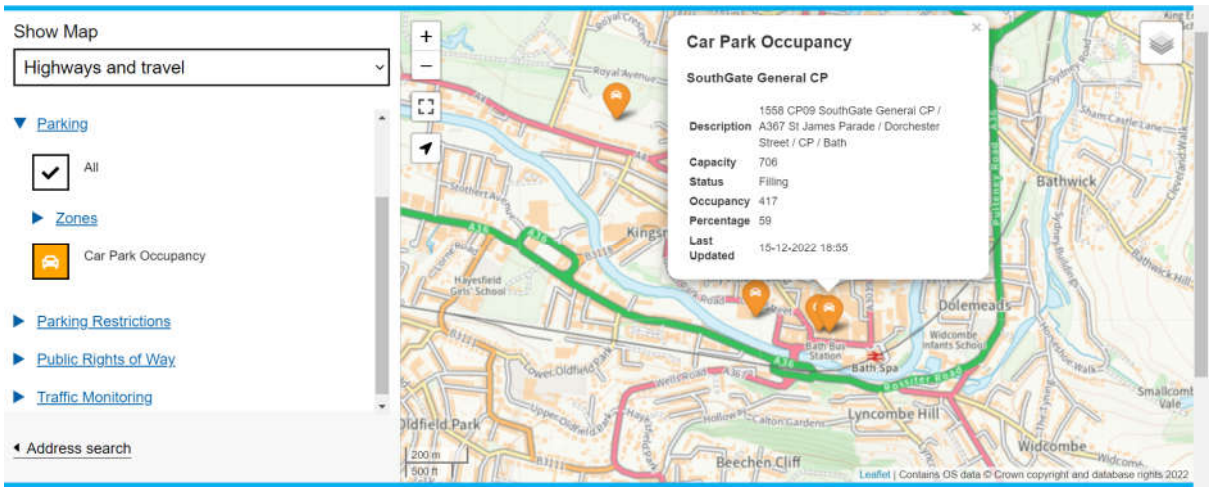


Figure 49 – Example of real-time parking information from a local authority website

Navigation could also be improved by grouping car park information by town (for example Huntingdon, St Neots, St Ives, and Ramsey), rather than presenting a single district-wide list. This would make it easier for users to quickly identify the most appropriate parking options for their destination, particularly on mobile devices where clarity and simplicity are critical.

Enhancements to mapping functionality would further strengthen the user experience. Clear visual identification of car park locations, access routes, and proximity to key destinations would assist visitors unfamiliar with the area. Ensuring that the website is fully optimised for smartphone use is particularly important, as many users will access parking information while already enroute.

Electric Vehicle Charging Information

The website already provides information on the presence of EV charge points within individual car parks, which is a positive feature. This could be strengthened by offering more detailed and accessible information, including the location of all charge points across the district, charger type, and associated charging costs. Linking to established third-party mapping platforms, such as Zapmap, would provide users with up-to-date and trusted information while avoiding duplication of data maintenance by the Council.

8.10 MICRO-MOBILITY INTEGRATION

Supporting micro-mobility, particularly cycling and other low-carbon modes, is an increasingly important component of a modern parking service. Council owned car parks can play a valuable role in facilitating this by acting as multi-modal access hubs, allowing

users to transition easily from private vehicle to active or shared transport for the final part of their journey into town centres and key destinations.

Across Huntingdonshire, the existing provision for cyclists within council car parks is generally good, and in several locations exceeds the standard seen in many comparable districts nationally. Notably, a number of town centre car parks already provide covered cycle shelters, offering protection from the weather and clear visibility, which supports everyday use by residents, commuters, and visitors. This level of provision provides a strong foundation on which to build.

Opportunities to Enhance Security and Functionality

While existing facilities are well used, there is scope to enhance both the security and attractiveness of cycle parking to encourage greater uptake. In particular, access-controlled or lockable cycle storage facilities, such as gated compounds or secure cycle hubs, could be introduced at selected high-demand locations. These facilities are increasingly common in town centres and transport interchanges and are particularly attractive to users of higher-value bicycles and electric bikes, where concerns about theft can be a significant barrier to use.

Figure 50 illustrates an example of a high-quality secure access controlled cycle hub, which should be seen as the target for introduction in council owned car parks in the future. Some authorities require a small membership charge, which can offset the higher cost associated with these facilities. Generally, uptake is good elsewhere in the UK.

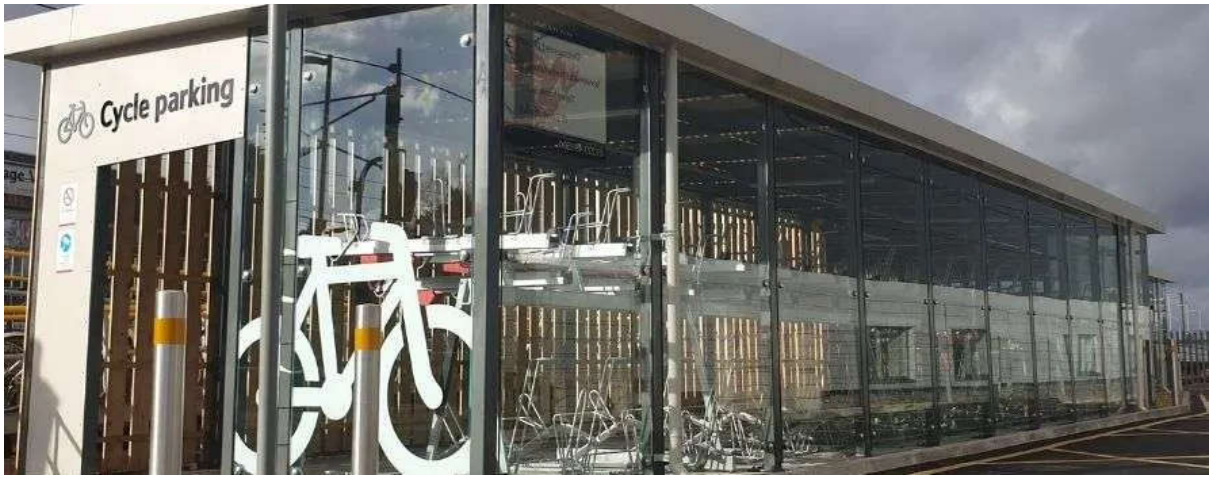


Figure 50 – Example of a high-quality secure cycle hub

The introduction of cycle repair and maintenance stations within or adjacent to car parks would further enhance usability. These low-cost installations typically include basic tools and pumps and can significantly improve the experience for cyclists, supporting both regular users and visitors who may encounter minor mechanical issues during their journey.

Integration with Shared and Electric Mobility

Council car parks also present an opportunity to support emerging forms of shared mobility. The provision of electric bike hire or shared micro-mobility facilities, located at or near key car parks, could enable users to park once and complete their journey into town or between destinations in a more sustainable and flexible way. This approach can help reduce short car trips, alleviate congestion in town centres, and support wider climate and air-quality objectives.

Where introduced, such facilities should be carefully located to avoid conflicts with pedestrians and vehicles and should be supported by clear signage and wayfinding. Partnerships with private operators may offer a cost-effective route to delivery, reducing financial risk to the Council while expanding transport choice.

Design, Visibility, and Safety

The success of micro-mobility facilities is strongly influenced by their visibility, lighting, and proximity to pedestrian routes. Cycle parking that is overlooked, well lit, and clearly integrated into car park layouts is more likely to feel safe and to be used consistently. Opportunities should therefore be taken, particularly during resurfacing or layout changes, to improve natural surveillance and pedestrian connectivity.

Clear signage identifying cycle facilities within car parks and linking them to onward routes and town centre destinations would further support uptake, particularly for visitors unfamiliar with local cycling networks.

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PHASE 1 USER ENGAGEMENT FEEDBACK REPORT

FOR HUNTINGDONSHIRE DISTRICT COUNCIL

JANUARY 2026

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1.0 INTRODUCTION

Ethos Consultants (Ethos) has been commissioned by Huntingdonshire District Council to develop a district-wide car park strategy for the Council's off-street car park estate. The strategy responds to the Council's wider corporate priorities and seeks to provide a robust, future focused framework for managing parking assets. In particular, it aims to modernise the parking offer, respond to changing travel behaviours, support climate and sustainability objectives, identify opportunities for investment and improvement, and ensure that parking continues to contribute positively to the Council's financial resilience and service delivery.

Stakeholder engagement is a fundamental component of the Huntingdonshire Car Park Strategy, recognising that parking plays a critical role in the daily lives of residents, the vitality of local businesses, and the experience of visitors across the district's towns and service centres. To ensure the strategy is evidence-led, proportionate, and reflective of local needs, a structured two stage engagement process has been adopted to capture views from a broad range of users and stakeholders.

This feedback report summarises the findings from the stage 1 user survey, which focused on understanding how Huntingdonshire's off-street car parks are currently used and perceived. The survey sought views on what is working well, where there are challenges or frustrations, and where improvements could be made to the existing parking offer. The outputs from this stage provide a critical baseline, helping to identify key issues, priorities, and themes that will inform the development of the draft strategy.

Stage 2 of the engagement, planned for a later phase of the project, will build on this evidence by seeking feedback on the emerging vision, objectives, and policy direction for parking in Huntingdonshire. Insights from the Stage 1 user survey will directly shape this next stage, ensuring that the proposed strategy is developed in real world experience and aligned with stakeholder expectations.

2.0 ENGAGEMENT ARRANGEMENTS

2.1 REQUIREMENT FOR ENGAGEMENT

A structured, two stage stakeholder engagement approach has been adopted to inform the development of the Huntingdonshire Car Park Strategy and to ensure it reflects both current user experience and longer-term needs across the district's off-street car park portfolio. This approach is intended to provide a robust evidence base to support decision making over the next 20 years.

Stage 1 focuses on capturing user perspectives on the existing parking offer across Huntingdonshire, including how car parks are used, perceived strengths and weaknesses, and priorities for improvement. This stage has been delivered through a district wide user survey targeting residents, businesses, and visitors, ensuring that a broad range of views and experiences are represented.

In parallel with the Stage 1 user survey, Ethos Consultants has undertaken a detailed technical and operational assessment of individual car parks within the ownership of Huntingdonshire District Council. Each site has been reviewed against a defined set of criteria to assess performance, utilisation, accessibility, operational efficiency, and alignment with wider policy objectives.

The outputs from the car park assessments, when considered alongside the findings from the Stage 1 user survey, provide a comprehensive understanding of how the current parking system is performing and where change may be required. This combined evidence base will directly inform the development of the draft strategy, including its overarching vision, supporting policies, and prioritised recommendations for future investment and management.

2.2 ENGAGEMENT MATERIAL

To support the Stage 1 user survey and wider engagement activity, Ethos worked closely with key officers from Huntingdonshire District Council to establish a dedicated section of the Council's website to promote the survey and explain its purpose within the wider car park strategy. This ensured that clear, consistent information was available to residents, businesses, and visitors across the district.

Ethos also developed a dedicated engagement hub hosted on its digital engagement platform, Go Vocal. The hub provided background information on the car park strategy, set out why user feedback was being sought, and hosted the Stage 1 user survey. Separate survey routes were provided to reflect the differing perspectives of residents and businesses, ensuring that responses could be analysed meaningfully by user group.

The user survey was actively promoted through the Council's and Ethos' communication channels, including targeted social media activity such as Facebook posts, to maximise reach and encourage participation from a wide cross section of car park users across Huntingdonshire.

For Stage 1 engagement, a focused online questionnaire was identified as the most effective method for gathering consistent and comparable feedback on the existing parking offer. The survey was made available online to maximise accessibility and ease of completion, with alternative arrangements in place to provide paper copies where required for those unable to access the survey digitally.

To support understanding and transparency, a Frequently Asked Questions (FAQ) document was produced and made available via the engagement hub. This document provided additional context on the car park strategy, the purpose of the Stage 1 user survey, and how feedback would be used to inform the next stages of the project.

Appendix A provides a copy of the FAQ document prepared to support the Stage 1 user survey.

2.3 USER SURVEY QUESTIONNAIRE

The engagement process comprised a district wide user survey designed to capture feedback from residents, businesses, and visitors who use off-street car parks across Huntingdonshire. A structured questionnaire was developed to enable respondents to provide views on a range of relevant topics, including reasons for parking in the district's towns and villages, any issues experienced within Council owned car parks, and overall perceptions of the quality and ease of the parking experience.

The user survey was made available online to maximise accessibility and consistency of responses, supporting a comprehensive understanding of parking behaviour and user priorities across the district. The survey opened on 12 November and remained live until 21 December, providing sufficient time for participation and ensuring a broad cross section of views could be captured to inform the emerging car park strategy.

A copy of the user survey questionnaire can be found in Appendix B of this feedback report.

3.0 QUESTIONNAIRE ANALYSIS

3.1 INTRODUCTION

As part of the Stage 1 user survey, two tailored questionnaires were developed to reflect the differing perspectives of car park users. One questionnaire was aimed at residents and visitors, capturing views on the use and performance of off-street car parks across Huntingdonshire. A second questionnaire was designed specifically for businesses, focusing on parking related issues that may affect trading conditions, staff parking, customer access, and the wider local economy, and which could be addressed through the car park strategy.

During the survey period, a total of 1,546 completed responses were received. Of these, 1,522 responses were submitted by residents and visitors, with a further 24 responses received from businesses operating within the district.

This section provides a district wide summary of the feedback gathered through the user survey. A more detailed breakdown of responses by individual towns is provided in Section 4, allowing localised issues and priorities to be identified and considered alongside the wider strategic findings.

3.2 DISTRICT WIDE ANALYSIS

3.2.1 LOCATION

The user survey asked respondents to provide their postcode, allowing responses to be mapped and analysed at a local level across Huntingdonshire. This enabled an assessment of how engagement and feedback varied between the district's towns and villages. Figure 1 presents a heatmap of completed responses, illustrating the geographic distribution of survey participation.

The heatmap shows that responses were received from across the district, demonstrating that the survey successfully reached a broad and representative audience. As expected, the highest concentration of responses originated from the district's main towns, reflecting their larger populations, higher levels of parking activity, and greater reliance on off-street car parks.

In addition to the towns, there was notable participation from a number of villages, including Earith and Fenstanton, indicating that parking is also an important issue within smaller settlements and not solely an urban concern. This spread of responses provides confidence that the findings reflect district wide experiences and priorities, and that the emerging car park strategy will be informed by views from both urban and rural communities across Huntingdonshire.

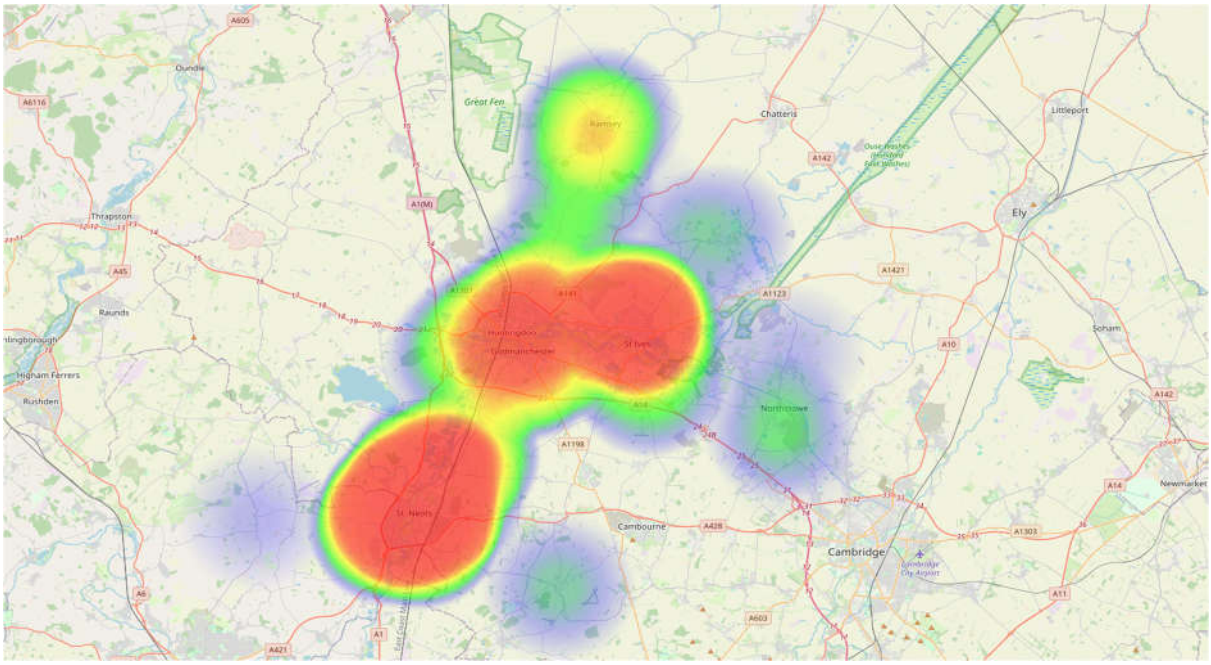

Figure 1 – Heatmap showing location of responses

The questionnaire contained a further 26 questions of both open and closed format and the data processed to access the responses and is summarised on the following pages. The following is a selection of questions from the questionnaire and an indication of the key responses that were provided.

3.2.2 QUESTION 2 ASKED ARE YOU RESPONDING AS ...

This question allowed respondents to select a single option, making it easy to analyse the results. It received 1,513 responses, meaning 33 respondents skipped the question.

This question aimed to identify who completed the questionnaire, allowing us to interpret the data based on respondents' location, which may impact the priority of potential policies recommended. The most common response was "resident in or near St Neots" (38%), followed by "Huntingdon" (27%) and "St Ives" (17%). Overall, 93% of responses came from the district's towns. Among the villages, Fenstanton had the highest response rate at 3%, followed by Earith with 2%. Visitors to the district accounted for 2% of the total responses.

3.2.3 QUESTION 3 ASKED WHAT IS THE MAIN REASON FOR USING A HDC CAR PARK WHEN VISITING A TOWN / VILLAGE CENTRE?

This question allowed respondents to select a single option. This question wasn't included in the business survey. It received 1,524 responses, meaning 22 respondents skipped the question.

Figure 2 below shows the breakdown of responses based on the criteria provided.

Figure 2 – Reason for visiting a town / village

The results shows that the primary reason for visiting towns and villages across Huntingdonshire is shopping, with 75% of respondents selecting this option. Visiting for leisure purposes was the second most common reason, identified by 12% of respondents. A smaller proportion of respondents (3.3%) stated that they visit towns and villages primarily for work related reasons. This figure is likely to be lower than would otherwise be expected due to work related parking issues being captured separately through the business focused survey.

A further 6.7% of respondents selected the option “other” and were invited to expand on their response. In total, 105 respondents provided additional detail. Common themes included dog walking, attending doctors’ or dentist appointments, visiting friends or family, and volunteering activities. Many of these responses could also reasonably be associated with the predefined categories, particularly shopping and leisure, indicating some overlap in how respondents interpret their trip purpose.

A follow-up question asked respondents to identify any additional reasons for using Council owned car parks, with the option to select multiple answers. This highlighted the multifunctional role of off-street car parks across the district. Nearly 60% of respondents selected leisure as a reason for use, followed by shopping (35%) and accessing local amenities (31%). Only 8% of respondents indicated that they use Council owned car parks for a single purpose only. This is a positive finding, as it demonstrates that car parks support a wide range of activities and trip purposes, reinforcing their importance to the vitality and accessibility of Huntingdonshire’s towns and villages.

3.2.4 QUESTION 5 ASKED IF YOU PARK ON-STREET NEAR TOWN / VILLAGE CENTRES, WHAT IS THE MAIN REASON?

This question enabled respondents to choose all options that apply. The question received 1,309 answers meaning 237 respondents did not answer this question.

Figure 3 below shows the breakdown of responses based on the criteria provided.

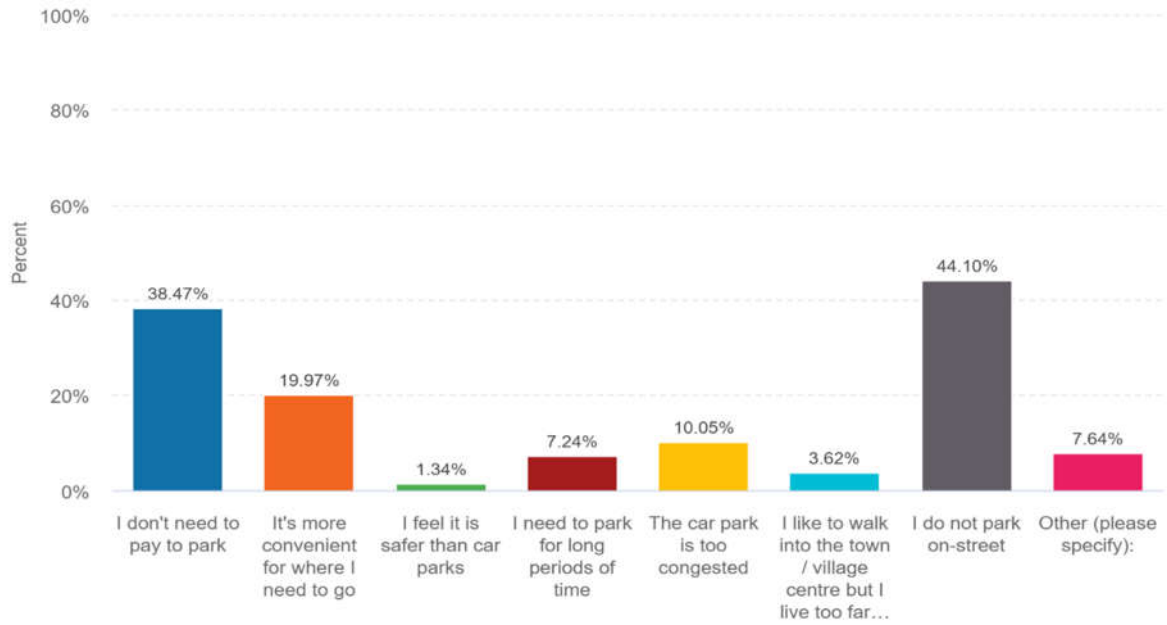

Figure 3 – Reason for parking on-street

Of the respondents who answered this question, 38% stated that they choose to park on-street because it provides free parking. This suggests that on-street parking is particularly attractive in locations where charging applies within nearby off-street car parks, or where free on-street provision remains available within or close to town and village centres across Huntingdonshire.

A further 20% of respondents indicated that they park on-street because it is more convenient than using an off-street car park. While the overall location of Council owned car parks across the district is generally viewed positively, this response suggests that, in some locations, on-street parking is perceived to offer better proximity or ease of access to key destinations. This may indicate gaps in off-street provision, layout constraints, or localised accessibility issues that make on-street parking the preferred option for some users.

Encouragingly, 44% of respondents stated that they do not park on-street at all, indicating a substantial proportion of users already rely solely on off-street parking and supporting the continued role of Council owned car parks in meeting demand.

In addition, 10% of respondents reported parking on-street because nearby car parks are perceived to be too congested. This highlights the importance of addressing capacity management, utilisation, and user confidence in space availability. Tracking this response in future user surveys will provide a useful indicator of whether changes introduced through the car park strategy are effective. It is anticipated that, through

targeted improvements to the off-street parking offer and the implementation of the strategy, the proportion of users citing congestion as a reason for on-street parking should reduce over time.

3.2.5 QUESTION 6 ASKED IF YOU USE COUNCIL OWNED CAR PARKS WITHIN THE DISTRICT, WHICH LOCATIONS DO YOU VISIT?

This question enabled respondents to choose all options that apply. The question received 1,518 answers meaning 28 respondents did not answer this question.

Table 1 below shows the breakdown of responses based on the criteria provided.

Answer Choice	Use Frequently (at least once a week)	Use Sometimes (at least once a month)	Use Occasionally (no more than a few times a year)	Didn't know there was a car park there	Do Not Use
Diddington	0.2%	0.2%	1.8%	13.9%	84.0%
Earith	0.3%	0.2%	2.8%	12.6%	84.3%
Fenstanton	0.4%	0.9%	3.7%	12.2%	82.9%
Godmanchester	5.6%	10.0%	28.2%	3.8%	53.5%
Huntingdon	34.2%	35.6%	25.4%	0.1%	4.7%
Ramsey	4.4%	3.0%	10.3%	4.6%	77.8%
St Ives	20.1%	26.9%	32.4%	0.4%	20.2%
St Neots	27.4%	23.3%	25.9%	0.6%	22.8%
Warboys	0.4%	1.1%	3.0%	14.9%	80.7%

Table 1 – How frequently council owned car parks are visited

While a high proportion of respondents selected "Do Not Use" for several locations listed in Table 1, this outcome is expected given the district wide scope of the user survey. Many residents will primarily use car parks within or close to their local town or village and may have little reason to visit other parts of Huntingdonshire on a regular basis. For example, respondents living in more rural settlements such as Diddington, Warboys, or Earith are unlikely to routinely use car parks in larger towns such as St Neots, and vice versa.

The results in Table 1 broadly align with earlier findings on respondent location, with higher levels of car park use recorded in the district's main towns where a greater proportion of respondents are based and where trip demand is naturally higher. Huntingdon shows the highest levels of regular use, with almost 70% of respondents indicating that they use car parks either frequently (34.2%) or sometimes (35.6%). Similarly, St Ives and St Neots demonstrate strong levels of use, with frequent or sometimes use reported by 47.0% and 50.7% of respondents respectively, and a further substantial proportion using car parks occasionally. These figures reflect the role of these towns as key service centres with retail, employment, leisure, and community facilities that generate regular parking demand.

Godmanchester also records notable levels of use, with 15.6% of respondents using car parks frequently or sometimes and a further 28.2% using them occasionally. This

indicates a pattern of more periodic use, likely linked to specific trip purposes rather than daily activity. Ramsey shows a lower level of regular use overall, with just over 7% of respondents using car parks frequently or sometimes, and the majority (77.8%) indicating that they do not use car parks in the town. This suggests that car parks in Ramsey serve a more limited or localised function.

Responses for smaller villages such as Earith and Fenstanton show very low levels of frequent or regular use, with over 80% of respondents selecting "Do Not Use" in each case. However, these locations still record a degree of occasional use, particularly in Fenstanton, where 3.7% of respondents indicated occasional use. This suggests that village car parks tend to support infrequent or purpose specific trips rather than regular parking demand. The relatively high proportion of respondents who were unaware that a car park existed in places such as Diddington, Warboys, Earith, and Fenstanton further reflects the limited scale and visibility of parking provision in these settlements.

3.2.6 QUESTION 7 ASKED HAVE YOU EXPERIENCED ANY PARKING PROBLEMS WITHIN THE LAST 12 MONTHS AT ANY HDC CAR PARK?

This question allowed respondents to select a single option. It received 1,531 responses, meaning 15 respondents skipped the question.

Figure 4 below shows the breakdown of responses based on the criteria provided.

Figure 4 – Respondents that have experienced issued at HDC car parks in the last 12 months

Figure 5 indicates that a slight majority of respondents (53%) reported that they had not experienced any issues with Council owned car parks in the last 12 months. This is a positive finding and suggests that, for many users, off-street car parks across Huntingdonshire are operating effectively and meeting day-to-day needs. Based on Ethos' experience of similar user surveys undertaken for local authorities across the UK, a positive response rate of around 50% is typically considered strong. Exceeding this

benchmark albeit by a small margin provides confidence in the overall performance and resilience of Huntingdonshire District Council's current car park operations.

Question 8 acted as a follow up for respondents who indicated that they had experienced an issue, asking them to identify the nature and location of those issues. In total, 519 respondents provided further detail. While issues were reported across a range of sites, responses tended to be concentrated in a small number of car parks, including:

- Sainsbury's Car Park, Huntingdon (25%);
- Multi-Storey Car Park, Huntingdon (18%);
- Tebbutts Road Car Park, St Neots (11%);
- Cattle Market (Short Stay) Car Park, St Ives (6%).

3.2.7 QUESTION 9 ASKED PLEASE SELECT THE ISSUES THAT ARE RELATED TO YOUR VISIT?

This question enabled respondents to choose all options that apply. The question received 1,058 answers meaning 488 respondents did not answer this question. This also demonstrates that some respondents who stated they haven't experienced issues in council owned car parks provided a response to this question.

Figure 5 below shows the breakdown of responses based on the criteria provided.

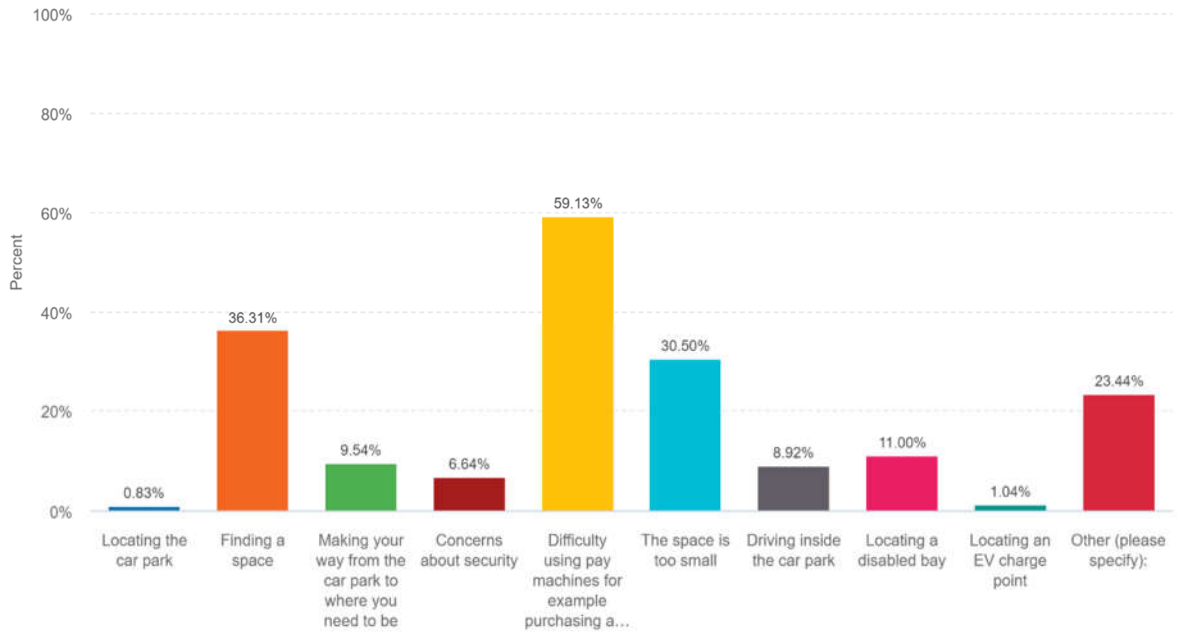

Figure 5 – Issues experienced in HDC car parks

As shown in Figure 6, the most frequently reported issue relating to Council owned car parks across Huntingdonshire is difficulty using pay machines, cited by 59% of respondents who indicated that they had experienced an issue. This clearly identifies payment as the single most significant pain point for users and highlights the importance of reliable, intuitive, and accessible payment systems as a priority area for the car park strategy.

The second most commonly reported issue is difficulty finding a parking space, selected by 36% of respondents. This suggests that, in certain locations and at peak times, demand can exceed perceived available capacity, leading to frustration for users. While this does not necessarily indicate a district wide shortage of spaces, it does point to localised pressure in busier car parks and reinforces the need for better demand management, wayfinding, and user confidence in space availability.

A further 30% of respondents stated that parking spaces are too small, reflecting an ongoing and widely recognised issue associated with historic bay dimensions that no longer align well with the size of modern vehicles. This issue is consistent with feedback seen in parking studies nationally and is an important consideration when assessing future refurbishment, reconfiguration, or redevelopment opportunities within the estate.

Other issues were reported at lower but still notable levels, including locating a disabled bay (11%), driving within car parks (9%), and making their way from the car park to their destination (10%). These responses point to opportunities to improve internal layouts, pedestrian routes, signage, and accessibility, particularly for users with mobility impairments.

A smaller proportion of respondents highlighted issues such as concerns about security (7%), locating an EV charging point (1%), and locating the car park itself (1%), indicating that while these are not widespread problems, they remain relevant considerations for specific sites.

Finally, 23% of respondents selected “Other” and provided further detail. Many of the comments aligned with the issues already captured above, particularly payment difficulties and capacity concerns. However, recurring additional themes included the cost of parking, mobile phone signal reliability for pay by phone, the number of different parking apps required, and the availability of specialist bays such as parent and child or disabled spaces. These qualitative insights add important context to the quantitative results and will help inform more targeted and user focused recommendations within the emerging car park strategy.

3.2.8 QUESTION 10 ASKED DO YOU CONSIDER THERE TO BE ENOUGH PARKING IN TOWN, AND VILLAGE CAR PARKS?

This question allowed respondents to select a single option. It received 1,499 responses, meaning 47 respondents skipped the question.

Table 2 below shows the breakdown of responses based on the criteria provided.

Answer Choice	Yes, at all times	Yes, expect for peak periods	No, there is not enough parking	Do Not Use
Diddington	1.7%	0.7%	0.7%	97.0%
Earith	0.7%	1.0%	1.6%	96.7%
Fenstanton	1.4%	1.7%	2.1%	94.8%
Godmanchester	8.1%	16.5%	14.3%	61.2%

Huntingdon	20.2%	51.2%	19.2%	9.4%
Ramsey	2.8%	5.5%	6.4%	85.4%
St Ives	32.4%	31.9%	7.9%	27.8%
St Neots	26.8%	31.5%	11.5%	30.3%
Warboys	2.1%	1.6%	2.8%	93.5%

Table 2 – Amount of available parking across HDC car parks

The results presented in Table 2 indicate that, based on user feedback, perceptions of parking availability across Huntingdonshire are generally positive, particularly outside of peak periods. In most locations, only a relatively small proportion of respondents believe that there is insufficient parking, with the exception of the district's larger towns where demand is naturally higher.

Huntingdon records the highest level of perceived pressure, with 19.2% of respondents stating that there is not enough parking. However, this is offset by the fact that a clear majority of respondents (51.2%) consider parking to be sufficient except during peak periods, and a further 20.2% believe that parking is sufficient at all times. This suggests that concerns in Huntingdon are largely linked to peak demand rather than a persistent shortfall in supply.

A similar pattern is evident in St Neots, where 11.5% of respondents feel there is insufficient parking, compared with 31.5% who believe parking is sufficient outside peak periods and 26.8% who consider it sufficient at all times. St Ives demonstrates the strongest perception of parking availability among the main towns, with 32.4% of respondents stating that parking is always sufficient and a further 31.9% reporting that it is sufficient except at peak times. Only 7.9% of respondents in St Ives indicated that there is not enough parking.

In Godmanchester, views are more mixed, with 14.3% of respondents reporting insufficient parking and 16.5% stating that availability becomes constrained during peak periods. However, the relatively high proportion of respondents who do not use car parks in the town (61.2%) suggests that these perceptions are drawn from a smaller user base and may reflect more localised issues rather than a town wide capacity problem.

Across the smaller towns and villages, including Ramsey, Earith, Fenstanton, Diddington, and Warboys, the majority of respondents selected "Do Not Use," which is consistent with earlier findings on travel patterns and localised car park use. Among those who do use car parks in these locations, only a small minority reported that parking is insufficient, indicating that supply generally meets local demand.

Overall, the feedback in Table 2 suggests that there is no clear evidence of a district wide shortage of parking provision. Instead, pressure on parking availability appears to be concentrated in the larger towns and primarily during peak periods. This supports an approach focused on managing demand, improving utilisation, and enhancing the user experience, rather than pursuing a broad increase in parking supply across Huntingdonshire.

3.2.9 QUESTION 11 ASKED HOW WOULD YOU RATE THE OVERALL QUALITY OF HDC CAR PARKS IN THE FOLLOWING LOCATIONS?

This question allowed respondents to select an option for each row (location). It received 1,496 responses, meaning 50 respondents skipped the question.

Table 3 below shows the breakdown of responses based on the criteria provided.

Answer Choice	Excellent	Good	Adequate	Below Standard	Poor	N/A
Diddington	0.0%	0.4%	1.6%	0.2%	0.5%	97.4%
Earith	0.0%	0.2%	1.9%	0.5%	0.9%	96.5%
Fenstanton	0.4%	0.4%	3.2%	0.9%	0.7%	94.5%
Godmanchester	2.2%	10.9%	18.1%	4.2%	2.7%	61.9%
Huntingdon	3.8%	27.4%	40.3%	10.9%	6.8%	10.8%
Ramsey	0.4%	2.5%	6.7%	2.5%	2.8%	85.3%
St Ives	4.7%	22.0%	30.7%	7.4%	4.7%	30.5%
St Neots	3.7%	20.2%	31.0%	8.0%	4.6%	32.6%
Warboys	0.0%	0.5%	2.9%	1.1%	1.1%	94.4%

Table 3 – Overall quality of HDC car parks

Overall, the feedback indicates that the quality of Council owned car parks across Huntingdonshire is generally viewed positively by those who use them, with the strongest and most reliable responses coming from the district's main towns.

In Huntingdon, St Ives, and St Neots, the majority of respondents rated car park quality as Adequate, Good, or Excellent, with "Adequate" being the most common response. Huntingdon in particular shows a high level of engagement, with over 70% of respondents providing a quality rating, reflecting its role as a primary service centre with frequent car park use. While a minority of respondents in these towns rated provision as Below Standard or Poor, these responses remain relatively limited and point to targeted improvement opportunities rather than systemic issues.

Godmanchester also demonstrates broadly acceptable perceptions of quality among users, although a higher proportion of respondents selected N/A, reflecting lower overall usage compared to the main towns.

In contrast, the very high N/A responses in smaller settlements such as Diddington, Earith, Fenstanton, Ramsey, and Warboys indicate limited use of Council owned car parks in these locations rather than dissatisfaction with quality. Among those who do use car parks in these areas, ratings are generally Adequate or Good, with very low levels of negative feedback.

Taken together, the results suggest that car park quality across Huntingdonshire is broadly acceptable and performing well in the locations where demand is highest. The

data supports a strategy focused on targeted enhancements in busier town centre car parks, rather than widespread quality interventions across the entire district.

3.2.10 QUESTION 12 ASKED DO YOU FEEL THE SIZE OF STANDARD PARKING BAYS IN OUR CAR PARKS IS SUITABLE?

This question allowed respondents to select a single option. It received 1,501 responses, meaning 45 respondents skipped the question.

Figure 6 below shows the breakdown of responses based on the criteria provided.

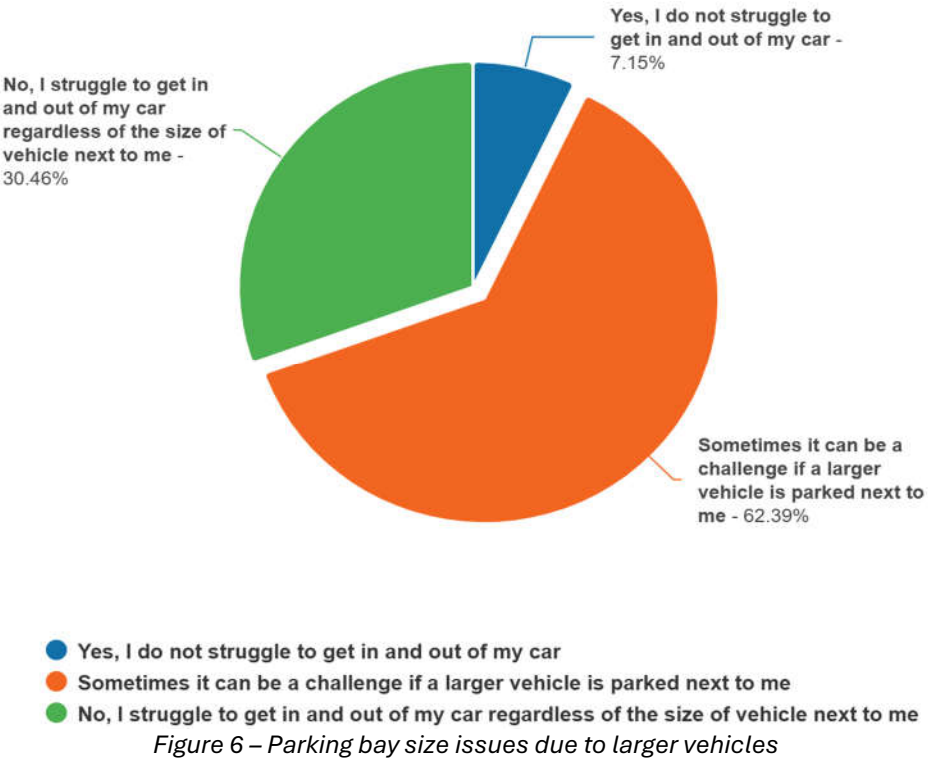

Figure 6 – Parking bay size issues due to larger vehicles

The results shown in Figure 6 indicate that a significant proportion of users experience difficulty getting in and out of their vehicles within Council owned car parks, highlighting the impact of parking bay size and layout on the overall user experience.

Only 7% of respondents stated that they do not struggle to get in and out of their car, suggesting that current parking provision works well for a very limited minority of users. The majority of respondents (62%) reported that accessing their vehicle can be challenging when a larger vehicle is parked in an adjacent space. This indicates that bay widths and spacing are often insufficient to comfortably accommodate modern vehicles side by side, particularly SUVs and vans.

In addition, 30% of respondents stated that they struggle to get in and out of their car regardless of the size of the vehicle parked next to them. This points to a more systemic issue with parking bay dimensions, circulation space, or the condition and marking of bays, rather than an isolated problem caused solely by neighbouring vehicle size.

Taken together, the findings demonstrate that difficulties associated with parking bay size are widespread and affect the majority of users to some degree. This reinforces the need for the car park strategy to consider bay dimensions, layout standards, and reconfiguration opportunities, particularly in higher use car parks, to improve accessibility, comfort, and inclusivity for all users.

3.2.11 QUESTION 13 ASKED WHAT DO YOU LIKE MOST ABOUT HDC PARKING FACILITIES YOU HAVE USED?

This question allowed respondents to select a single option. It received 1,512 responses, meaning 34 respondents skipped the question.

Figure 7 below shows the breakdown of responses based on the criteria provided.

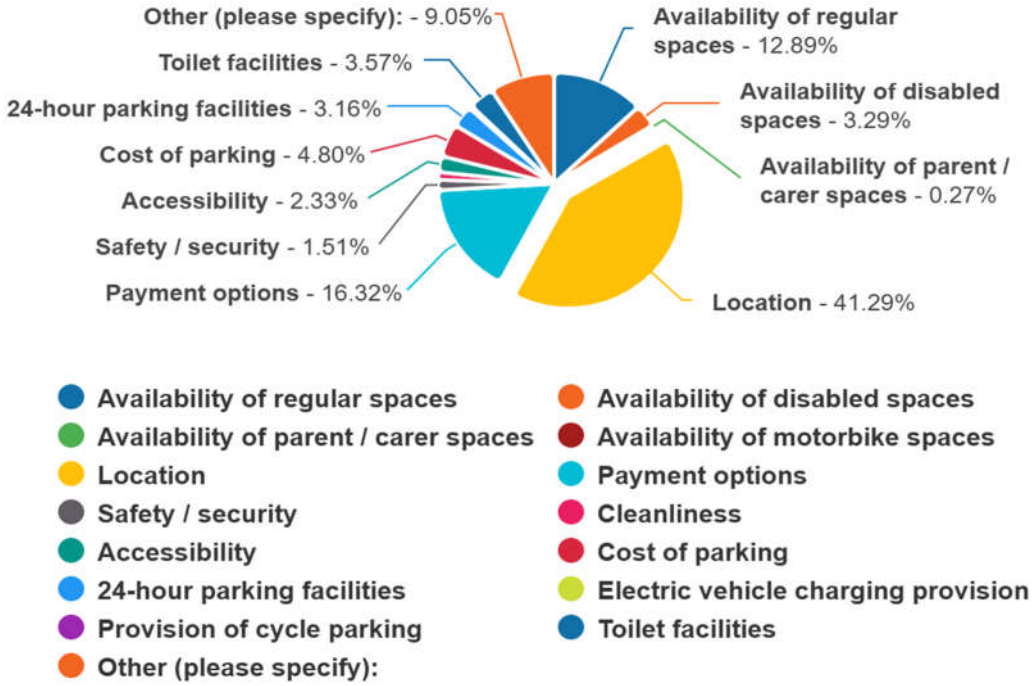

Figure 7 – Most liked aspect when using HDC car parks

The results shown in Figure 7 indicate that the location of car parks is the most highly valued aspect of Council owned car parks across Huntingdonshire, selected by 41% of respondents. This significantly outweighs all other factors and underlines the importance of having car parks that are well positioned in relation to town centres, shops, services, and community facilities. The prominence of location reflects the critical role that parking plays in supporting accessibility, town centre vitality, and the local economy.

The second most valued aspect is payment options, chosen by 16% of respondents. This highlights the importance users place on having flexible, reliable, and easy to use ways to pay for parking, and reinforces findings elsewhere in the survey which identify payment as a key driver of user satisfaction and dissatisfaction.

The availability of regular parking spaces ranks third, selected by 13% of respondents, indicating that while capacity is important, it is generally secondary to location and ease

of payment for most users. This aligns with earlier findings that parking supply is perceived to be broadly sufficient outside peak periods in most locations.

Other factors were selected by smaller proportions of respondents, including cost of parking (5%), toilet facilities (4%), and 24-hour parking availability (3%). Elements such as accessibility, safety and security, and the availability of disabled, parent/carer, and motorcycle spaces were each identified by a relatively small percentage of respondents, suggesting these are either performing adequately for most users or are relevant to more specific user groups.

A further 9% of respondents selected "Other" and provided additional comments. While a wide range of individual points were raised, no single dominant theme emerged. The majority of comments could be broadly aligned with the predefined response categories, providing additional context rather than identifying wholly new areas of priority.

3.2.12 QUESTION 14 ASKED WHAT WOULD YOU LIKE TO SEE IMPROVED WITHIN THE COUNCIL OWNED CAR PARKS?

This question allowed respondents to select a single option. It received 1,517 responses, meaning 29 respondents skipped the question.

Figure 8 below shows the breakdown of responses based on the criteria provided.

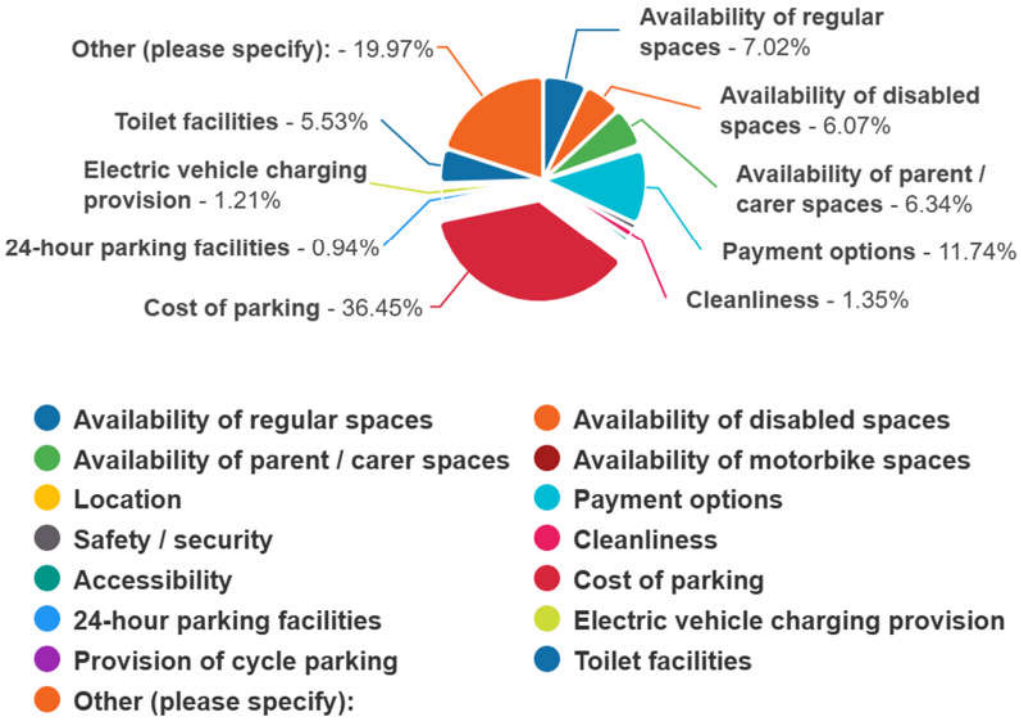

Figure 8 – Aspects that require improvement within HDC car parks

The results shown in Figure 8 indicate that the cost of parking is the most frequently identified area for improvement, selected by 36% of respondents. This is consistent with findings from parking user surveys nationally, where there is often a strong perception that parking charges are too high or that parking should be provided free of charge, particularly for shorter stays or local trips.

The second most commonly selected area for improvement relates to payment options, highlighted by 12% of respondents. This reinforces earlier survey findings that payment remains a key aspect of the parking experience and that users value flexibility, simplicity, and reliability in how they pay for parking.

Several other aspects attracted a similar level of response, including the availability of parent/carer spaces (6%), availability of disabled spaces (6%), and availability of regular parking spaces (7%). This suggests that while capacity is not viewed as a district wide issue, there are localised concerns around the mix and allocation of space types, particularly for users with specific accessibility needs.

Other factors, such as toilet facilities (6%), cleanliness (1%), electric vehicle charging provision (1%), and 24-hour parking facilities (1%), were identified by smaller proportions of respondents, indicating that these are either lower priorities overall or relevant to more specific user groups.

A notable 20% of respondents selected the "Other" option and provided additional comments. While many of these comments could be aligned with the predefined categories above, several recurring themes emerged. These included concerns about the size of parking bays, requests for motorhome or larger vehicle parking provision, calls for increased Civil Enforcement Officer presence, and site specific issues relating to entrance and exit arrangements at individual car parks. These qualitative responses provide valuable context and help to highlight more nuanced, location specific issues that may not be fully captured through fixed survey options.

3.2.13 QUESTION 15 ASKED WHETHER THERE HAS BEEN A DIFFERENCE IN CAR PARKS SINCE HDC INTRODUCED CIVIL PARKING ENFORCEMENT ON-STREET

This question allowed respondents to select a single option. It received 1,484 responses, meaning 62 respondents skipped the question.

The results highlight that the majority of respondents have not observed a noticeable change in how busy Council owned car parks feel over time. A substantial 78% of respondents stated that they have not noticed any difference, suggesting that, for most users, overall levels of parking activity are perceived as relatively stable.

A smaller proportion of respondents (11%) reported that car parks now seem busier, which may reflect localised pressures at specific sites, changes in travel behaviour, or increased demand due to vehicles not being able to park on-street due to concerns with enforcement. This perception is not widespread but demonstrates the positive impact more noticeable and frequent enforcement can have within local communities.

Only 1.5% of respondents felt that car parks have become quieter, indicating that there is very limited perception of declining demand across the estate. A further 10% of respondents were unsure, which may reflect more infrequent users or those who do not visit car parks often enough to identify longer-term trends.

3.2.14 QUESTION 16 ASKED WHEN WOULD YOU PREFER TO PAY FOR YOUR PARKING?

This question allowed respondents to select a single option. It received 1,500 responses, meaning 46 respondents skipped the question.

Figure 9 below shows the breakdown of responses based on the criteria provided.

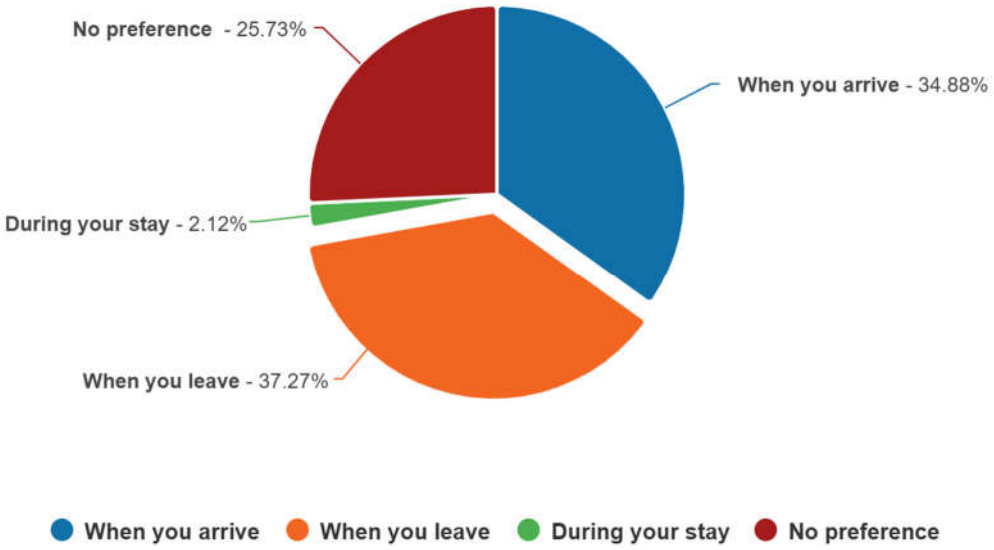

Figure 9 – Preference for parking payment

Figure 9 shows a clear preference among respondents for more flexible payment timing, with the strongest support for paying when leaving the car park. Just over 37% of respondents indicated that they would prefer to pay on exit, suggesting that post stay payment models are attractive to a significant proportion of users. This preference is likely influenced by familiarity with pay on exit systems used in other retail and leisure destinations, where payment is based on the actual duration of stay and removes the need to estimate parking time in advance.

A similar proportion of respondents (35%) stated that they prefer to pay on arrival, indicating continued support for more traditional pay and display arrangements. This may reflect familiarity, certainty over payment at the start of a visit, or a desire to use cash at the point of arrival.

A further 26% of respondents expressed no preference, suggesting that for a number of users the timing of payment is less important than other factors, such as ease of use, reliability of machines, or the availability of multiple payment options.

Only a very small proportion of respondents (2%) indicated a preference for paying during their stay, demonstrating limited appetite for mid-stay payment interactions.

3.2.15 QUESTION 17 ASKED RESPONDENTS WHETHER THEY USE THE CHECK-IN CHECK-OUT SYSTEM IN PLACE ACROSS HDC CAR PARKS

This question allowed respondents to select a single option. It received 1,483 responses, meaning 63 respondents skipped the question.

The results indicate limited awareness and mixed experience of check-in / check-out parking systems among respondents, with awareness being the most significant issue rather than user acceptance.

Almost 47% of respondents stated that they do not know what a check-in / check-out system is, highlighting a clear knowledge gap. This is a critical finding, as it suggests that a large proportion of users are currently unable to form an informed view on this payment model. Before any wider consideration of introducing such systems, this lack of awareness would need to be addressed.

Among respondents who were familiar with the concept, 33% stated that they do not use check-in / check-out systems, while 13% use them occasionally and only 7% use them regularly. This indicates that, even where awareness exists, usage is not yet widespread.

The data suggests that user unfamiliarity rather than resistance is the primary barrier. As such, if the Council wishes to explore check-in / check-out systems as part of the car park strategy, there is a clear case for proactive communication and user education. This could include simple explanations of how the system works, its benefits (such as paying only for the time used), and reassurance around enforcement and ease of use.

3.2.16 QUESTION 18 ASKED RESPONDENTS HOW THEY WOULD PREFER TO PAY FOR PARKING

This question enabled respondents to choose all options that apply. The question received 1,511 answers meaning 35 respondents did not answer this question.

Figure 10 below shows the breakdown of responses based on the criteria provided.

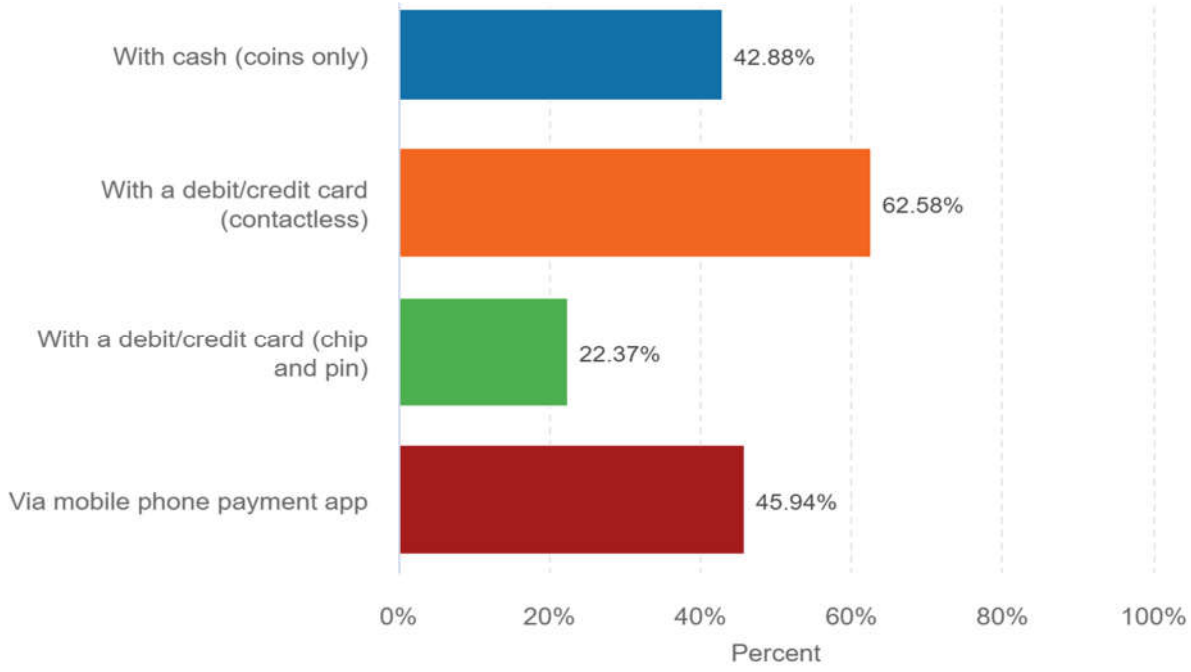

Figure 10 – Preference for parking payment

The results demonstrate a clear preference for flexible and modern payment methods, while also highlighting the continued importance of traditional options.

The most widely used payment method is contactless debit or credit card, selected by 63% of respondents. This reflects broader societal trends toward cashless payments and indicates strong user expectation that contactless card payment should be available as a standard feature across Council owned car parks.

Mobile phone payment apps are also well used, with 46% of respondents indicating that they pay via an app. This shows a significant level of acceptance of digital payment platforms and supports the case for maintaining and enhancing app based payment options, provided they are reliable, intuitive, and supported by good mobile signal coverage.

Despite the shift toward digital payments, cash remains important, with 43% of respondents stating that they pay using coins. This is a significant proportion and reinforces the need to retain some level of cash payment provision to ensure inclusivity, particularly for older users, those without access to digital payment methods, or visitors who prefer cash.

Traditional chip and pin card payments are used by a smaller proportion of respondents (22%), suggesting that while still relevant, this method is less critical than contactless and app based payments.

3.2.17 QUESTION 19 ASKED RESPONDENTS WHAT THEY THOUGHT ON LONG-STAY PARKING CHARGES ACROSS HUNTINGDONSHIRE

This question allowed respondents to select a single option. It received 1,512 responses, meaning 34 respondents skipped the question.

Figure 11 below shows the breakdown of responses based on the criteria provided.

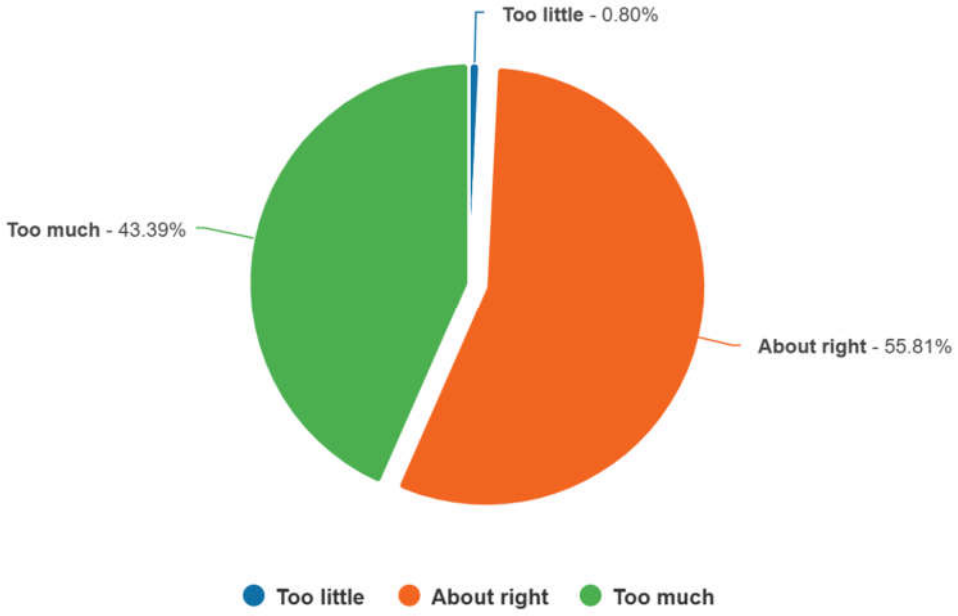

Figure 11 – Thoughts on long-stay parking charges in HDC car parks

The results indicate that perceptions of long-stay parking charges are broadly positive, with a clear majority of respondents viewing current pricing levels as appropriate.

56% of respondents stated that long-stay parking charges are “about right”, which is a strong and reassuring outcome. This level of agreement provides clear evidence that charges are not widely perceived as too high and suggests that current tariffs are broadly acceptable to users. From a strategic perspective, this also indicates there may be limited headroom to consider modest increases to long-stay charges, should this be required to support service sustainability or wider policy objectives, without a significant risk of adversely affecting demand.

A further 43% of respondents felt that long-stay charges are too high. While this is a sizeable minority and should not be dismissed, it is important to note that perceptions of cost sensitivity are common in parking surveys and often reflect a general preference for lower or no charges rather than evidence of pricing being prohibitive. The absence of a strong link elsewhere in the survey between charges and reduced usage suggests that these views may be attitudinal rather than behavioural.

Only 1% of respondents considered long-stay charges to be too low, reinforcing the view that there is no expectation for charges to increase significantly or rapidly.

3.2.18 QUESTION 20 ASKED RESPONDENTS WHAT THEY THOUGHT ON SHORT-STAY PARKING CHARGES ACROSS HUNTINGDONSHIRE

This question allowed respondents to select a single option. It received 1,510 responses, meaning 36 respondents skipped the question.

Figure 12 below shows the breakdown of responses based on the criteria provided.

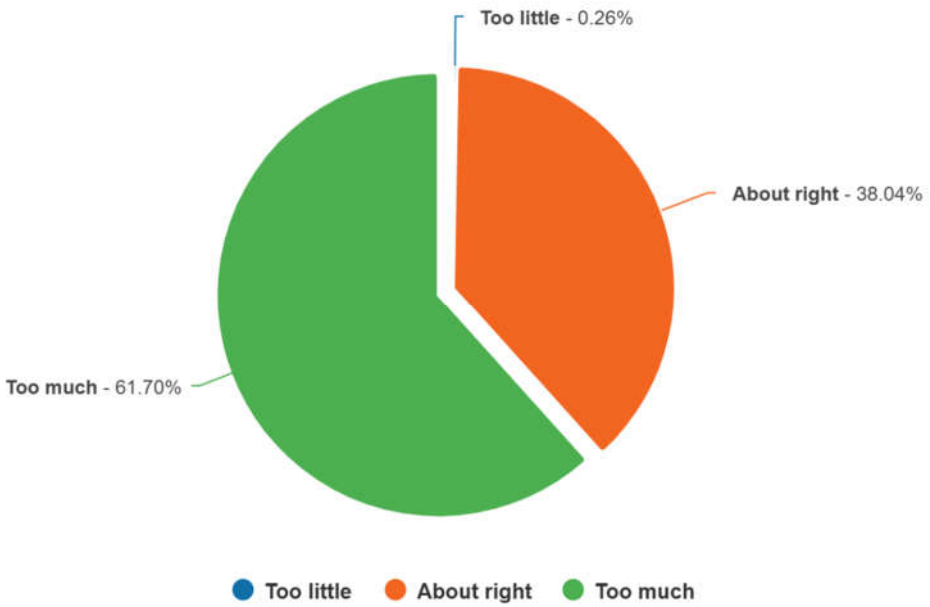

Figure 12 – Thoughts on short-stay parking charges in HDC car parks

The results highlight a significantly lower level of acceptance of short-stay parking charges compared to long-stay tariffs, indicating a clear divergence in how users perceive value for money across different lengths of stay.

A clear majority of respondents (62%) consider short-stay parking charges to be too high, while only 38% feel that charges are about right. Fewer than 1% believe charges are too low. This contrasts sharply with perceptions of long-stay parking, where the majority of respondents felt charges were appropriate, and suggests that short-stay tariffs are viewed as less equitable or less aligned with user expectations.

This disparity creates a strong impression that long-stay parking is perceived as fairer than short-stay parking. Short-stay users are more likely to be making quick, convenience based trips, such as shopping, or accessing services, and the findings suggest that higher short-stay tariffs may be seen as disproportionate to the duration and purpose of these visits.

3.2.19 QUESTION 21 ASKED HOW HDC CAR PARKING CHARGES COMPARE TO COUNCIL OWNED CAR PARKS IN OTHER AREAS?

This question allowed respondents to select a single option. It received 1,499 responses, meaning 47 respondents skipped the question.

Figure 13 below shows the breakdown of responses based on the criteria provided.

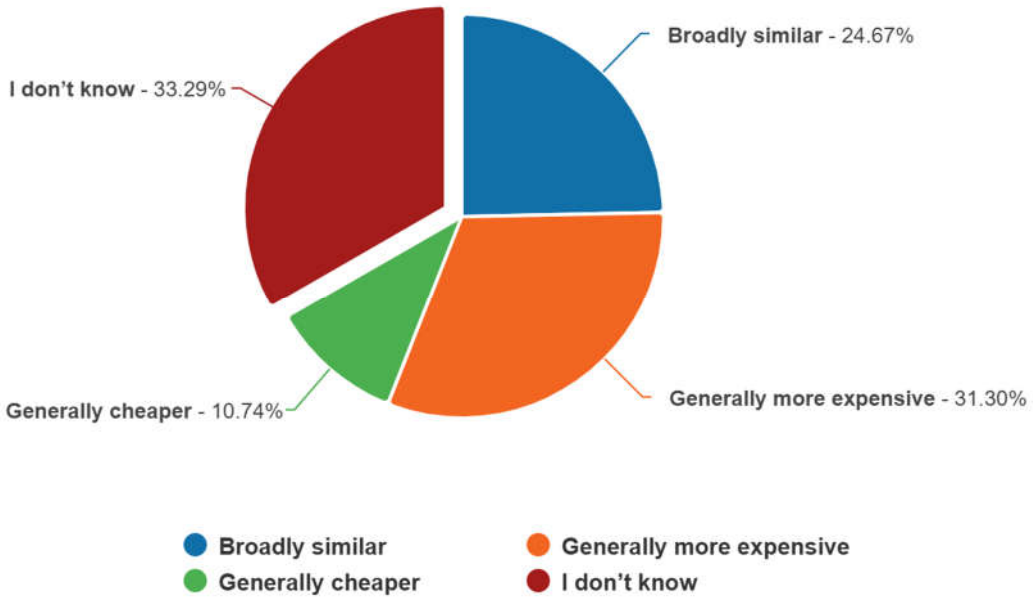

Figure 13 – Comparison between local authorities and parking charges

The results show mixed but generally balanced perceptions of how parking charges in Huntingdonshire District Council car parks compare with those in other local authority areas.

Around 25% of respondents consider parking charges to be broadly similar to those elsewhere, which is a positive finding and suggests that, for a significant proportion of users, charges are seen as broadly in line with expectations and comparable locations.

This is important, as a strong perception of higher than average charges could discourage residents and visitors from using local town centres.

However, 31% of respondents believe that parking charges in Huntingdonshire are generally more expensive than in other areas. While this perception should be acknowledged, it does not necessarily reflect actual pricing when benchmarked against comparable local authorities. Such views may be influenced by selective comparisons with locations that offer free or heavily subsidised parking, or with smaller settlements that provide fewer facilities and services.

Only 11% of respondents felt that parking in Huntingdonshire is generally cheaper than elsewhere. This suggests that there is limited perception of Huntingdonshire offering a cost advantage over neighbouring authorities, reinforcing the importance of clearly communicating value for money and the benefits provided through Council managed parking.

Notably, a substantial 33% of respondents stated that they do not know how parking charges compare with other areas. This indicates that a large proportion of users either do not regularly park outside the district or do not actively compare tariffs between locations. It also suggests that pricing decisions are often judged in isolation rather than through direct comparison with other authorities.

3.2.20 QUESTION 22 ASKED WHETHER RESPONDENTS WOULD SUPPORT EMISSIONS BASED CHARGING

This question allowed respondents to select a single option. It received 1,478 responses, meaning 68 respondents skipped the question.

The results indicate limited current support for emissions based parking charges, but also highlight a substantial proportion of respondents who are open to the concept subject to further information.

Just 16% of respondents stated that they would support emissions based charging, while almost 50% indicated that they would not support such an approach. This suggests that, at present, emissions based charging would be challenging to introduce without significant risk of public resistance.

However, a notable 30% of respondents stated that they would want to find out more before making a decision. This is an important finding, as it indicates that opposition is not fixed for a large section of users and that views may be influenced by clearer explanations of how emissions based charging would work in practice, what vehicles would be affected, and how any additional revenue would be used.

Only 4% of respondents were unsure, suggesting that most respondents felt able to express an initial view, even if that view was conditional on receiving more information.

3.2.21 QUESTION 23 ASKED WHETHER RESPONDENTS OWNED A HDC CAR PARK PERMIT

This question allowed respondents to select a single option. It received 1,494 responses, meaning 52 respondents skipped the question.

Only 4% of respondents stated they currently own a permit for council owned car parks across the district. Question 24 was a follow-up to this question asking respondents to state whether they would consider purchasing a permit in the future. 1,501 respondents answered this question, meaning that 45 respondents skipped the question.

Figure 14 below shows the breakdown of responses based on the criteria provided.

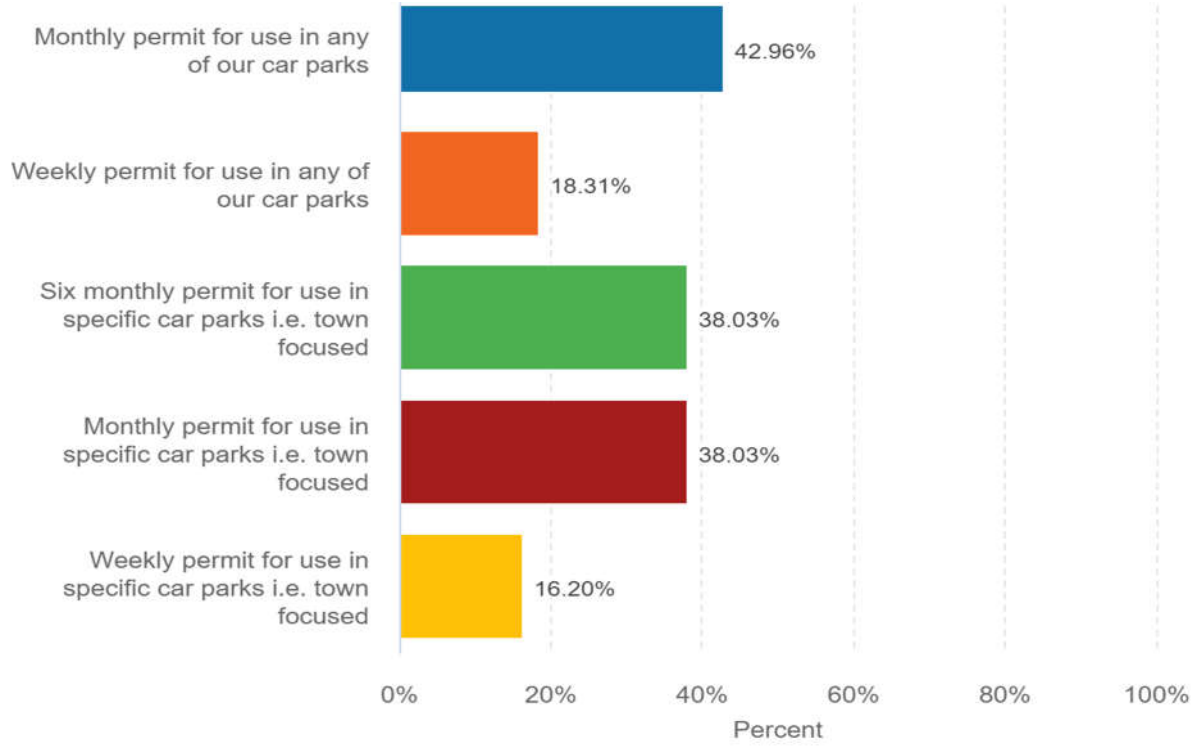

Figure 14 – Interest in potential HDC car parking permits

The results provide a clear indication of strong interest in flexible permit options, particularly those that balance convenience with affordability and reflect different user needs across Huntingdonshire.

The most popular option is a monthly permit valid across any Council owned car park, selected by 43% of respondents. This highlights a strong appetite for a simple, district wide permit offering flexibility of location, which is likely to appeal to regular users such as commuters, town centre workers, and residents who travel between different towns.

There is also significant support for town focused permits, with both monthly and six-monthly permits for use in specific car parks selected by 38% of respondents. This suggests that many users would value a lower cost option tied to a single town or location, providing a more targeted alternative for those with predictable parking patterns.

By contrast, weekly permits attract lower levels of interest. A weekly permit valid across all car parks was selected by 18% of respondents, while a weekly town specific permit was supported by 16%. This indicates that shorter duration permits may be more relevant to occasional users, visitors, or those with temporary parking needs, rather than forming the core of a permit offer.

3.2.22 QUESTION 25 ASKED WHETHER RESPONDENTS HAD A DISABILITY OR LIMITED MOVEMENT

This question received 1,433 responses, with 113 respondents choosing not to provide an answer. 16% of respondents indicated that they have a disability or limited mobility. This represents a sufficiently robust sample to support meaningful analysis of how inclusive and accessible Council owned car parks are across Huntingdonshire, and to inform considerations around provision, from an accessibility perspective.

A follow-up question for those that chose yes was to answer how easy it is to locate a blue badge space across council owned car parks. 654 respondents answered this question. Figure 15 illustrates the responses to the follow up question.

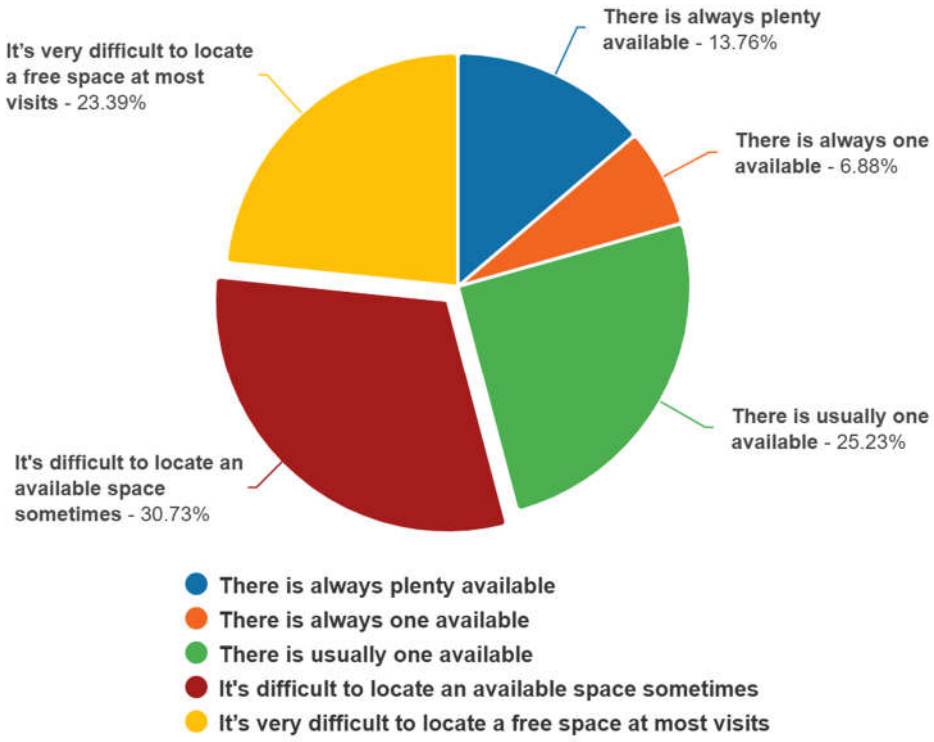

Figure 15 – How easy is it to locate a blue badge bay in HDC car parks

The results illustrate a mixed experience for users who rely on disabled parking bays, with availability varying notably by location and time of visit.

Just over 20% of respondents reported consistently positive availability, with 14% stating that there are always plenty of disabled spaces available and a further 7% indicating that there is always at least one space available. This suggests that, in some car parks, current provision is adequate and meeting user needs.

However, a larger proportion of respondents reported challenges. Around 25% stated that there is usually only one disabled space available, indicating limited resilience in provision and a higher risk of bays being fully occupied during busier periods. More significantly, 31% of respondents reported that it is difficult to locate an available disabled space at times, while 23% indicated that it is very difficult to find a free disabled space on most visits.

Taken together, these findings suggest that over half of respondents experience difficulty locating a disabled parking space either regularly or frequently. This points to localised shortfalls in provision, particularly in higher demand car parks or at peak times, and highlights the importance of reviewing the number, location, and visibility of disabled bays as part of the car park strategy. Improving provision in the most pressured locations would be likely to deliver a tangible improvement in accessibility and user experience for disabled users across Huntingdonshire.

3.2.23 OTHER COMMENTS REGARDING HDC CAR PARKS

The final question enabled respondents to provide any other comments regarding Council owned car parks across the district. In total, 816 comments were provided. These have been reviewed and grouped into key themes to identify recurring issues, sentiments, and priorities. A summary of the findings is set out below.

Cost of Parking

Indicative frequency of comments: 175

- Cost was the most commonly raised issue, with many respondents expressing the view that parking charges, particularly for short stays, are too high.
- A recurring sentiment was that parking should be cheaper or free for short visits, especially for quick trips such as shopping, medical appointments, or collections.
- Some respondents suggested that high charges discourage repeat visits to town centres and reduce dwell time.

Comparisons and value perception:

- Several comments compared Huntingdonshire unfavourably with nearby towns or out of town retail locations that offer free parking, reinforcing earlier survey findings on perceptions of relative cost.

Payment Systems and Reliability

Indicative frequency of comments: 158

- A significant number of comments related to payment machines not working reliably, particularly contactless and app based systems.
- Respondents frequently cited frustration when machines were out of order, slow, or unclear to use.
- Mobile phone signal issues affecting app payments were also raised, especially in certain locations.

Expectations:

- Many respondents accepted digital payments but stressed the importance of simple, robust, and well maintained systems, with clear instructions and fallbacks where technology fails.

Availability and Capacity of Spaces

Indicative frequency of comments: 107

- Respondents reported difficulty finding spaces at busy times, particularly in town centre car parks and during peak periods.
- Comments suggested that perceived capacity issues are often localised rather than district wide.
- Some respondents highlighted tensions between long-stay and short-stay parking, with long-stay vehicles occupying convenient spaces.

Electric Vehicle Charging and Future Provision

Indicative frequency of comments: 75

- Many respondents called for greater provision of EV charging, particularly in larger town car parks.
- Some comments highlighted inconsistency between climate objectives and the current limited availability of charging infrastructure.
- Others stressed the importance of future proofing car parks to support the transition to electric vehicles.

Enforcement and Compliance

Indicative frequency of comments: 52

- Views on enforcement were mixed. Some respondents felt enforcement was too strict or unfair, while others felt it was insufficient.
- A number of comments raised concerns about misuse of bays (e.g. overstaying, misuse of disabled bays) and called for more consistent enforcement presence.

Accessibility and Disabled Parking

Indicative frequency of comments: 46

- Respondents highlighted challenges around the availability, location, and enforcement of disabled bays.
- Some comments linked accessibility issues to wider concerns about bay size, gradients, and walking distances to destinations.

Parking Bay Size and Layout

Indicative frequency of comments: 38

- A recurring theme was that parking bays are too small for modern vehicles, making it difficult to enter and exit cars safely.

- This issue was often linked to accessibility, particularly for older users or those with limited mobility.

Signage and Wayfinding

Indicative frequency of comments: 13

- A small number of respondents raised issues around poor signage, unclear tariffs, or difficulty navigating larger car parks.

Positive Feedback

Indicative frequency of comments: 70

- While the open question naturally attracted more critical feedback, a notable number of respondents commented that parking generally “works well” or is “adequate for most needs.”
- Some respondents highlighted convenient locations and generally good availability outside peak times.

Key Observations Across All Themes

- **Consistency with structured survey results:** The free text responses strongly reinforce earlier findings, particularly around cost sensitivity, payment reliability, and short-stay fairness.
- **Localised issues dominate:** Many comments relate to specific car parks or towns rather than systemic district wide problems.
- **Value for money narrative:** Respondents frequently linked charges to expectations of quality, reliability, and investment, suggesting that acceptance improves when users can see tangible benefits.
- **Importance of communication:** Several comments point to confusion or frustration that could be reduced through clearer signage, better explanation of payment systems, and proactive communication about changes or improvements.

4.0 LOCAL PREFERENCE

4.1 INTRODUCTION

Section 3 presented a summary of responses received across Huntingdonshire as a whole. However, the district comprises a diverse range of towns and villages, each with differing patterns of car park use, levels of demand, and local context. As a result, user feedback is likely to vary by location. Understanding these local differences is important in ensuring that the car park strategy responds appropriately to the distinct needs and priorities of individual communities, rather than applying a single, uniform approach across the district.

This section therefore focuses on the findings from the Stage 1 user survey at a more local level within Huntingdonshire. It is not practical or proportionate to provide a detailed breakdown for every town and village, as this would result in very small sample sizes in some locations and would add limited analytical value. Instead, the location based analysis has been undertaken for the district's principal towns, (Huntingdon, St Ives, and St Neots) with responses from surrounding villages considered alongside these town level findings to ensure that the views of smaller settlements are appropriately reflected.

Similarly, it is not necessary to provide a local breakdown for every survey question, as this would lead to an overly lengthy report without materially improving the insight gained. The local analysis therefore focuses on a selected set of key questions that are most relevant to understanding differences in user experience and priorities between locations.

The questions included in the local level analysis include the following:

- Have you experienced any parking problems within the last 12 months at any Huntingdonshire District Council car parks?
- Please select the issues that are related to your visit
- What do you like most about Huntingdonshire District Council parking facilities you have used?
- What would you most like to see improved within Council owned car parks?
- When would you prefer to pay for your parking?
- Do you ever use the check-in check-out system when paying for parking in our car parks
- How would you like to pay for your parking
- How do you think current Huntingdonshire District Council car parking charges compare to Council owned car parks in other areas?
- Do you have a disability or limited movement?
- How easy do you find it to locate a Blue Badge parking space in Council owned car parks?

4.2 HUNTINGDON LOCAL ANALYSIS

Reviewing the completed responses, 386 can be attributed to the Huntingdon region. This includes within the town and the surrounding villages. The first question for the local analysis was “Have you experienced any parking problems within the last 12 months at any Huntingdonshire District Council car parks?” 64% of these respondents answered yes to the question, which is 11% higher than the district wide response. This suggests that there are greater issues with parking in Huntingdon car parks compared to other car park locations.

Figure 16 illustrates the issues that were highlighted by Huntingdon respondents.

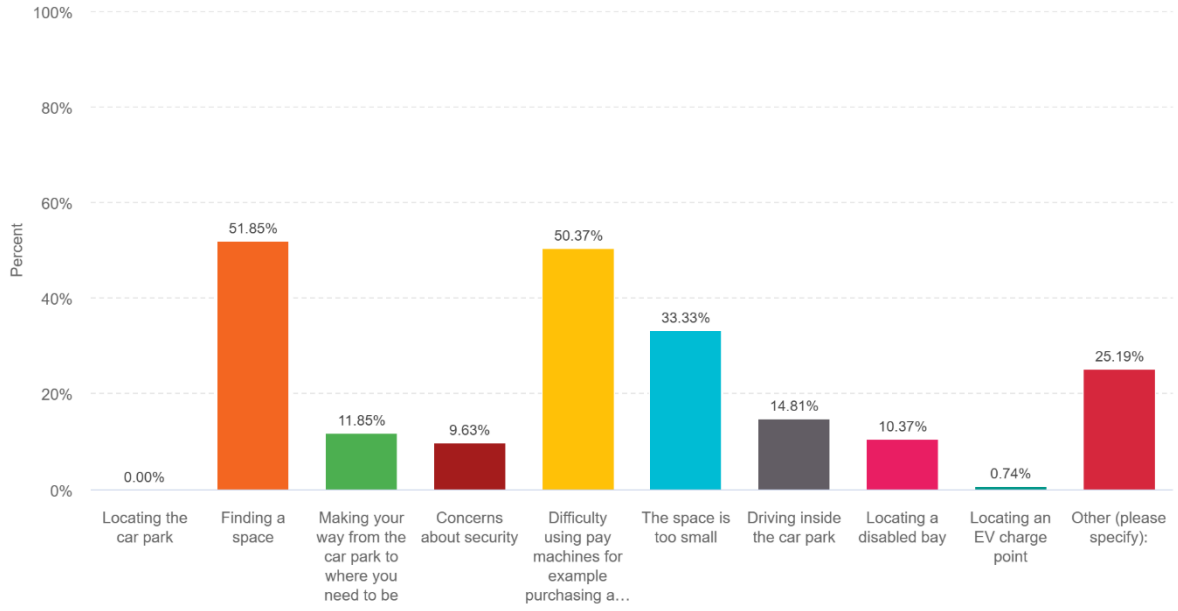

Figure 16 – Issues experienced in Huntingdon specific car parks

Across both the district wide and Huntingdon specific results, the same core issues emerge as the most prominent. At a district wide level, difficulty using pay machines is the most frequently cited issue, reinforcing that payment reliability and usability is a systemic concern rather than a location specific anomaly.

In Huntingdon specifically, however, finding a parking space is marginally more frequently identified than difficulty using payment machines, indicating that capacity pressures are felt more acutely in this location. Parking spaces being too small also features strongly in both datasets, confirming that bay dimensions and layout constraints are consistent challenges across the estate, but are particularly noticeable in busier town centre car parks such as those in Huntingdon.

Taken together, the comparative results indicate that Huntingdon experiences a more intense set of parking pressures than the district average, particularly in relation to capacity and operational performance at peak times. The significantly higher proportion of respondents reporting difficulty finding a space (around 52% in Huntingdon, compared to around 36% district wide), alongside increased issues with driving within

car parks, suggests that Huntingdon's car parks are operating closer to their practical capacity and are more sensitive to layout and circulation constraints. By contrast, issues such as locating disabled bays, security, wayfinding, and EV charging remain broadly consistent with, or slightly less pronounced than, the district wide position, indicating that these are not primary drivers of dissatisfaction in Huntingdon.

Question 13 asked respondents what they liked most about Huntingdonshire District Council car parks.

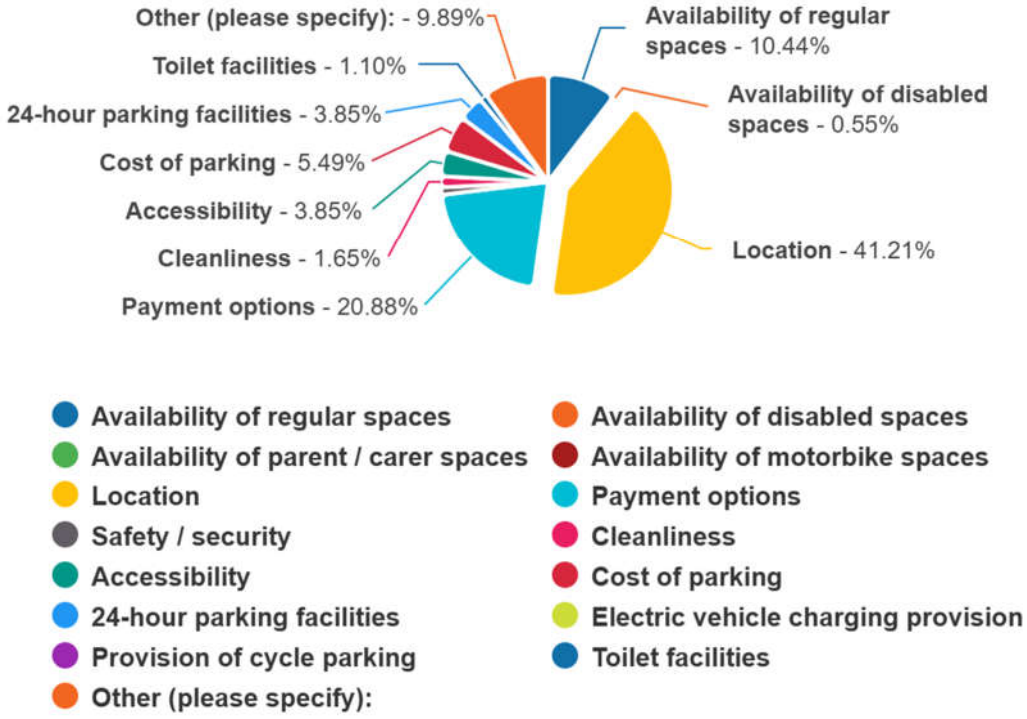

Figure 17 – Most like aspects of car parks in Huntingdon

A comparison of the district wide responses with the Huntingdon specific results shows a strong degree of alignment in what users value most about Council owned car parks, while also highlighting some important local differences in emphasis.

Across both datasets, location is overwhelmingly identified as the most valued aspect of the parking offer, accounting for just over 41% of responses in both the district wide and Huntingdon analyses. This consistency demonstrates that proximity to town centres, shops, services, and key destinations is the single most important factor for users, and that Huntingdon performs as strongly as the wider district in this respect. The stability of this result suggests that location is a fundamental strength of the car park estate rather than a variable influenced by local operating conditions.

The second most valued aspect in both datasets is payment options, although this is notably more prominent in Huntingdon. While payment options account for around 16% of district wide responses, this rises to approximately 21% in Huntingdon. This suggests that ease, flexibility, and reliability of payment are of heightened importance to users in Huntingdon, likely reflecting higher usage levels, greater turnover, and the more intensive day to day demands placed on town centre car parks.

Perceptions around the availability of regular parking spaces are broadly similar but slightly lower in Huntingdon (around 10%) compared to the district wide figure (around 13%). This may reflect the fact that, while availability is still valued, Huntingdon users are more likely to experience constrained capacity at peak times and therefore prioritise other factors such as payment convenience and location over absolute space availability.

Other aspects of the parking offer, such as cost of parking, accessibility, 24-hour parking, cleanliness, and toilet facilities, attract relatively small proportions of responses in both datasets and remain broadly consistent. Notably, the availability of disabled spaces is valued by a much smaller proportion of respondents in Huntingdon than across the district as a whole. This does not necessarily indicate that provision is unimportant, but rather that it may be less visible as a defining feature compared to other aspects of the parking experience in a busy town centre environment.

The following question was focused on areas of improvement within HDC car parks. As with the district wide results, the cost of parking was the highest rated area for improvement within Huntingdon. However, this wasn't deemed as significant, with a 5% lower rate provided for this option. Availability of regular spaces (4% increase), and the availability of parent / carer spaces (4% increase) were both slightly higher in Huntingdon compared to the wider district.

Similarly to the district wide analysis, although payment options was seen as a positive feature, there were also noticeable levels of respondents that believe this requires improvement in car parks, albeit a slightly less amount (2% reduction).

Question 16 asked respondents when they prefer to pay for parking. Figure 18 illustrates the feedback from the Huntingdon region.

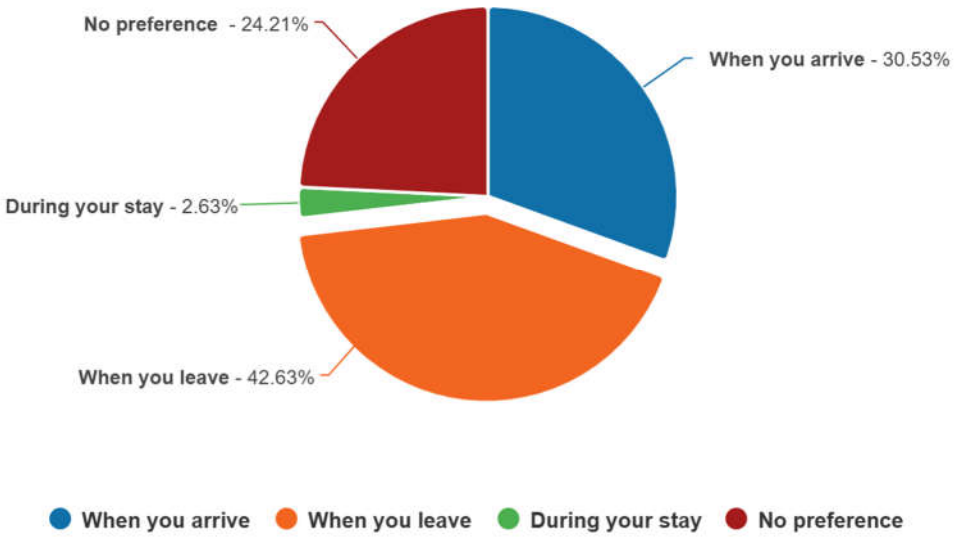

Figure 18 – Preference for parking payment in Huntingdon

A comparison of the district wide and Huntingdon specific results shows a broadly consistent pattern in preferences for when users would like to pay for parking, with some

notable differences in emphasis that reflect the more intensive use of car parks in Huntingdon.

Across the district as a whole, preferences are relatively evenly split between paying on arrival (35%) and on departure (37%), with a sizeable proportion of respondents (26%) indicating no preference. This suggests that, at a district wide level, users are generally comfortable with either approach, provided the payment system is clear, reliable, and easy to use. Very few respondents expressed a preference for paying during their stay, indicating limited appetite for mid-stay payment interactions.

In Huntingdon specifically, there is a clearer preference for paying on departure, with support rising to approximately 43%, compared to 31% who prefer to pay on arrival. This represents a stronger lean towards post stay payment models than is evident across the district as a whole. The proportion of respondents with no preference remains broadly similar (24%), suggesting that flexibility remains important, but that Huntingdon users are more likely to favour payment approaches that reflect actual length of stay rather than estimated duration.

The increased preference for pay on exit in Huntingdon is likely to reflect higher turnover, greater variability in stay duration, and a higher incidence of short, transactional visits in a busy town centre environment, where pay on exit is more common than smaller towns and villages.

Question 17 focused on the check-in / check-out system. When compared with the district wide results, the Huntingdon specific feedback indicates an even lower level of awareness of the system. In Huntingdon, around 55% of respondents stated that they do not know what a check-in / check-out system is, compared to approximately 47% district wide, reinforcing that lack of understanding is an even more pronounced issue locally.

Usage levels among those who are aware of the system are also slightly lower in Huntingdon, with fewer respondents reporting regular (2% reduction) or occasional use (2% reduction) and a similar proportion indicating that they do not use such systems at all. This suggests that, despite Huntingdon being the district's busiest town and a location where pay on exit systems could offer particular benefits, familiarity with this payment model remains limited.

Feedback on how respondents preferred to pay for parking in Huntingdon was very similar to the district wide analysis with no clear differences between the two datasets.

Question 21 asked respondents how they felt parking charges in other areas outside the district compared to Huntingdonshire. Across the district as a whole, views are relatively evenly split between those who consider charges to be broadly similar elsewhere (around 25%) and those who feel they are generally more expensive (around 31%). A notable proportion of respondents (around 33%) indicated that they do not know, suggesting that many users do not regularly compare parking charges between areas or do not feel strongly enough to make a comparison.

In Huntingdon, perceptions follow a similar pattern but with a slightly more balanced spread. The proportion of respondents who consider charges to be broadly similar is marginally higher (around 27%), while the proportion who feel charges are generally more expensive is lower (around 25%) compared to the district wide position. This suggests that relative to the rest of the district, Huntingdon users may be slightly less inclined to view parking charges as uncompetitive.

The proportion of respondents selecting "I don't know" remains high in both datasets and is marginally higher in Huntingdon (around 35%), reinforcing the view that perceptions of comparative cost are often formed without direct benchmarking. A small but consistent minority in both cases consider Huntingdonshire's parking to be generally cheaper, though this remains the least selected option.

Figure 19 illustrates this breakdown in Huntingdon.

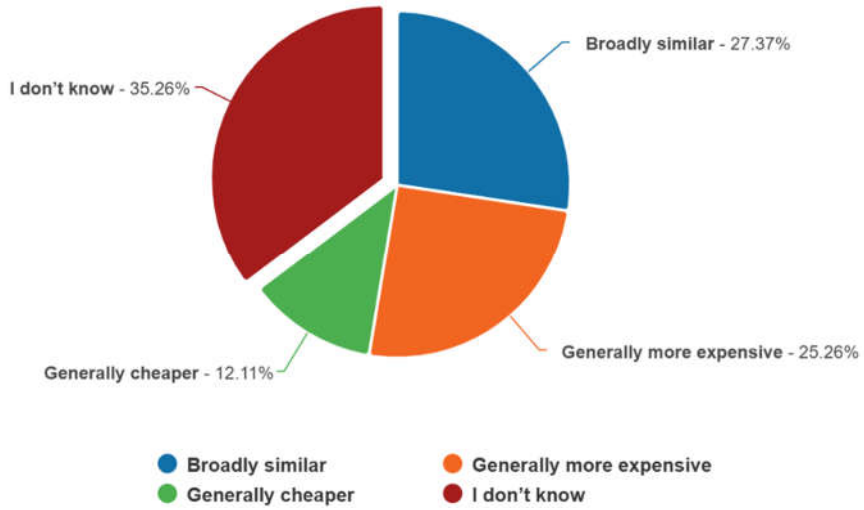

Figure 19 – Comparison between local authorities and parking charges from Huntingdon respondents

The final two questions selected for the local analysis focus on respondents with a disability or limited movement. The district wide analysis highlighted a 16% response rate, which is identical to the response rate within Huntingdon.

The comparison shows that availability of disabled parking spaces is perceived to be more constrained in Huntingdon than across the district as a whole. At a district wide level, around 47% of respondents indicated that an available disabled space is usually or always available, whereas in Huntingdon this falls to approximately 46%, with a notable shift toward more negative responses. In Huntingdon, the proportion of respondents stating that it is very difficult to locate a free disabled space at most visits increases significantly to around 31%, compared to around 23% district wide, while those reporting difficulty only sometimes falls from around 31% to 22%.

4.3 ST IVES LOCAL ANALYSIS

A review of the completed survey responses shows that 284 submissions relate to the St Ives area, encompassing both the town itself and the surrounding villages. The local analysis therefore begins with the question, "Have you experienced any parking

problems within the last 12 months at any Huntingdonshire District Council car parks?" The results show that 57.63% of respondents have experienced problems, while 42.37% have not. This indicates that parking issues are a material feature of the customer experience in St Ives, with a clear majority reporting challenges in the last year.

Figure 20 illustrates the specific issues reported by St Ives respondents.

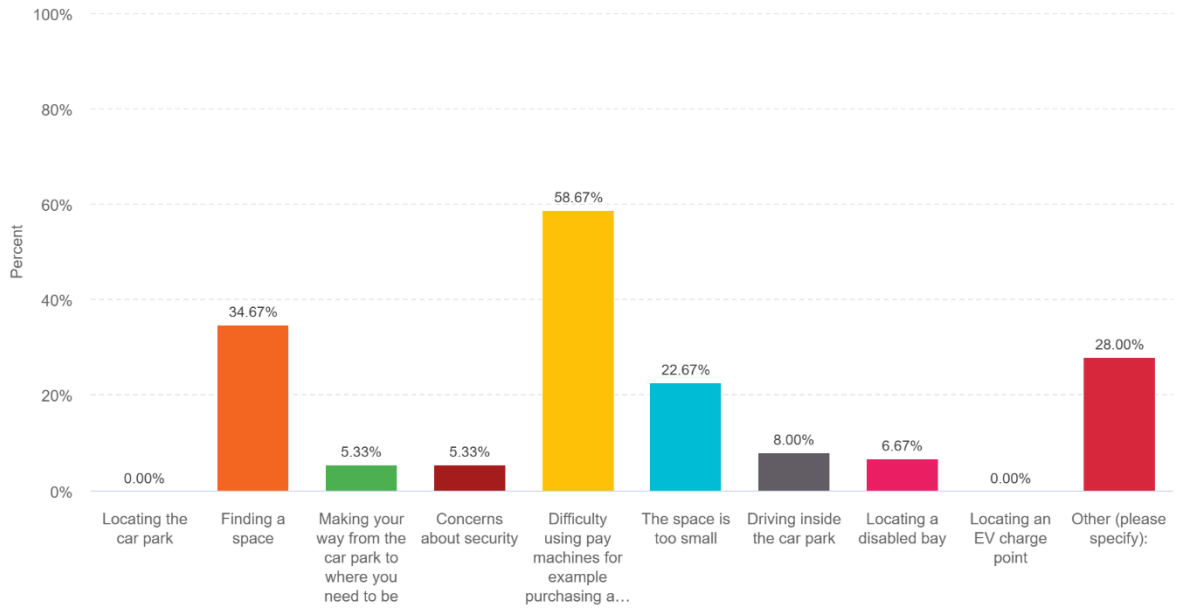

Figure 20 – Issues experienced in St Ives specific car parks

The most frequently cited problem is difficulty using pay machines (59%), reinforcing that payment reliability and usability are the dominant operational concern locally. Finding a parking space is the second most commonly reported issue (34%), indicating notable capacity pressure in St Ives at peak periods. A further 23% highlighted that spaces are too small, suggesting that bay dimensions and layout constraints are also affecting user confidence and convenience. Other issues are less prevalent but still relevant, including driving inside the car park (8%), and locating a disabled bay (7%). Concerns linked to security and walking routes/wayfinding from the car park are comparatively low (both 5%), and locating the car park and locating EV charge points were not identified as issues.

Question 13 asked respondents what they like most about HDC car parks they have used in St Ives. The results show that location is overwhelmingly the most valued feature (43%), confirming that proximity to the town centre and key destinations is the principal strength of the offer. After location, respondents most commonly value the availability of regular spaces (15%) and payment options (14%), suggesting that, when systems work well, convenient payment and the ability to find a space are highly important components of satisfaction. Smaller proportions referenced cost of parking (5%) and 24-hour parking facilities (5%), with low levels of emphasis placed on disabled space availability (2%) and wider supporting facilities such as toilets, EV charging provision, and accessibility (each 1%). Other comments account for 12.61%, indicating a degree of

local nuance that may warrant review of the free text responses for St Ives specific themes.

Figure 21 illustrates the breakdown of this feedback for the St Ives region.

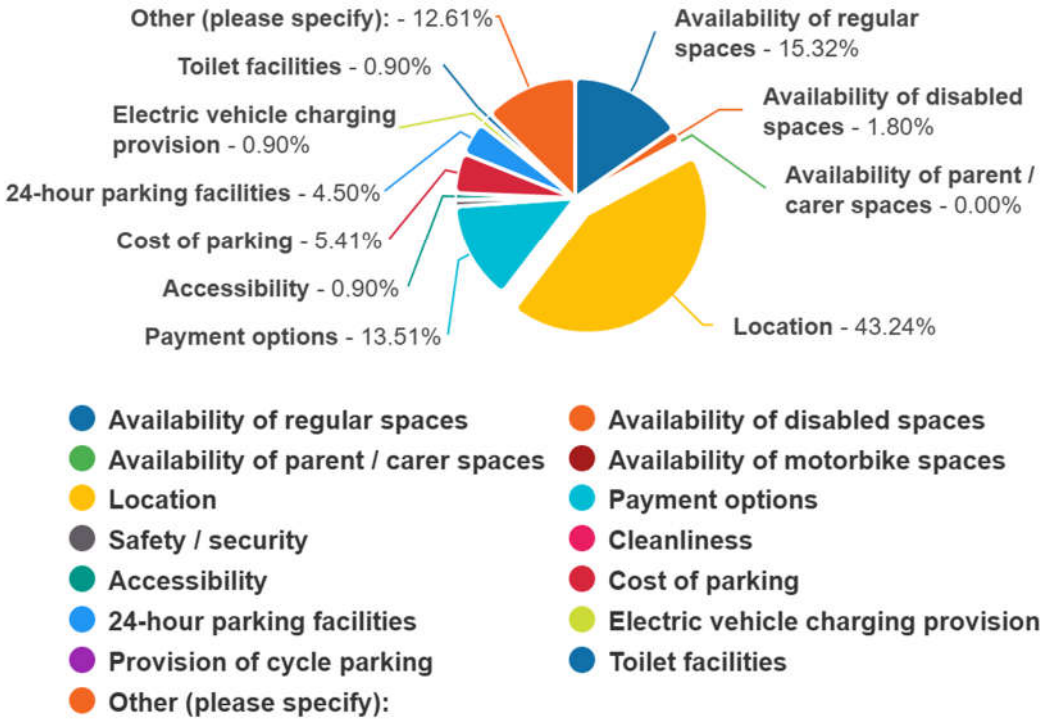

Figure 21 – Most liked aspects of parking in HDC car parks in St Ives

When compared with the district wide results for this question, the St Ives findings show a broadly similar pattern of priorities but with some notable differences in emphasis. Across the district as a whole, cost of parking also emerges as the most frequently cited area for improvement; however, the proportion of respondents highlighting this issue in St Ives (47%) is significantly higher than the district wide figure. This indicates that concerns about affordability are more acute in St Ives than elsewhere, and that pricing is a particularly sensitive issue for users of these car parks.

Conversely, while payment options remain a consistent secondary priority across both datasets, the St Ives figure (12%) is slightly lower than the district wide response. This suggests that, although payment usability is still an important consideration locally, it is relatively less dominant than cost when compared to the wider Huntingdonshire position. Improvements relating to availability of regular spaces, parent / carer spaces, and supporting facilities such as toilets and EV charging attract broadly similar or marginally lower levels of response in St Ives, indicating that these issues are present but not disproportionately problematic compared to the district average.

Question 16 explored when users would prefer to pay for parking. St Ives respondents show a stronger preference for paying on arrival (39%) than paying on departure (32%), with 26% expressing no preference and 3% preferring to pay during their stay. This suggests that, in St Ives, many users favour a more traditional “pay and display on entry”

approach, although the sizeable “no preference” segment indicates that flexibility remains valuable provided the payment process is simple and dependable.

When compared with the district wide analysis, the St Ives results reinforce and slightly amplify the same underlying pattern. Across the district as a whole, a substantial proportion of respondents also indicated that they do not know what a check-in / check-out system is. However, this lack of awareness is even more pronounced in St Ives, where 56% selected this option, compared to a lower but still significant district wide figure. This confirms that awareness, rather than acceptance, remains the principal barrier to meaningful engagement with this payment model, particularly at a local level.

Usage patterns among those who are aware of the system are broadly consistent with the district wide findings. In St Ives, 26% of respondents stated that they do not use check-in / check-out systems, while 15% use them occasionally and only 3% use them all the time. This mirrors the district wide trend of limited regular usage, with St Ives showing slightly lower levels of routine adoption. Overall, the comparison indicates that St Ives does not present a distinct resistance to check-in / check-out systems, instead, it reflects an environment where limited understanding and exposure are suppressing uptake, suggesting that targeted communication and simple user education would be a necessary precursor to any wider rollout.

Question 18 asked how respondents would like to pay for parking. St Ives respondents express a clear preference for contactless card payments (63%), alongside strong demand for a mobile phone payment app (47%). Importantly, cash (coins only) remains significant (43%), indicating that cashless only approaches would risk excluding a substantial minority. Chip and PIN is less preferred (20%), suggesting that where card payments are offered, contactless capability is the critical requirement.

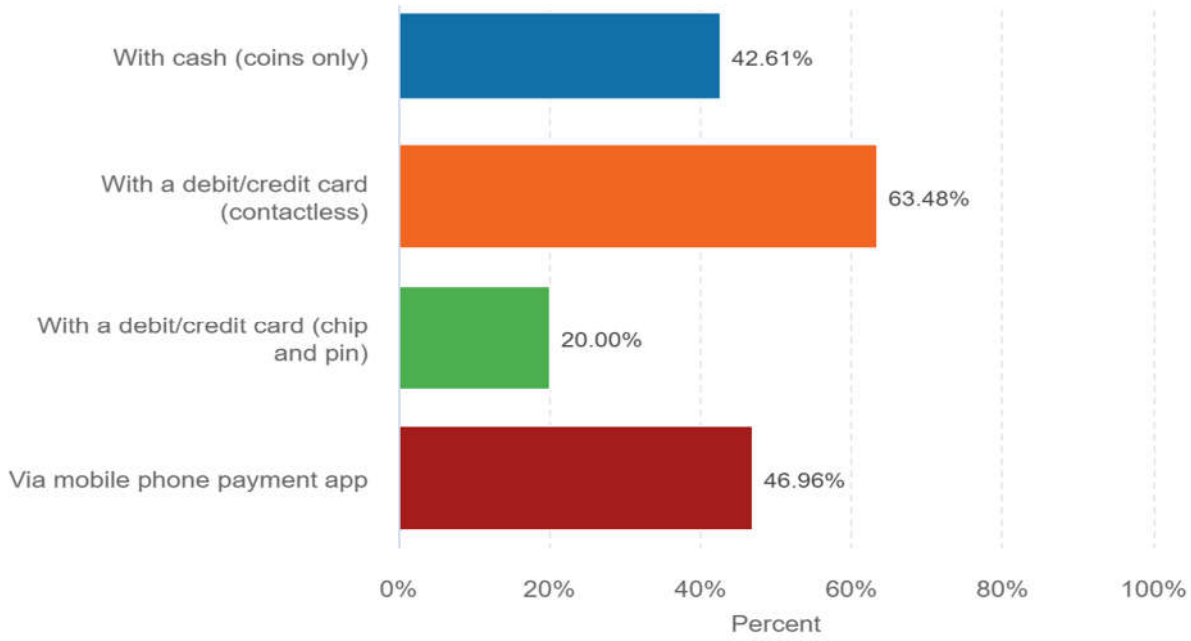

Figure 22 – Preference for car park payment in St Ives

Question 21 asked how respondents think HDC charges compare to car parks in other locations outside Huntingdonshire. When set against the district wide analysis, the St Ives findings follow a very similar overall pattern, but with some subtle differences in emphasis. As across the district as a whole, the most common response in St Ives is "I don't know" (37%), reinforcing the conclusion that a significant proportion of users do not actively compare parking charges between areas or do not feel sufficiently informed to do so. This proportion is slightly higher than the district wide figure, suggesting that uncertainty around comparative pricing is marginally more pronounced in St Ives.

Among respondents who do hold a view, perceptions in St Ives are broadly aligned with the district wide position but show a slightly stronger tilt towards negative comparisons. In St Ives, 30% consider charges to be generally more expensive, which is comparable to, though marginally lower than, the district wide level, while 21% feel charges are broadly similar, slightly below the district wide share. The proportion who believe charges are generally cheaper (12%) remains a small minority and is broadly consistent with the district wide response. Figure 23 illustrates this summary for the St Ives region.

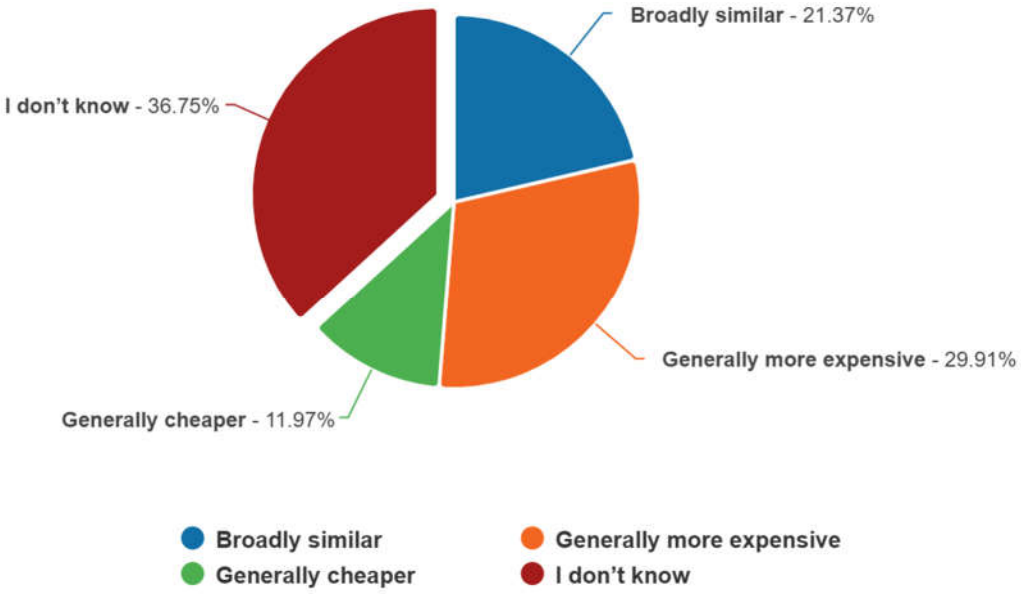

Figure 23 – St Ives respondents thoughts on how parking charges compare outside of HDC

Finally, in relation to accessibility, 14% of St Ives respondents stated they have a disability or limited movement, 2% lower than the district wide average. When compared with the district wide findings, the St Ives results point to a more constrained experience for blue badge holders. District wide, a slightly higher proportion of respondents report that disabled bays are always or usually available, indicating a more balanced level of provision across the wider estate.

However, only 17% of respondents state that a blue badge space is always available, with a further 31% indicating a space is usually available. By contrast, a clear majority of St Ives respondents experience some degree of difficulty, with 34% reporting that it is difficult to find a space sometimes and 17% stating that it is very difficult at most visits. This represents a stronger shift towards negative responses than is evident at a district wide level.

4.4 ST NEOTS LOCAL ANALYSIS

Reviewing the completed responses, 583 responses can be attributed to the St Neots area, including the town and surrounding settlements. The first question in the local analysis asked respondents: "Have you experienced any parking problems within the last 12 months at any Huntingdonshire District Council car parks?"

In St Neots, 44% of respondents answered yes, compared to the 53% district wide response rate, representing a reduction of 9%. This indicates that, while parking problems can remain an issue locally, the overall level of dissatisfaction in St Neots is notably lower than the district average.

Figure 24 illustrates the specific issues identified by respondents using St Neots car parks.

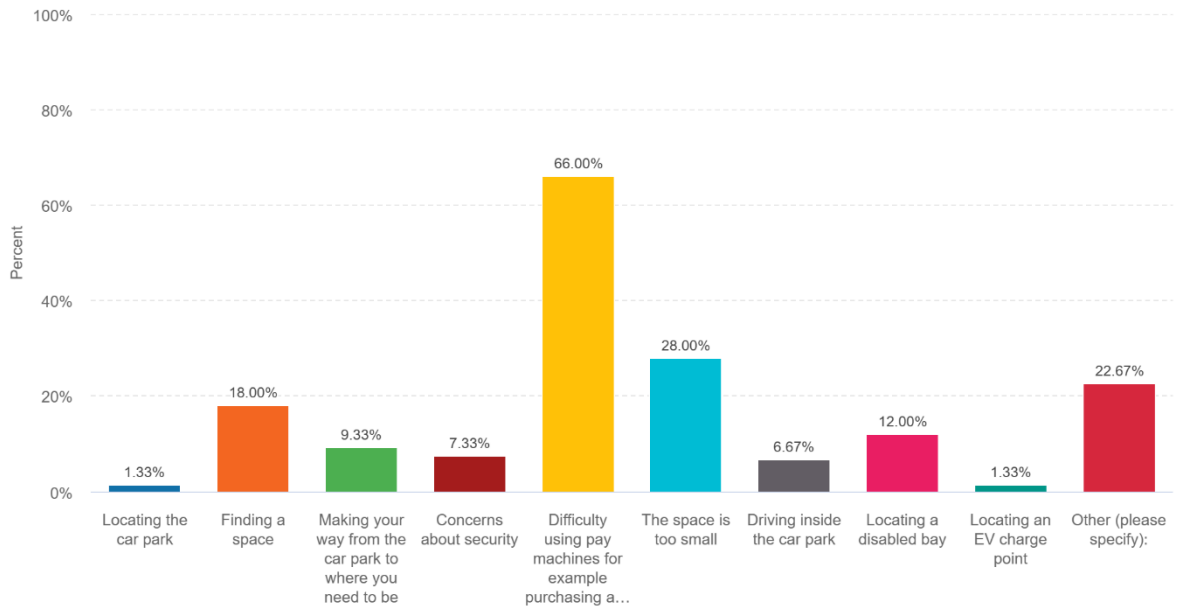

Figure 24 – Issues experienced in St Neots specific car parks

Across both the district wide and St Neots results, the same core issues emerge, although their relative prominence differs. At a district wide level, difficulty using pay machines is the most frequently cited issue (59%). In St Neots, this concern is even more pronounced, rising to 66%, an increase of 7%, reinforcing that payment usability and reliability are a particularly acute issue locally.

By contrast, finding a parking space is reported by 18% of St Neots respondents, which is significantly lower than the district wide figure of approximately 36% (a reduction of 18%). This suggests that relative to other parts of the district, St Neots experiences less intense capacity pressure overall. However, space size remains a notable issue locally, with 28% identifying bays as too small, which is broadly consistent with the district wide response (approximately 23%, a 5% increase).

Other issues, including concerns about security (7%), driving within the car park (7%), and locating disabled bays (12%), remain secondary in St Neots and are generally

comparable to or slightly below district wide levels. Taken together, the evidence suggests that while St Neots car parks are not under the same degree of capacity stress as larger centres, operational factors, particularly payment infrastructure, play a disproportionately important role in shaping user experience.

Question 13 asked respondents what they liked most about Huntingdonshire District Council car parks. Figure 25 presents the St Neots responses.

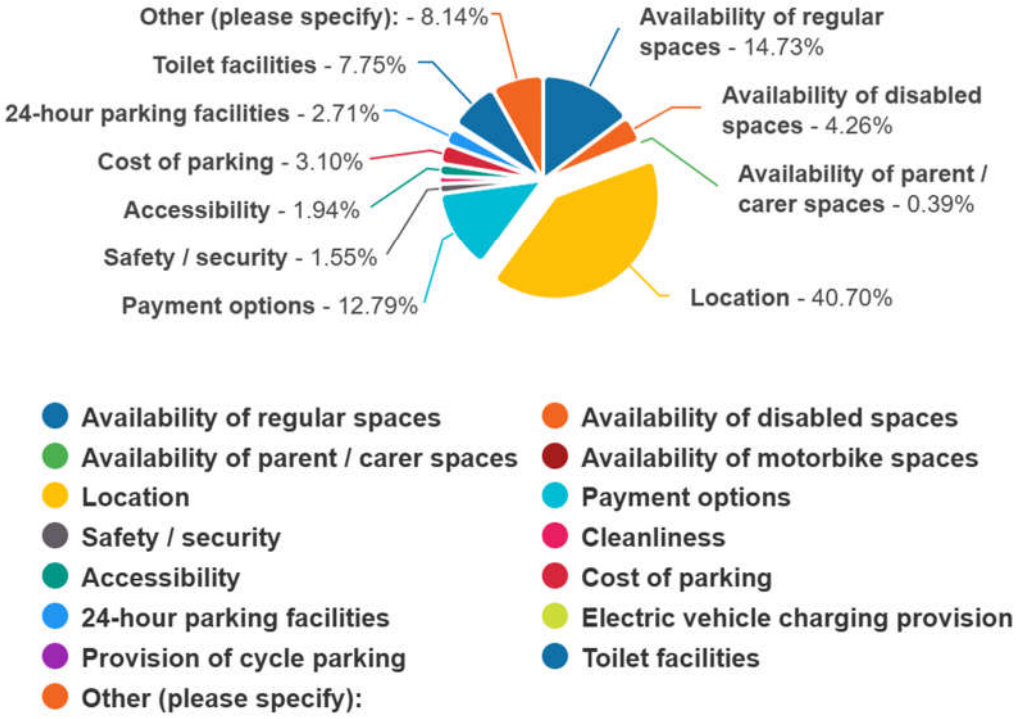

Figure 25 – Most liked aspects of parking in HDC car parks in St Neots

As with the district wide analysis, location is the most valued aspect of parking provision in St Neots, accounting for 41% of responses. This is closely aligned with the district wide figure of approximately 43%, indicating that proximity to town centre destinations remains a consistent strength across the estate.

The availability of regular parking spaces is the second most liked aspect of parking within St Neots, with 15% of respondents choosing this option, reinforcing earlier findings that capacity constraints are less severe locally. That being said, this figure is in line with the district wide response rate. Payment options are valued by 13% of St Neots respondents, which is marginally lower than the district wide figure (around 14%), suggesting that while payment is important, it is less likely to be viewed positively where reliability issues persist.

Other aspects, such as toilet facilities, accessibility, safety/security, and 24-hour parking, attract modest response levels and broadly mirror district wide patterns, indicating no major local divergence in what users value beyond location and basic availability.

When asked what they would most like to see improved, cost of parking remains the dominant concern in St Neots, selected by 39% of respondents. This is around 8% than the district wide figure (47%), indicating that while cost remains important, it is less acute locally than elsewhere in the district.

By contrast, availability of disabled spaces (7%) and parent/carer spaces (6%) are both higher than district wide responses (approximately 4–5%), suggesting greater sensitivity to inclusive provision in St Neots. Payment options are identified by 13%, which is broadly consistent with the district wide figure, reinforcing the dual perception of payment as both a valued feature and a priority for improvement.

Question 16 explored when respondents prefer to pay for parking. In St Neots, preferences are relatively balanced, with 36% favouring payment on departure and 32% preferring payment on arrival. This closely mirrors the district wide pattern (37% on departure and 35% on arrival), indicating no material local deviation. The proportion expressing no preference (29%) is slightly higher than district wide (around 26%), suggesting a degree of flexibility among St Neots users.

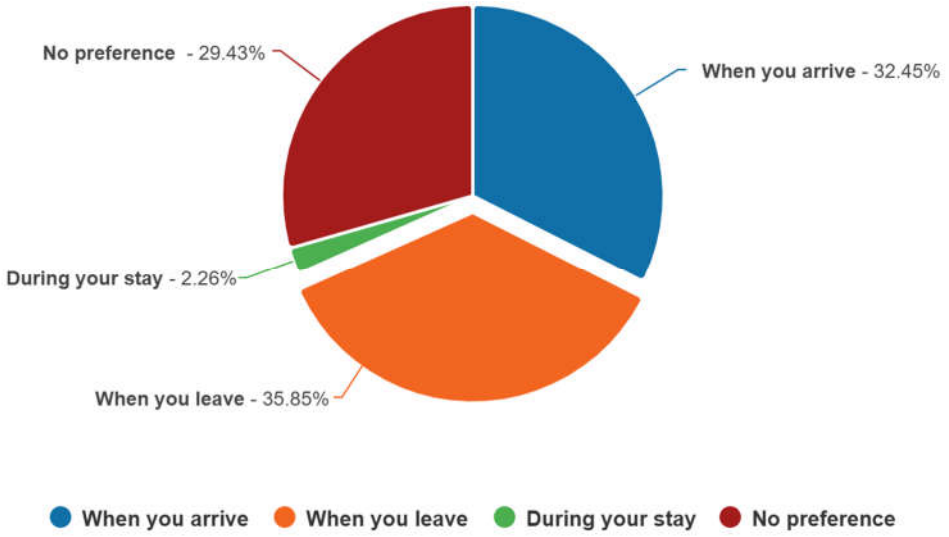

Figure 26 – Preference for parking payment in St Neots

Question 17 focused on awareness and use of check-in / check-out systems. In St Neots, 36% stated that they do not know what the system is, which is 11% lower than the district wide figure (approximately 47%). This indicates relatively higher awareness locally. However, actual usage remains limited. Only 11% report using the system all the time and 17% occasionally, while 36.84% state that they do not use it. Compared to district wide results, St Neots shows slightly higher regular usage (8%), suggesting that where awareness exists, uptake improves, though the system is still far from mainstream.

Preferences for how to pay for parking in St Neots closely mirror the district wide findings. Contactless card payments (62%) and mobile payment apps (47%) are the most popular options, with cash still used by a substantial minority (41%). Differences from district wide figures are marginal (within 2%), indicating consistent expectations across the district.

Question 21 asked how respondents felt St Neots parking charges compare with those elsewhere. The most common response is “generally more expensive” (39%), which is approximately 8% higher than the district wide figure (31%). The proportion stating “broadly similar” (18%) is lower than district wide (25%), a reduction of 7%).

Meanwhile, 35% selected “I don’t know”, broadly consistent with the district wide response. This suggests that St Neots users are more likely than the average respondent to perceive local parking charges as uncompetitive, even though a substantial minority remain uncertain.

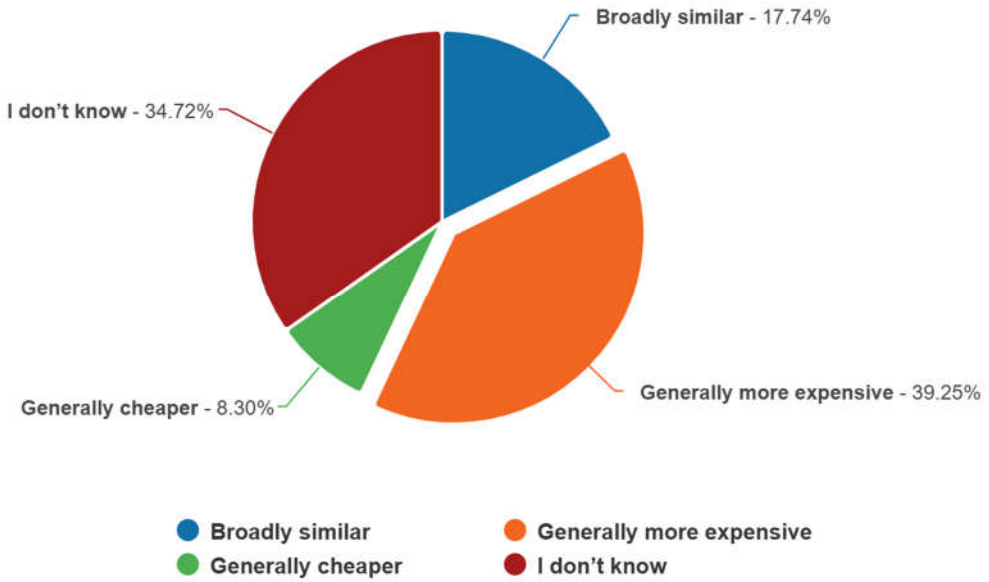

Figure 27 – St Neots respondents thoughts on how parking charges compare outside of HDC

The proportion of respondents identifying as having a disability or limited movement in St Neots (17%) is broadly consistent with the district wide figure (16%), providing a comparable evidence base.

However, perceptions of blue badge availability indicate slightly less pressure locally. In St Neots, 49% report that a disabled space is usually or always available, compared to approximately 47% district wide. At the same time, 22% report that it is very difficult to find a space at most visits, which is around 1% lower than the district wide figure, suggesting marginally better performance at peak times.

5.0 BUSINESS QUESTIONNAIRE

To support the Car Park Strategy development, a separate business questionnaire was conducted to support the resident and visitor user survey to gather insights from business owners and employees across the district. This questionnaire received 24 responses and included 25 questions, most of which were identical to those in the resident and visitor survey. This section focuses on the questions that differed to analyse the unique feedback provided by businesses.

Question 3 of the business questionnaire asked respondents whether their place of work had private off-street parking available. A significant 77% of respondents stated they did not, indicating that the vast majority of business owners, and employees are dependent on public parking facilities, including those managed by Huntingdonshire District Council. This finding underscores the critical importance of ensuring adequate public parking provisions to support local economies and facilitate business growth.

Among those with private parking, 8% reported availability for only one vehicle, while 10% stated they have provision for up to 10 vehicles. A detailed breakdown of these responses is presented in figure 28.

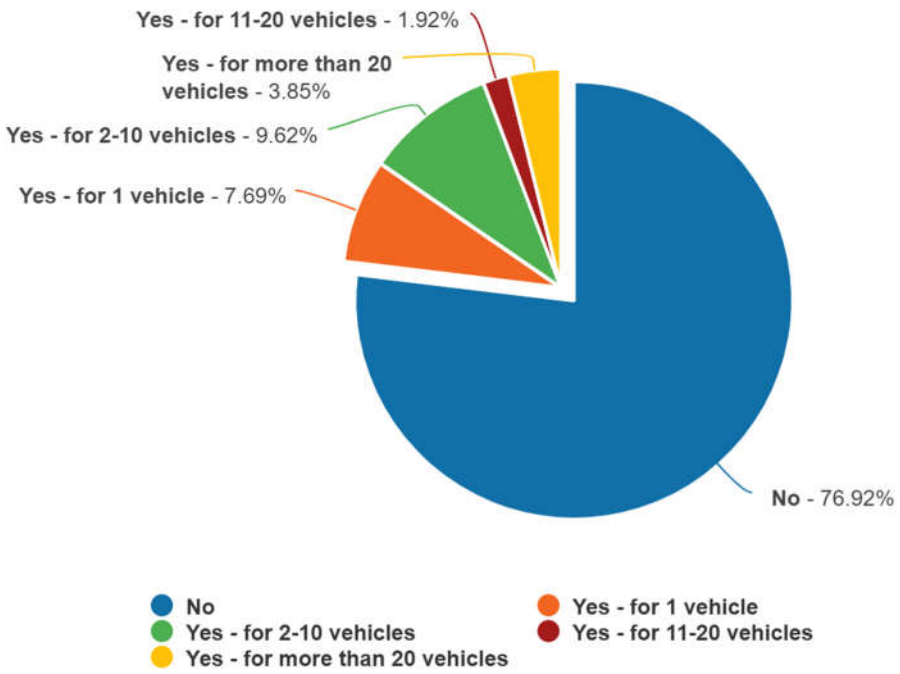

Figure 28 – Feedback to question 3 from the business questionnaire

Question 4 asked respondents where their customers typically park when visiting local businesses. The results reinforce the findings from Question 3, which highlighted a significant reliance on council owned car parks. A substantial 78% of respondents indicated that their customers primarily use council owned car parks, demonstrating their importance to local businesses.

In comparison, 37% of respondents stated that their customers park on-street. While this may be suitable in certain areas, it is not a viable option for all businesses. Additionally, only 20% of respondents reported that their customers have access to private or designated parking areas, underscoring the reliance on public parking.

Figure 29 provides a full breakdown of responses for this question.

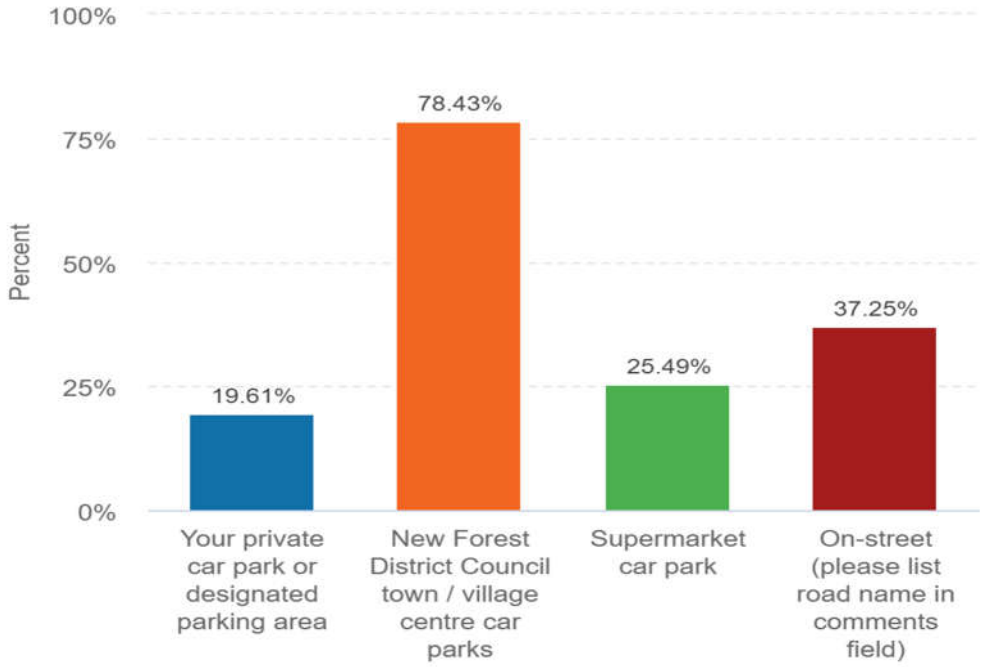

Figure 29 – Feedback to question 5 from the business questionnaire

Question 5 asked respondents whether they or their customers had experienced parking problems in Huntingdonshire District Council car parks within the past 12 months. A total of 51% of respondents reported experiencing issues, while 40% stated they had not. This is broadly in line with the resident and visitor survey, where 53% of respondents stated they had experienced issues with parking.

Question 6 asked respondents to specify the nature of the parking issues. Over 70% cited difficulties in finding a parking space, suggesting that customers visiting local businesses are likely doing so during peak times, such as Saturdays or midday on weekdays, when demand for parking is highest. This aligns with feedback from businesses that their customers often struggle to secure parking during busy periods.

Respondents were also asked to identify the specific car parks where issues occurred. Tebbutts Road Car Park, St Neots was the most frequently mentioned, selected by 26% of respondents. Car park surveys conducted during the development of the car park strategy confirm that this car park experiences frequent high demand, often nearing capacity despite its size. Sainsbury's Car Park, Huntingdon was the second most commonly mentioned, cited by 14% of respondents. Although this car park can also experience high demand, there is an alternative car park nearby Multi-Storey Car Park that typically has available spaces, potentially alleviating some of these challenges.

The remaining questions align with the resident and visitor survey, and the analysis has been grouped together and summarised in section 3 and 4 above.

APPENDIX A - FAQS

CAR PARKING USER SURVEY FAQ'S

The first question asks for my postcode. Why do I need to give this?

As part of the analysis carried out after the survey closes, it is important to understand the views of stakeholders in different locations. This information will allow a breakdown of stakeholders into specific towns and villages to understand what are the most important priorities for the locations.

Why has there been so few participates during the user survey?

The number of participants shown on the engagement hub represents those that have signed up to the platform to receive updates as the project progresses. The survey is an external provider, for which responses are not shown. The total responses to the survey will be reported on as part of an engagement feedback report produced after the survey is complete, and the feedback provided has been analysed.

Will the car parking strategy be designed to generate more income for the council?

No. The parking strategy is designed to improve the parking experience across the district and encourage active and sustainable travel where possible.

What is the difference between a Penalty Charge Notice and a Parking Charge Notice?

A Penalty Charge Notice can only be issued by an Enforcement Officer representing a local authority. This includes a local authority car park or parking on the public highway. For private parking operators such as privately owned car parks or privately owned land, any issuing of a contravention is a Parking Charge Notice. This means they are required to contact the DVLA to gain access to the registered keeper of the vehicle.

There isn't a car park in my local town / village. Can I still complete the survey?

Absolutely. It's likely that you will visit locations across the Huntingdonshire district that has car parks and will use car parks. Even if you are not a driver, you may be a passenger visiting the car parks, and we still want to hear your experiences using the car parks.

What is the difference between a Long Stay Car Park and a Short Stay Car Park?

The difference between a long stay car park and a short stay car park is that short stay car parks are used for short trips, and this means there is a higher turnover of spaces. Long stay car parks are for longer trips and therefore have a decrease in the turnover of spaces. Many Huntingdonshire District Council car parks have both in operation.

Why should I complete the questionnaire as I don't often park in the car parks?

It is important to get as much feedback as possible so that data can be interpreted, and progression can be made to find the best solutions to fit the broadest number of people.

How will my feedback be used by the council?

The feedback from this engagement will inform the final parking strategy, and proposals that the council may decide to implement to improve the parking service across the district.

Why are there no public meetings during the engagement period?

At this stage in the project, the information gained from answering the survey will provide sufficient data for Ethos to develop the car parking strategy. Once the draft policies that will inform the strategy are complete, there will be a second engagement exercise, which will include an in person drop-in roadshow, visiting multiple venues across the Huntingdonshire district.

Will the results of the survey influence parking changes in my street?

Not directly. This is a car park strategy that focuses on Huntingdonshire District Council car parks only. On-street parking falls within the remit of Cambridgeshire County Council as the highway authority. However, improving car parks may have an indirect impact on parking along roads across the district.

Can I use my phone to complete the survey?

If you have access to a smartphone, you will be able to complete the survey online. The software used for the survey will automatically adjust the questions based on the device to make them easy to read and answer.

When will changes start being made to the car parks?

Ethos Consultants have only just begun working on the car parking strategy, with the initial work focused on gaining robust data and analysing the data to support the development of the strategy. Draft parking strategy policies will be produced, which will be subject to a second public engagement early in 2026. Following conclusion of the second survey, Huntingdonshire District Council officers involved in the project will go through the relevant process to get the strategy approved. Implementing policies from the strategy cannot begin until the strategy document has been approved by full council.

Someone I know does not have access to a computer. Are there paper copies of the survey available to complete?

If you know someone who doesn't have access to a computer, a paper copy of the survey can be requested by emailing info@ethosconsultants.co.uk with an address to post a copy of the survey to, or phoning: 0203 912 1852. These contact details can be used if you have any issues completing the survey online.

APPENDIX B – PHASE 1 USER SURVEY QUESTIONNAIRE

Huntingdonshire
DISTRICT COUNCIL

Huntingdonshire Car Parking Strategy - Stage 1 User Engagement Survey

0%

About You

1. Please provide your full home postcode below so we have an idea of where you are responding from.

By providing us with your postcode, you are consenting for us to use this information to understand where respondents live. If you do not consent to us using this information in this way, please do not provide your postcode.

2. Are you responding as?

There are council operated car parks in 9 locations across the Huntingdonshire district. If you are a resident, please select the closest of the 9 towns / villages to where you live. Please note, the purpose of this question is to understand demand to council owned car parks and is not intended to capture a comprehensive list of settlements.

If you are responding as a Local Member, Town or Parish Councillor, please select the appropriate answer.

If you are a visitor to Huntingdonshire, please select this option at the bottom of the list.

If you are a business owner or employee within the district, please complete the business survey that can be accessed by clicking the following link: Business Survey

Parking in a town / village

3. What is the main reason for you using a Huntingdonshire District Council car park when visiting a town / village centre?

- ○ Work
- ○ Shopping
- ○ Leisure
- ○ Amenities i.e. leisure centres and places of worship
- ○ Visitor exploring the area
- ○ Other (please specify):

4. In addition to your main reason do you ever park for other reasons? If so, please select as many as apply

- ☐ Work
- ☐ Shopping
- ☐ Leisure
- ☐ Amenities i.e. leisure centres and places of worship
- ☐ Visitor exploring the area
- ☐ I don't use the car parks for any other reason
- ☐ Other (please specify):

5. If you park on-street (as opposed to in a car park) near town / village centres, what is the main purpose for doing so?

Please tick all that apply.

- ☐ I don't need to pay to park
- ☐ It's more convenient for where I need to go
- ☐ I feel it is safer than car parks
- ☐ I need to park for long periods of time
- ☐ The car park is too congested
- ☐ I like to walk into the town / village centre but I live too far away
- ☐ I do not park on-street
- ☐ Other (please specify):

6. If you use council owned car parks within the district, which locations do you visit? Please select one answer for each row.

If you are unsure whether the car park you park in is one operated by Huntingdonshire District Council, you can check our list of car parks below:

Town and village parking - Huntingdonshire District Council

	Use frequently (at least once a week)	Use sometimes (at least once a month)	Use occasionally (no more than a few times a year)	Do not use	I didn't know there was a car park here
Diddington	○	○	○	○	○
Earith	○	○	○	○	○
Fenstanton	○	○	○	○	○
Godmanchester	○	○	○	○	○
Huntingdon	○	○	○	○	○
Ramsey	○	○	○	○	○
St Ives	○	○	○	○	○
St Neots	○	○	○	○	○
Warboys	○	○	○	○	○

Finding a space

7. Have you experienced any parking problems within the last 12 months at any Huntingdonshire District Council car parks? (If not go to Q10)

- ○ Yes
- ○ No

8. Specifically, in which council car park have you experienced problems? (If you have experienced issues in more than one car park, please add details in the box below)

Additional car park locations:

9. Please select the issues that are related to your visit (tick all that apply)

- ☐ Locating the car park
- ☐ Finding a space
- ☐ Making your way from the car park to where you need to be
- ☐ Concerns about security
- ☐ Difficulty using pay machines for example purchasing a ticket, understanding the instructions, or locating the payment machines
- ☐ The space is too small
- ☐ Driving inside the car park
- ☐ Locating a disabled bay
- ☐ Locating an EV charge point
- ☐ Other (please specify):

10. Do you consider there to be enough overall parking in town, and village car parks at the following locations? Please select one answer for each row.

	Yes, at all times	Yes except for peak periods	No, there is not enough parking	Do not use
Diddington	○	○	○	○
Earith	○	○	○	○
Fenstanton	○	○	○	○
Godmanchester	○	○	○	○
Huntingdon	○	○	○	○
Ramsey	○	○	○	○
St Ives	○	○	○	○
St Neots	○	○	○	○
Warboys	○	○	○	○

Quality of parking experience

11. How would you rate the overall quality of our off-street car parks in the following locations? Overall quality will include the appearance, safety, accessibility, location, shelter, and payment options of the car park. Please select one answer for each row.

	Excellent	Good	Adequate	Below standard	Poor	N/A
Diddington	○	○	○	○	○	○
Earith	○	○	○	○	○	○
Fenstanton	○	○	○	○	○	○
Godmanchester	○	○	○	○	○	○
Huntingdon	○	○	○	○	○	○
Ramsey	○	○	○	○	○	○
St Ives	○	○	○	○	○	○
St Neots	○	○	○	○	○	○
Warboys	○	○	○	○	○	○

12. Do you feel the size of standard parking bays in our car parks is suitable?

- ○ Yes, I do not struggle to get in and out of my car
- ○ Sometimes it can be a challenge if a larger vehicle is parked next to me
- ○ No, I struggle to get in and out of my car regardless of the size of vehicle next to me

13. What do you like most about Huntingdonshire District Council parking facilities you have used?

- ○ Availability of regular spaces
- ○ Availability of disabled spaces
- ○ Availability of parent / carer spaces
- ○ Availability of motorbike spaces
- ○ Location
- ○ Payment options
- ○ Safety / security
- ○ Cleanliness
- ○ Accessibility
- ○ Cost of parking
- ○ 24-hour parking facilities
- ○ Electric vehicle charging provision
- ○ Provision of cycle parking
- ○ Toilet facilities
- ○ Other (please specify):

14. What would you most like to see improved within the council owned car parks?

- ○ Availability of regular spaces
- ○ Availability of disabled spaces
- ○ Availability of parent / carer spaces
- ○ Availability of motorbike spaces
- ○ Location
- ○ Payment options
- ○ Safety / security
- ○ Cleanliness
- ○ Accessibility
- ○ Cost of parking
- ○ 24-hour parking facilities
- ○ Electric vehicle charging provision
- ○ Provision of cycle parking
- ○ Toilet facilities
- ○ Other (please specify):

15. Since the introduction of Civil Parking Enforcement by Huntingdonshire District Council on-street, have you noticed a difference when using our car parks?

- ○ Yes, the car parks seem busier
- ○ Yes, the car parks seem quieter
- ○ No, I haven't noticed a difference
- ○ Unsure

Parking charges

16. When would you prefer to pay for your parking?

- ○ When you arrive
- ○ When you leave
- ○ During your stay
- ○ No preference

17. Do you ever use the check-in check-out system when paying for parking in our car parks?

- ○ Yes, all the time
- ○ Yes, occasionally
- ○ No
- ○ I don't know what the check-in check-out system is

If you chose no, are there any specific reasons why you do not use it?

18. How would you like to pay for your parking (tick all that apply)

- ☐ With cash (coins only)
- ☐ With a debit/credit card (contactless)
- ☐ With a debit/credit card (chip and pin)
- ☐ Via mobile phone payment app

19. How do you feel about the amount currently charged for long stay parking (in excess of four hours) in car parks that charge?

Please click here to see details on parking charges

- ○ Too little
- ○ About right
- ○ Too much

20. How do you feel about the amount currently charged for short stay parking (up to four hours) in car parks that charge?

Please click here to see details on parking charges

- ○ Too little
- ○ About right
- ○ Too much

21. How do you think the current Huntingdonshire District Council car parking charges compare to car parks in other locations outside Huntingdonshire?

- ○ Broadly similar
- ○ Generally more expensive
- ○ Generally cheaper
- ○ I don't know

Comments:

22. Would you support emissions based charging, meaning larger, or more polluting vehicles would pay a higher charge than small, low emission or zero emission vehicles?

- ○ Yes
- ○ No
- ○ I would want to find out more before making a decision
- ○ Unsure

23. Do you own a parking permit for use in our car parks?

- ○ Yes
- ○ No

24. Would you consider purchasing any of the following parking permits if they were made available (tick all that apply)?

- ☐ Monthly permit for use in any of our car parks
- ☐ Weekly permit for use in any of our car parks
- ☐ Six monthly permit for use in specific car parks i.e. town focused
- ☐ Monthly permit for use in specific car parks i.e. town focused
- ☐ Weekly permit for use in specific car parks i.e. town focused

Disabled parking

25. Do you have a disability or limited movement?

- ○ Yes
- ○ No

26. How easy do you find it to locate a blue badge parking space in any Huntingdonshire District Council car parks?

- ○ There is always plenty available
- ○ There is always one available
- ○ There is usually one available
- ○ It's difficult to locate an available space sometimes
- ○ It's very difficult to locate a free space at most visits

If you have any specific comments on disabled parking, please use the box below

Supplementary comments

27. If you have any other comments regarding car parking across the Huntingdonshire district, please use the box below.

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RESOURCE & TRAINING

PHASE 2 USER ENGAGEMENT FEEDBACK REPORT

FOR HUNTINGDONSHIRE DISTRICT COUNCIL

AUGUST 2026

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1.0 INTRODUCTION

Ethos Consultants (Ethos) has been commissioned by Huntingdonshire District Council to develop a district wide car park strategy for the Council's off-street car park estate. The strategy will provide a clear, future-focused framework for the management and development of parking across Huntingdonshire, supporting town centre vitality, accessibility, sustainable travel, improved customer experience and the responsible management of Council assets.

Stakeholder engagement has formed an important part of the strategy development process. A structured two-stage approach has been undertaken to ensure that the strategy is informed both by how people currently use and experience the Council's car parks and by their views on the future direction of parking provision across the district.

Phase 1 engagement focused on understanding existing parking behaviour and user experience. The survey explored how and why people use the Council's car parks, what works well, the issues and challenges experienced, and priorities for improvement. These findings, alongside the wider evidence base and parking surveys, helped inform the development of the draft Car Park Strategy and its emerging vision, themes and objectives.

Phase 2 engagement represented the next stage of this process and sought feedback on the emerging strategic direction for parking in Huntingdonshire. Rather than repeating the assessment of existing conditions undertaken during Phase 1, the Phase 2 survey presented respondents with the emerging proposals and provided an opportunity to indicate levels of support, identify priorities and comment on how the strategy should be developed.

This report presents the findings of the Phase 2 User Survey and provides an assessment of the level of support for the emerging strategy, together with the key themes arising from qualitative feedback. The findings have been used alongside the technical evidence and Phase 1 engagement results to refine the final Car Park Strategy and ensure that its objectives and proposed actions respond appropriately to the priorities of residents, businesses, visitors and other users of Huntingdonshire's car parks.

The Themes, and the Objectives within each Theme, have been presented in order of the level of support received through the Phase 2 consultation, with those receiving the strongest support shown first. This does not necessarily determine the order in which individual objectives or actions will be delivered, as implementation will also depend on factors such as need, funding, feasibility, dependencies and available resources.

However, structuring the Strategy in this way provides a clear "you spoke, we listened" response to the consultation, ensuring that the priorities expressed by respondents are visible within the final document and have directly influenced how the Strategy is presented.

2.0 ENGAGEMENT ARRANGEMENTS

2.1 REQUIREMENT FOR ENGAGEMENT

A two-stage engagement approach has been adopted to inform the development of the Huntingdonshire Car Park Strategy and ensure that both existing user experience and views on the future direction of parking are reflected within the final strategy. This approach provides an important complement to the technical evidence gathered through the wider study and supports transparent, evidence-led decision making.

Phase 1 focused on understanding how Huntingdonshire's off-street car parks are currently used and perceived. Through a district wide user survey, residents, businesses and visitors were invited to provide feedback on existing parking provision, including its strengths and weaknesses, issues experienced when using car parks and priorities for future improvement.

The findings from Phase 1 were considered alongside the detailed technical and operational assessment of the Council's car park portfolio, including parking occupancy and duration of stay surveys and individual site assessments. Together, this evidence informed the development of the emerging Car Park Strategy, including its vision, strategic themes, objectives and potential areas for intervention.

Phase 2 engagement was undertaken once this emerging strategic framework had been developed. Its purpose was to move the conversation from how the existing parking service performs to how parking should be managed and developed in the future. The Phase 2 User Survey therefore sought views on the proposed direction of the Strategy, including levels of support for its Themes and Objectives and the relative importance placed on different areas of future parking policy and investment.

The Phase 2 engagement provides an important opportunity to test whether the emerging Strategy responds appropriately to the priorities identified by users during Phase 1 and whether its proposed direction commands wider public support. The results have subsequently been used to refine the Strategy and help determine how its priorities are presented, ensuring a clear link between the evidence gathered through consultation and the final strategic framework.

While consultation support does not determine implementation priorities in isolation, it provides an important consideration alongside technical need, deliverability, funding, dependencies and available resources. In this way, Phase 2 completes the feedback loop established through the engagement process, demonstrating how stakeholder views have influenced the development of the final Huntingdonshire Car Park Strategy.

2.2 ENGAGEMENT MATERIAL

To support the Phase 2 User Survey and wider engagement activity, Ethos worked closely with key officers from Huntingdonshire District Council to develop clear and accessible consultation material explaining the emerging Car Park Strategy and the purpose of the second phase of engagement. Information was provided through the Council's website

and associated communication channels to encourage participation from residents, businesses and visitors across the district.

The dedicated engagement hub hosted on Ethos' digital engagement platform, Go Vocal, was updated for Phase 2. The hub provided background information on the development of the Strategy and presented the emerging strategic direction, enabling respondents to consider the proposals before providing feedback. The Phase 2 survey focused particularly on levels of support for the proposed Themes and Objectives, alongside opportunities for respondents to provide additional comments and identify priorities.

The digital consultation was promoted through Council and Ethos communication channels, including social media, helping to provide district wide access to the survey. However, recognising the importance of reaching people directly within the town centres and providing opportunities for face-to-face discussion, the online engagement was supplemented by in-person engagement activity in Huntingdon, St Ives and St Neots.

Ethos staff attended each of these town centres during the consultation period, distributing promotional leaflets to raise awareness of the Phase 2 survey and encourage participation. The sessions also provided an opportunity for members of the public to speak directly with the project team, ask questions about the emerging Strategy and discuss issues relating to parking within their town. These conversations provided useful qualitative context alongside the formal survey responses and helped ensure that engagement was not reliant solely on digital communication.

Promotional material used during the in-person engagement directed people towards the online consultation, allowing those approached within the town centres to subsequently review the proposals and complete the survey at a convenient time. This blended approach helped broaden awareness of the consultation while maintaining a consistent survey process through which responses could be captured and analysed.

The combination of digital consultation, targeted promotion and direct town centre engagement provided a proportionate approach to Phase 2, enabling the Council to test the emerging strategic direction with a broad range of parking users while also providing opportunities for direct interaction with the project team.

2.3 USER SURVEY QUESTIONNAIRE

The Phase 2 engagement comprised a district wide user survey designed to seek feedback from residents, businesses and visitors on the emerging direction of the Huntingdonshire Car Park Strategy. Building on the findings from Phase 1, the questionnaire moved the focus from existing parking experiences towards the future management and development of parking across the district.

A structured questionnaire was developed to test levels of support for the emerging Themes and Objectives of the Strategy and to understand the relative importance respondents placed on different areas of future parking policy. Respondents were also provided with opportunities to give additional comments, enabling the quantitative findings to be supported by more detailed qualitative feedback.

The survey was made available online through the dedicated engagement hub, supported by wider digital promotion and the in-person engagement activity undertaken in Huntingdon, St Ives and St Neots. This approach enabled people to consider the emerging proposals and provide structured feedback while also offering opportunities to discuss the Strategy directly with the project team.

The Phase 2 User Survey opened on 16 July 2026 and remained live until 16 August 2026, providing a four week consultation period in which residents, businesses, visitors and other interested parties could participate. The findings have been used to understand overall levels of support, identify areas of particular importance or concern and inform refinement of the final Car Park Strategy.

A copy of the Phase 2 User Survey questionnaire can be found in Appendix B of this feedback report.

3.0 QUESTIONNAIRE ANALYSIS

3.1 INTRODUCTION

As part of the Phase 2 engagement, a single district wide questionnaire was developed to capture feedback from all stakeholders, including residents, visitors, businesses and other users of Huntingdonshire's car parks. This provided a consistent approach to assessing views on the emerging Car Park Strategy and enabled direct comparison of responses across the district.

Unlike Phase 1, which focused principally on existing parking behaviour and user experience, the Phase 2 questionnaire sought to understand levels of support for the proposed strategic direction. Respondents were asked to consider the emerging Themes and Objectives, identify the areas they considered most important and provide additional comments on how parking should be managed and developed in the future.

During the consultation period, a total of 1,472 completed questionnaires were received. This represents a strong level of participation and provides a strong evidence base for understanding stakeholder views on the emerging Strategy.

This section provides a district wide analysis of the feedback received, including levels of support for the proposed Themes and Objectives and the principal priorities emerging from the consultation. Where appropriate, the quantitative findings are supplemented by analysis of the qualitative comments received, providing further insight into the reasons behind respondents' views and identifying issues for consideration in finalising the Car Park Strategy.

3.2 DISTRICT WIDE ANALYSIS

3.2.1 LOCATION

The Phase 2 User Survey asked respondents to provide their postcode, enabling the geographic distribution of responses to be mapped and providing an indication of where participation was strongest. Figure 1 presents a heatmap of completed responses across Huntingdonshire and the surrounding area.

The heatmap demonstrates a broad geographic spread of participation, with responses received from communities throughout the district. The strongest concentrations are associated with the principal population centres and areas served by the Council's off-street parking provision. Particularly prominent clusters can be seen around Huntingdon, St Ives and St Neots, with further concentrations around Ramsey and the wider settlements surrounding these towns.

Importantly, responses were not confined to the main urban centres. The heatmap shows participation extending across the district's rural areas and smaller settlements, including communities located between and around the principal towns. This is significant given that residents of these areas may regularly travel into Huntingdonshire's towns for employment, shopping, services and leisure and therefore have an important interest in how town centre parking is managed.

The geographic pattern also demonstrates some participation from locations beyond the district boundary, reflecting the wider catchments served by Huntingdonshire's town centres and their parking facilities. This is particularly relevant to a parking strategy, as the Council's car parks are used not only by residents of the immediate towns but also by people travelling from surrounding communities.

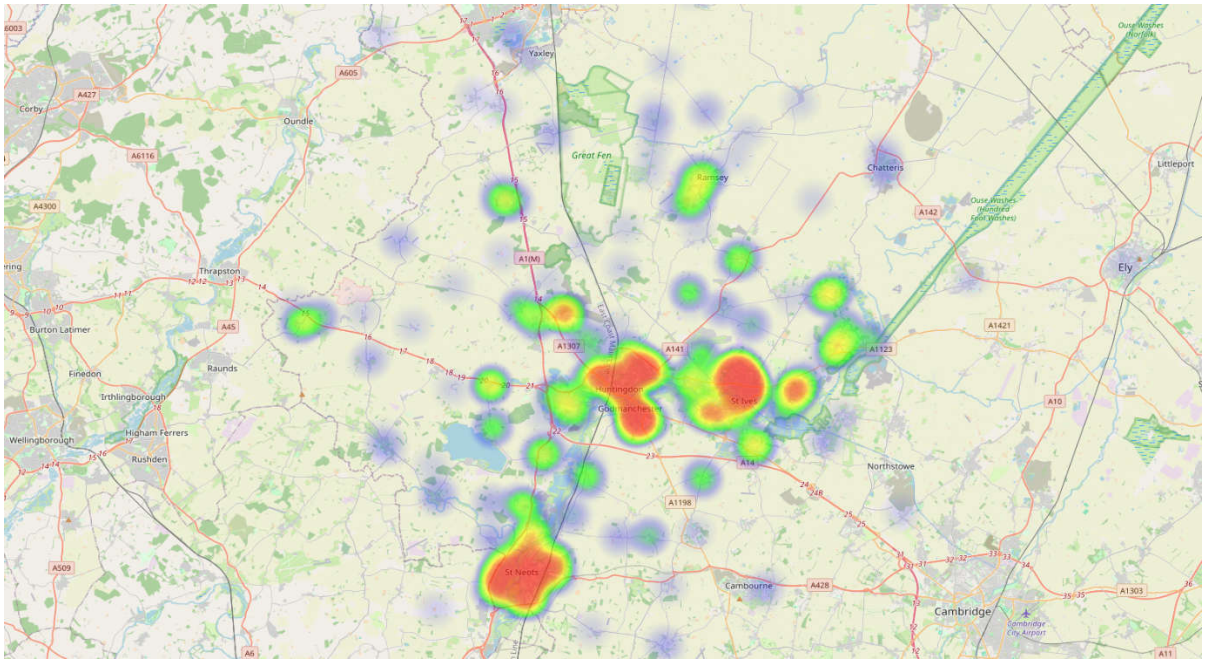

Figure 1 – Heatmap showing location of responses

The questionnaire contained a further 24 questions of both open and closed format and the data processed to access the responses and is summarised on the following pages. The following is a selection of questions from the questionnaire and an indication of the key responses that were provided.

3.2.2 RESPONDENT LOCATION AND TYPE

Question 2 asked respondents to identify the town or settlement with which they were most closely associated, or alternatively whether they were responding as a visitor or elected representative. The purpose of the question was not to establish a comprehensive picture of where respondents lived, but to understand the broad geographic distribution of responses in relation to the locations containing Council operated car parks.

Responses were strongly represented across the district's three largest towns. Huntingdon accounted for the highest proportion of responses at 27.65%, followed closely by St Neots at 25.19% and St Ives at 25.08%. Collectively, these three areas represented approximately 78% of all responses, reflecting their larger populations, greater concentration of Council-operated parking and the important role that parking plays in accessing their town centres.

The remaining towns and settlements generated smaller but still valuable levels of participation. Godmanchester accounted for 6.97% of responses and Ramsey for 4.07%,

while Fenstanton (1.82%), Warboys (1.50%), Earith (1.39%) and Diddington (0.54%) provided representation from smaller communities. This is important in ensuring that the consultation was not focused exclusively on the district's principal town centres and captured views from people who may travel into them from surrounding settlements.

A further 2.57% of respondents identified themselves as visitors to Huntingdonshire, demonstrating that the consultation also captured the perspective of people travelling into the district. Elected representatives were separately represented, including Parish Councillors (2.14%), Huntingdonshire District Councillors (0.64%) and Town Councillors (0.43%). No respondents identified themselves as Cambridgeshire County Councillors.

3.2.3 AGE PROFILE

Question 3 asked respondents to identify their age range to provide an understanding of the demographic profile of participants and assess whether feedback had been received from a broad range of age groups.

Responses were received across most adult age categories, although participation was weighted towards older age groups. The largest proportion of respondents were aged 65–74, accounting for 24.09%, followed by those aged 50–59 at 20.65%. Respondents aged 60–64 represented a further 13.97%, meaning that almost 59% of respondents were aged 50 or above.

There was nevertheless meaningful representation from younger and middle aged adults. Those aged 25–39 accounted for 15.64% of responses, while 12.93% were aged 40–49. Respondents aged 75 and over represented 9.70%, demonstrating that the survey also successfully captured the views of older users for whom issues such as accessibility, proximity and ease of payment may be particularly relevant.

Participation among younger people was substantially lower. Only 1.04% of respondents were aged 18–24, while no responses were recorded from people under 18. A further 1.98% preferred not to provide their age. This is not unexpected for a consultation focused specifically on off-street car parking, where younger age groups, particularly those under driving age, are likely to have less direct interaction with the service.

3.2.4 USUAL MODE OF TRANSPORT

Question 4 asked respondents to identify the mode of transport they most frequently use when visiting Huntingdonshire's town and village centres.

The results demonstrate a clear reliance on private vehicles, with 83.92% travelling as a car or van driver and a further 6.16% as a passenger. Combined, this means approximately 90% of respondents usually access town and village centres by car or van, reinforcing the importance of parking provision to accessibility and town centre activity.

Use of other modes was comparatively limited. Walking accounted for 5.32% of responses and bus travel for 2.09%, while cycling represented 1.46%. All other modes individually accounted for less than 1% of responses.

3.2.5 PARKING PERMITS

Question 5 asked respondents whether they currently hold a parking permit issued by Huntingdonshire District Council and, where they did not, whether they were aware that permits are available.

Permit ownership amongst respondents was relatively low, with 1.99% holding an off-street parking permit and a further 0.42% holding both an off-street and on-street permit. No respondents reported holding an on-street permit only.

More notably, awareness of the permit offer was relatively limited. While 38.53% did not hold a permit but were aware of those available, 59.06% were unaware that parking permits are available.

The results therefore indicate an opportunity to improve the visibility and communication of the Council's parking permit offer. While permits will only be relevant to a proportion of users, greater awareness could help ensure that regular users understand the options available and can select the most appropriate and cost-effective parking arrangement for their needs.

3.2.6 SUPPORT FOR THE STRATEGY VISION

Respondents were asked whether they supported the proposed vision for the Huntingdonshire Car Park Strategy. The results demonstrate a strong overall level of support, with 72% of respondents supporting the proposed vision.

A further 16% were unsure, while 12% indicated that they did not support the vision. This means that almost three-quarters of respondents positively endorsed the proposed direction, with only around one in eight expressing opposition.

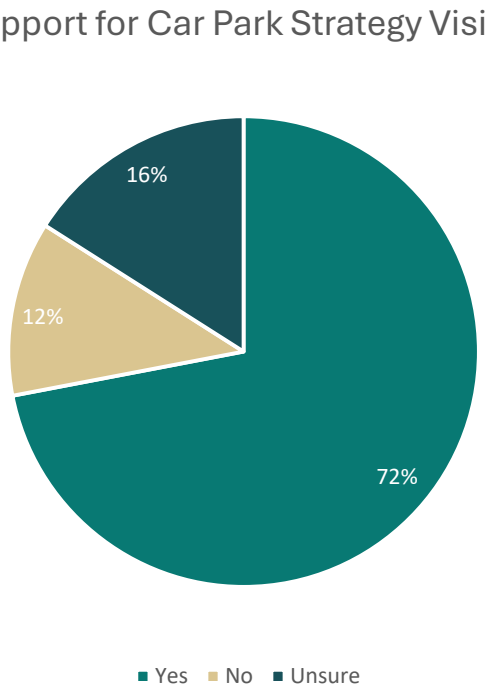

Figure 2 – Level of support for the proposed Car Park Strategy Vision

Summary of Comments on the Proposed Vision

The qualitative comments provide further context to the strong quantitative support for the proposed vision. A number of respondents welcomed the overall direction of the Strategy and supported the ambition to improve and modernise parking, strengthen town centres and ensure that parking remains accessible and responsive to future needs. One respondent specifically noted that improvements were required and welcomed positive changes, while others agreed with the principle that adequate parking is important to supporting town centres and the local economy.

There was also support for the vision's emphasis on considering parking as part of a wider transport system. Comments identified opportunities to improve walking, cycling and public transport alongside parking provision, with Huntingdon cited as an example where pedestrianisation, central bus access and car parking can perform complementary roles.

Accessibility and ease of use emerged as particularly important considerations. Respondents supported the principle of convenient parking close to shops, services and healthcare facilities, with calls for appropriate provision for disabled users and families. These comments reinforce the vision's emphasis on providing a safe, accessible and positive parking experience.

The comments also highlighted an important relationship between parking and town centre vitality. Respondents frequently recognised the role that accessible parking plays in supporting local businesses, enabling people from surrounding villages to visit the district's towns and maintaining access to shops and services. This broadly aligns with the Strategy's intention to support vibrant town centres and sustainable economic growth.

While the overall direction received substantial support, some respondents considered the wording of the vision to be too broad or difficult to translate into practical outcomes. There were requests for clearer explanation of terms such as "future focused" and greater detail on how the vision would translate into decisions on parking capacity, tariffs, accessibility and investment. Even some comments describing the vision positively sought greater clarity about how it would be delivered.

A significant recurring concern related to the potential loss or redevelopment of existing town centre parking, particularly in St Neots and St Ives. These comments were often framed not as opposition to the principles of the vision itself, but as a concern that sufficient, conveniently located parking must be retained if the Strategy is to achieve its objectives for accessibility, economic vitality and positive user experience.

Overall, the findings provide a clear mandate for the overarching direction of the Strategy. The level of support indicates broad agreement with the proposed approach of balancing effective parking provision with town centre vitality, economic growth, accessibility, operational efficiency and increased opportunities for active and sustainable travel.

3.2.7 PRIORITISING STRATEGY THEMES

Respondents were asked to rank the four proposed Strategy themes in order of importance, providing a clear indication of the relative priorities that stakeholders believe should guide the Council over the next 5–10 years.

Support Thriving Town Centres and Economic Activity was ranked as the clear highest priority, achieving a score of 3,537. This demonstrates a strong expectation that parking should continue to support access to Huntingdonshire's town centres, contribute to their vitality and help sustain local businesses and economic activity. This finding is consistent with earlier feedback emphasising the importance of convenient parking in supporting visits to shops, services and other town centre destinations.

Deliver a Modern, Efficient and Customer-Focused Parking Service was ranked second, with a score of 2,532. This indicates strong support for improving the quality and operation of the parking service, including making parking convenient, accessible and straightforward for users.

Integrate Parking with Active and Sustainable Transport ranked third, scoring 2,252. While respondents therefore recognised the importance of considering parking alongside wider travel choices, it was considered a lower priority than supporting town centres and improving the existing parking service.

Manage Parking Assets Responsibly and Plan for the Future was ranked fourth, with a score of 2,069. Although still an important component of the Strategy, respondents placed comparatively greater emphasis on the more immediate role of parking in supporting town centres and meeting customer needs.

Theme	Score	Rank
Support Thriving Town Centres and Economic Activity	3537	1
Deliver a Modern, Efficient, and Customer-Focused Parking Service	2532	2
Integrate Parking with Active and Sustainable Transport	2252	3
Manage Parking Assets Responsibly and Plan for the Future	2069	4

Table 1 – Ranking of Car Park Strategy Themes

3.2.8 SUPPORT FOR THEME 1 - SUPPORT THRIVING TOWN CENTRES AND ECONOMIC ACTIVITY

Theme 1 received an exceptionally high level of support, with 95% of respondents indicating that they supported the proposed theme. Only 1% did not support it, while a further 4% were unsure.

The results demonstrate a clear consensus that the Council's car parks should play an important role in supporting Huntingdonshire's town centres, local businesses, visitors and future growth. The very limited level of opposition indicates widespread recognition

of the relationship between accessible and appropriately located parking and the continued vitality of the district's town centres.

This finding is also consistent with the earlier ranking exercise, where Support Thriving Town Centres and Economic Activity was identified as the highest priority of the four Strategy themes. Taken together, the results provide particularly strong support for positioning town centre vitality and economic activity at the forefront of the Car Park Strategy.

Figure 3 illustrates the breakdown of support for Theme 1.

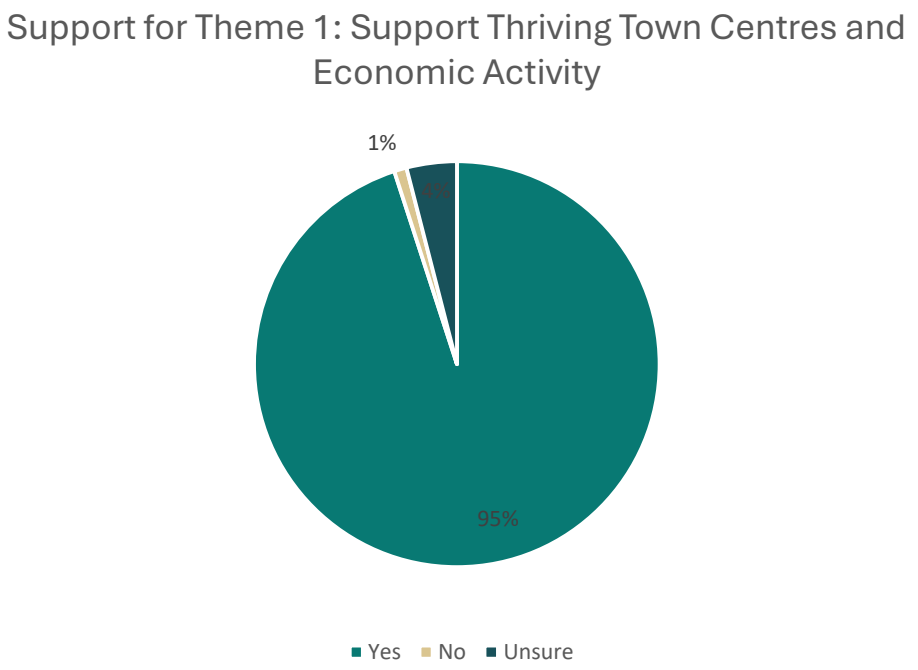

Figure 3 – Level of support for Theme 1: Support Thriving Town Centres and Economic Activity

3.2.9 SUPPORT FOR THEME 1 OBJECTIVES

Respondents were asked to indicate the importance they placed on each of the five objectives within Theme 1. The results demonstrate strong support across all five objectives, although there are clear differences in the relative priority attached to each.

Support Town Centres received the strongest endorsement, with 80% rating the objective as very important and a further 18% as important. With 98% combined support, this was the highest-rated objective within Theme 1 and reinforces the wider consultation finding that parking should principally support thriving town centres, local businesses and visitors.

Fair Parking Charges was the second-highest priority, with 74% considering the objective very important and 22% important, providing combined support of 96%. This demonstrates the importance respondents place on parking charges remaining fair, appropriate and responsive to local circumstances.

The Right Parking in the Right Places also received strong support, with 58% identifying it as very important and 34% as important, equivalent to 92% combined support. This indicates broad recognition that different locations and types of trip require different forms of parking provision.

Parking for Events and Visitors achieved 89% combined support, comprising 43% very important and 46% important. This demonstrates support for retaining sufficient flexibility within the parking estate to respond to seasonal demand, events and periods of increased visitor activity.

Better Signs and Car Parks received the lowest level of support within the theme, although 76% still considered it either very important or important. Some 23% considered this objective not important, suggesting that improvements to signage, directions and car park appearance are generally supported but are regarded as a lower priority than town centre support, fair charges and appropriate parking provision.

Table 2 below provides a breakdown for each of the five objectives for Theme 1.

Objective	Very important	Important	Not important	Don't know
Support Town Centres - We will manage parking to support thriving town centres, local businesses and visitors.	80%	18%	1%	1%
The Right Parking in the Right Places - We will provide the right type of parking in the right locations, such as short-stay parking near shops and long-stay parking further away.	58%	34%	6%	2%
Better Signs and Car Parks - We will improve car park signs, directions and the overall appearance of council car parks.	29%	47%	23%	1%
Fair Parking Charges - We will review parking charges regularly to ensure they remain fair, appropriate and based on local needs.	74%	22%	3%	1%
Parking for Events and Visitors - We will ensure parking can respond to busy periods, events and increased visitor demand.	43%	46%	8%	3%

Table 2 – Support for Theme 1 Objectives

Summary of Comments – Theme 1 Objectives

The feedback broadly reinforces the high levels of support recorded for the Theme 1 objectives. A recurring message was that accessible and appropriately located parking is regarded as an important component of supporting successful town centres, particularly for local shops, services, hospitality businesses and other town centre activities. Respondents frequently emphasised the importance of retaining convenient parking close to town centres rather than viewing parking solely as a transport-management issue.

There was particularly strong interest in fair and affordable parking charges. Many respondents advocated free or low cost short-stay parking, including suggestions for the first 30 minutes or hour to be free, to encourage people to make shorter visits and support local businesses. Others supported a more flexible approach to tariffs, with charges varying according to location, demand and time of day rather than applying a uniform model.

The principle of providing the right parking in the right places was also generally supported, although respondents stressed this should not automatically mean locating all long-stay parking further from town centres. Accessibility was a consideration for older people, people with mobility difficulties, families and those travelling from rural areas where public transport alternatives may be limited. Respondents favoured a flexible mix of short and longer-stay provision in accessible locations.

Comments also identified practical opportunities to improve the quality of the parking experience, including clearer signage and wayfinding, more reliable and easier-to-use payment machines, better lighting, CCTV, cleanliness and maintenance. These comments suggest that although this objective received a comparatively lower importance rating, there remains clear support for targeted improvements where existing facilities are deficient.

There was also recognition of the need for sufficient capacity during events and periods of peak demand, with respondents highlighting the importance of parking in supporting markets, leisure activities, the evening economy and other town centre events.

A significant strand of the feedback related to concerns about the potential loss or redevelopment of existing town centre parking, particularly Tebbutts Road in St Neots and car parks in St Ives. While these comments extend beyond the objectives themselves, they demonstrate the importance respondents attach to ensuring that future decisions about individual parking assets are evidence-led and consider accessibility, displacement, town centre vitality and periods of peak demand.

Overall, the results establish a clear hierarchy within Theme 1, with respondents placing the greatest emphasis on supporting town centres and ensuring fair parking charges. Importantly, however, every objective received majority support, providing a strong basis for retaining all five within the Strategy while using the results to help reflect stakeholder priorities in how they are presented and ultimately taken forward.

3.2.10 SUPPORT FOR THEME 2 - INTEGRATE PARKING WITH ACTIVE AND SUSTAINABLE TRANSPORT

Theme 2 received a clear level of support, with 66% of respondents indicating that they supported the proposed theme. A further 22% were unsure, while 12% did not support it.

The results demonstrate broad support for the principle that the Council's car parks should form part of the wider transport network and, where appropriate, provide opportunities to encourage active and sustainable travel. The relatively high proportion of respondents who were unsure suggests that there may be some uncertainty around how this would work in practice and the types of measures that could be introduced within individual car parks.

This finding is also consistent with the earlier ranking exercise, where Integrate Parking with Active and Sustainable Transport was ranked third of the four Strategy themes. Taken together, the results demonstrate that sustainable transport integration is supported by a clear majority of respondents, although it is considered a lower priority than supporting thriving town centres and delivering a modern, efficient and customer-focused parking service.

Figure 4 illustrates the breakdown of support for Theme 2.

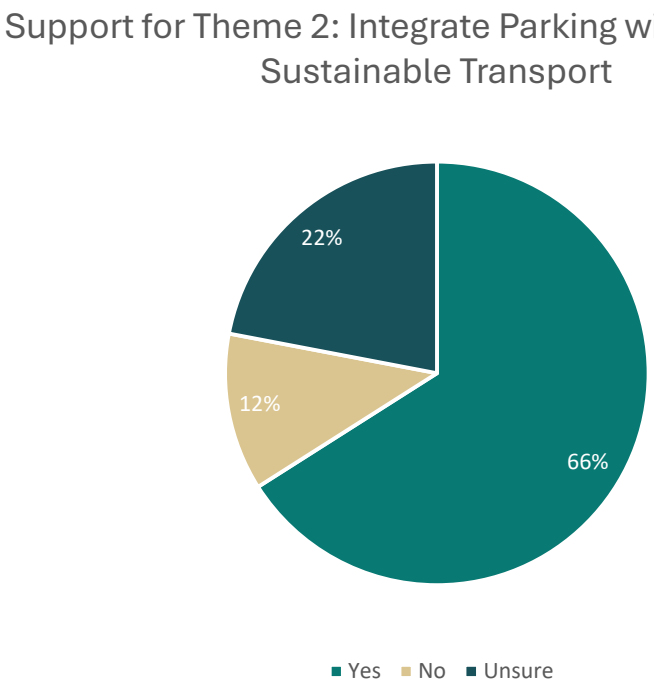

Figure 4 – Level of support for Theme 2: Integrate Parking with Active and Sustainable Transport

3.2.11 SUPPORT FOR THEME 2 OBJECTIVES

Respondents were asked to indicate the importance they placed on each of the five objectives within Theme 2. The results show majority support for all five objectives, although levels of support are more varied than those recorded for Theme 1.

Support Sustainable Travel received the strongest overall endorsement, with 30% rating the objective as very important and 43% as important, giving 73% combined support. This indicates broad recognition that car parks can play a role in supporting walking, cycling, public transport and other sustainable travel choices.

Walking and Cycling Facilities received 65% combined support, comprising 27% very important and 38% important. While almost one-third (32%) considered the objective not important, the majority supported improving facilities for people walking and cycling to and from Council car parks.

Future Transport Hubs achieved 63% combined support, with 23% considering the objective very important and 40% important. This provides a positive basis for exploring the longer-term potential for locations combining parking with cycling, walking and public transport connections, although the 10% who were unsure suggests the concept may require further explanation as proposals develop.

Electric Vehicle Charging received 59% combined support, comprising 16% very important and 43% important. However, 34% considered this objective not important, demonstrating a more mixed view on the role of Council car parks in supporting EV infrastructure.

Working with Partners received the lowest level of support within the theme, although a small majority (52%) still considered it very important or important. Some 38% considered the objective not important and 10% were unsure, suggesting that respondents place greater priority on tangible improvements within car parks than wider partnership activity intended to influence travel behaviour.

Table 3 below provides a breakdown for each of the five objectives for Theme 2.

Objective	Very important	Important	Not important	Don't know
Support Sustainable Travel - Support walking, cycling, buses and other sustainable ways to travel.	30%	43%	24%	4%
Walking and Cycling Facilities - Improve facilities for people walking and cycling to and from council car parks.	27%	38%	32%	4%
Electric Vehicle Charging - Provide electric vehicle charging where there is demand.	16%	43%	34%	6%
Working with Partners - Work with partners to encourage more sustainable travel and reduce parking demand.	18%	34%	38%	10%

Future Transport Hubs - Identify locations for future transport hubs with parking, cycling, walking and public transport connections.	23%	40%	27%	10%

Table 3 – Support for Theme 2 Objectives

Summary of Comments – Theme 2 Objectives

The qualitative feedback provides useful context to the more mixed results for Theme 2. While a number of respondents supported the principle of integrating parking with active and sustainable transport, comments frequently stressed that measures need to reflect the rural character of Huntingdonshire and the practical travel choices available to residents. In particular, respondents highlighted that many villages have limited or infrequent public transport and that walking or cycling is not a realistic alternative for every journey, particularly for older people, those with mobility difficulties, families and people carrying shopping.

There was nevertheless positive support for better walking and cycling infrastructure, particularly safe pedestrian routes and secure cycle parking. Several respondents identified cycle security as a barrier to cycling into town centres, suggesting that better quality secure facilities could make cycling more attractive.

Comments on electric vehicle charging were also broadly supportive of appropriate additional provision, with suggestions that charging should be targeted towards locations where evidence demonstrates demand. Some respondents specifically supported installing charging infrastructure within existing car parks, although there was concern that this should not unnecessarily reduce general or accessible parking capacity.

Views on future transport hubs and partnership working were more cautious. Some respondents recognised the potential for transport hubs to support sustainable travel and local businesses, but others questioned their suitability for smaller market towns or felt that existing public transport services should be improved before significant investment is made in new facilities. Partnership working was also seen as requiring clearer definition and alignment between the organisations involved.

A particularly strong recurring message was that sustainable transport measures should complement rather than replace accessible town centre parking. There was concern that support for these objectives could be interpreted as support for removing parking spaces or relocating parking away from town centres. Respondents therefore emphasised retaining appropriate parking while improving realistic alternatives to car travel.

The findings demonstrate support for retaining all five objectives within Theme 2, while establishing a clear hierarchy of priorities. Respondents placed greatest importance on supporting sustainable travel and improving walking and cycling facilities, with more measured support for future transport hubs, EV charging and partnership working.

3.2.12 SUPPORT FOR THEME 3 - DELIVER A MODERN, EFFICIENT, AND CUSTOMER-FOCUSED PARKING SERVICE

Theme 3 received a very high level of support, with 91% of respondents indicating that they supported the proposed theme. Only 2% did not support it, while a further 7% were unsure.

The results demonstrate a strong consensus that the Council should continue to modernise and improve the operation of its parking service, with an emphasis on making parking simple, safe and convenient for customers. The very limited level of opposition suggests widespread support for improvements to car parks, customer experience and the way in which parking services are managed.

This finding is also consistent with the earlier ranking exercise, where Deliver a Modern, Efficient, and Customer-Focused Parking Service was identified as the second highest priority of the four Strategy themes. Taken together, the results provide strong support for prioritising service modernisation, operational efficiency and customer experience within the Car Park Strategy.

Figure 5 illustrates the breakdown of support for Theme 3.

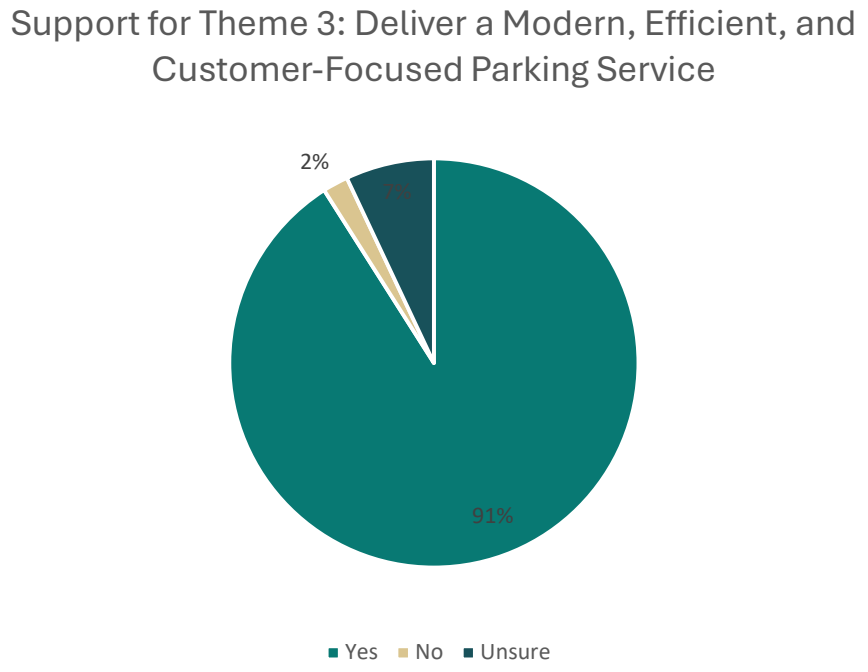

Figure 5 – Support for Theme 3: Deliver a Modern, Efficient, and Customer-Focused Parking Service

3.2.13 SUPPORT FOR THEME 3 OBJECTIVES

The results demonstrate strong support for the majority of objectives, particularly those directly associated with customer experience, car park condition and fair enforcement.

Easy and Accessible Parking received the strongest endorsement, with 75% rating the objective as very important and 23% as important, providing 98% combined support. This demonstrates a particularly strong expectation that the parking service should be safe, accessible and straightforward for all users.

Looking After Our Car Parks also received exceptionally strong support, with 61% considering the objective very important and 36% important, equivalent to 97% combined support. This highlights the importance respondents place on maintaining existing parking assets so that they remain safe, reliable and in good condition.

Fair Parking Enforcement achieved 89% combined support, comprising 44% very important and 45% important. The results demonstrate widespread support for parking rules being applied fairly and consistently, with only 8% considering this objective not important.

Views were more mixed regarding Using Parking Data, although a majority (61%) still considered the objective very important or important. Some 28% considered it not important and 10% were unsure, suggesting that respondents place greater importance on the outcomes delivered by the parking service than the underlying data used to inform management decisions.

Similarly, Using Technology received 60% combined support, comprising 24% very important and 36% important. However, 33% considered it not important and 7% were unsure. This suggests support for technology where it delivers clear customer or operational benefits, but comparatively less appetite for technology being introduced for its own sake. Table 4 below provides a breakdown for Theme 3 Objectives.

Objective	Very important	Important	Not important	Don't know
Easy and Accessible Parking - Provide a safe, accessible and easy-to-use parking service for everyone.	75%	23%	1%	1%
Using Technology - Use technology to make parking easier and improve the parking service.	24%	36%	33%	7%
Using Parking Data - Use parking data to help improve how council car parks are managed.	18%	43%	28%	10%
Fair Parking Enforcement - Ensure parking rules are applied fairly and consistently.	44%	45%	8%	3%
Looking After Our Car Parks - Maintain council car parks so they remain safe, reliable and in good condition.	61%	36%	2%	1%

Table 4 – Support for Theme 3 Objectives

Summary of Comments – Theme 3 Objectives

The feedback broadly reinforces the quantitative results, with respondents placing particular emphasis on accessible, straightforward and well-maintained parking. Safety, lighting, surface condition, clearly marked spaces, functioning lifts and appropriate provision for disabled users were frequently identified as important components of a customer focused parking service. A number of respondents specifically highlighted potholes and maintenance issues within existing car parks as areas requiring attention.

The most prominent issue concerned the use of technology. While respondents recognised that technology can make parking easier and more convenient, there was a strong view that it should supplement rather than replace conventional payment methods. Many respondents stressed the importance of retaining cash and/or card payment, particularly for older people, those without smartphones and users experiencing poor mobile connectivity. Reliability and simplicity were recurring themes, with concern about malfunctioning machines, difficult-to-read screens and the proliferation of different parking apps.

There was nevertheless support for technology where it provides a clear customer benefit, including contactless payment, pay-on-exit arrangements, ANPR and simpler payment systems. The underlying message was that technology should make parking quicker and easier rather than introduce additional complexity.

Comments on parking data were less prominent, although some respondents supported its use where it leads to better-informed decisions, while others wanted greater transparency about how data would be used. Similarly, fair enforcement was generally regarded as important, particularly to prevent inappropriate use of disabled and restricted spaces, although respondents emphasised that enforcement should be proportionate, consistent and genuinely fair.

3.2.14 SUPPORT FOR THEME 4 - MANAGE PARKING ASSETS RESPONSIBLY AND PLAN FOR THE FUTURE

Theme 4 received a strong level of support, with 80% of respondents indicating that they supported the proposed theme. Only 5% did not support it, while a further 15% were unsure.

The results demonstrate broad recognition of the need for the Council to manage its parking assets strategically and plan for future requirements, rather than considering current parking provision in isolation. The high level of support suggests respondents recognise the importance of ensuring the parking estate remains appropriate as the district grows and travel patterns and town centre needs evolve.

The comparatively higher level of uncertainty may reflect the broad nature of the theme and the potential implications of reviewing individual sites or changing how parking assets are used. This reinforces the importance of ensuring that any future changes are evidence-led, reflect local parking demand and capacity, and continue to provide appropriate parking to support communities and town centres.

While Theme 4 was ranked fourth in the earlier priority exercise, the 80% support demonstrates that respondents nevertheless consider responsible asset management and long-term planning to be an important component of the Car Park Strategy.

Figure 6 illustrates the breakdown of support for Theme 4.

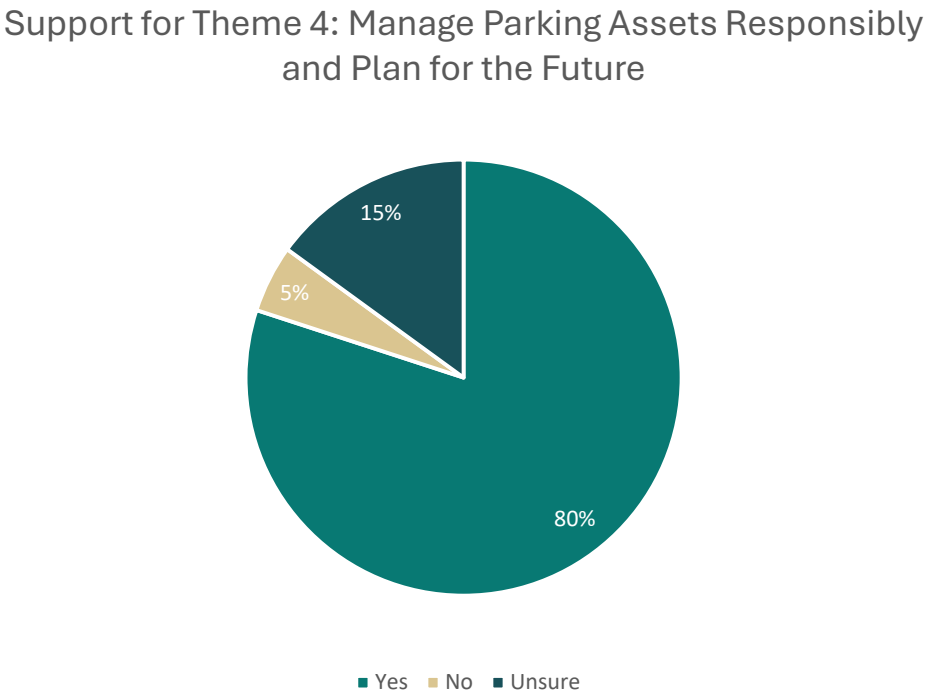

Figure 6 – Support for Theme 4: Manage Parking Assets Responsibly and Plan for the Future

3.2.15 SUPPORT FOR THEME 4 OBJECTIVES

The results demonstrate strong support for the objectives focused on ensuring sufficient parking provision and planning for future growth, with more mixed views on the potential reuse of underutilised parking assets.

Monitoring Parking Demand received the strongest overall endorsement, with 55% rating the objective as very important and 40% as important, giving 95% combined support. This demonstrates a clear expectation that future parking decisions should be based on evidence of demand and that the Council should continue to monitor whether sufficient parking is available as the district develops.

Planning for the Future also received very strong support, with 56% considering the objective very important and 39% important, equivalent to 95% combined support. Together with the monitoring objective, this indicates that respondents place considerable importance on ensuring the parking estate evolves in response to growth and changing needs rather than reacting to issues as they arise.

Supporting Future Growth achieved 88% combined support, comprising 47% very important and 41% important. This reinforces the view that parking should continue to play a role in supporting new development, growing communities and the district's economy.

Making Better Use of Car Parks received 73% combined support, with 30% rating it very important and 43% important. Although this represents a positive majority, 20% considered the objective not important, indicating some caution about changes to existing car parks and the importance of retaining parking where it continues to meet a local need.

The most mixed response related to Considering Alternative Uses. Only 47% considered the objective very important or important, while 41% considered it not important and 12% were unsure. This is a notably different response to the other objectives within Theme 4 and suggests that some respondents interpreted the objective as indicating a potential loss of parking spaces rather than a review of whether underused assets could serve wider community or regeneration purposes where sufficient parking capacity remains available.

In response to this feedback, the objective will be refined in the final Strategy to provide greater clarity about its intended purpose. The revised wording will make clear that alternative uses would only be considered where robust evidence demonstrates that parking demand can continue to be met, that any potential displacement has been assessed, and that decisions would be based on the wider strategic role of the car park rather than current utilisation alone. This clarification is intended to reflect the concerns raised through the consultation while retaining the principle of making the best use of Council owned assets where appropriate.

Objective	Very important	Important	Not important	Don't know
Monitoring Parking Demand - Monitor parking demand to ensure enough parking is available as the district grows.	55%	40%	2%	3%
Planning for the Future - Plan ahead for future parking needs as towns and communities grow.	56%	39%	3%	2%
Making Better Use of Car Parks - Review underused car parks to see how they could be used more effectively.	30%	43%	20%	7%
Considering Alternative Uses - Consider alternative uses for suitable car parks where parking needs can still be met.	15%	32%	41%	12%
Supporting Future Growth - Ensure parking supports new development and future growth across the district.	47%	41%	6%	6%

Table 5 – Support for Theme 4 Objectives

Summary of Comments – Theme 4 Objectives

The feedback broadly reinforced the strong support for monitoring parking demand, planning for future needs and ensuring that parking provision responds to growth. Respondents frequently highlighted the continuing expansion of Huntingdonshire's towns and the importance of ensuring that sufficient parking capacity is retained to support residents, visitors, businesses and access to services. Several comments specifically emphasised that monitoring should consider variations across the week, seasonal demand and busy periods rather than relying on a snapshot of utilisation.

There was also support in principle for making better use of underutilised car parks, although respondents stressed that the reasons for lower utilisation should first be understood. Suggestions included reviewing tariffs, improving how existing capacity is used and considering complementary activities or community uses during quieter periods. Some respondents recognised that alternative uses could be appropriate where a site is genuinely underutilised and parking requirements can continue to be accommodated.

The strongest concern related to the objectives concerning Making Better Use of Car Parks and Considering Alternative Uses. A significant theme within the comments was concern that these objectives could result in the redevelopment or permanent loss of existing town centre parking. Respondents frequently referred to the importance of considering the wider function of individual car parks, including their contribution to accessibility, town centre businesses, events and future parking capacity.

There was also evidence that the wording of Considering Alternative Uses was open to different interpretations. Some respondents indicated that they might support alternative uses such as community facilities or public space but interpreted the objective primarily as referring to redevelopment.

3.2.16 SHORT-STAY AND LONG-STAY PARKING DURATIONS

The next three questions explored respondents' views on how short-stay and long-stay parking should be defined within the Strategy. The results indicate a preference for flexibility rather than highly restrictive duration controls, particularly within long-stay car parks.

For short-stay parking, the most common response was a maximum stay of up to 2 hours, selected by 43% of respondents. A further 24% favoured up to 3 hours and 21% up to 4 hours, while only 8% considered one hour sufficient. Overall, the results suggest that a 2–3 hour maximum duration would most closely reflect user expectations, providing sufficient time to visit shops, services, appointments or hospitality venues while still supporting turnover of centrally located spaces.

When asked about the shortest stay that should be available within a long-stay car park, responses were weighted towards shorter durations. 38% favoured an option of up to 1 hour, with a further 27% selecting up to 2 hours. This indicates that respondents value

the ability to use long-stay car parks flexibly, rather than requiring users to commit to a longer minimum stay simply because a facility is designated as long stay.

The strongest consensus was recorded for the maximum duration within long-stay car parks. More than half of respondents (55%) supported parking for up to 23 hours, while a further 15% favoured up to 12 hours. Only small proportions selected limits below eight hours. This demonstrates clear support for long-stay car parks accommodating genuinely extended visits, including employment, longer leisure visits and other all-day activity.

Taken together, the findings support a parking structure in which short-stay car parks prioritise turnover but still provide sufficient time for meaningful town-centre visits, while long-stay car parks offer much greater flexibility in both minimum and maximum duration. This reinforces the Strategy's wider principle that tariff and duration structures should respond to the function and desired use of individual car parks rather than applying a single uniform model across the district.

3.2.17 CAR PARK TYPE BY ACTIVITY

Respondents were asked whether they would typically use a short-stay car park, long-stay car park or either type of car park for a range of common activities. The results demonstrate a clear relationship between the expected duration and purpose of a visit and the type of parking respondents consider most appropriate.

Short-stay parking was strongly preferred for activities involving relatively brief and convenient access to services. This was particularly evident for supermarkets and convenience stores, where 68% selected short stay, and doctor and dental appointments, where 65% selected short stay. Access to town centres and shopping areas also showed a preference for short-stay parking at 49%, although a substantial 43% considered either type of car park appropriate.

In contrast, long-stay parking was clearly preferred for activities involving extended periods away from the vehicle. This included parking for work (63%), accessing the train station (60%), longer healthcare visits (48%) and visiting family and friends (44%). These findings demonstrate the importance of retaining long-stay provision for employment, commuting and other activities where users require parking for several hours.

For a number of activities, respondents demonstrated greater flexibility. All car parks was the most common response for accessing a home or place of residence (57%), visiting family and friends (51%) and accessing green spaces (47%). Leisure and community facilities produced the most evenly distributed response, with 28% selecting short stay, 32% long stay and 40% either type.

Table 6 below provides a breakdown for car park activity.

Activity	Short Stay	Long Stay	All Car Parks
Access town centres and shopping areas	49%	8%	43%
Near supermarkets and convenience stores	68%	5%	27%
Near leisure and community facilities	28%	32%	40%
For doctor and dental appointments	65%	8%	27%
Around longer healthcare	9%	48%	43%
Near to green spaces	11%	42%	47%
Near to the train station	2%	60%	37%
Parking for work	1%	63%	36%
Parking to visit family and friends	5%	44%	51%
Parking to access my home/place of residence	4%	39%	57%

Table 6 – Car park type by activity

3.2.18 AVAILABILITY OF SHORT-STAY TARIFFS

Respondents were asked whether all Council owned car parks should provide a short-stay parking tariff. The results demonstrate a clear preference for flexibility, with 68% stating that all car parks should offer a short-stay tariff.

Only 11% considered that short-stay tariffs should be limited to car parks close to town centres, while 12% preferred a more targeted approach whereby short-stay tariffs would only be provided at selected car parks where there is evidence of demand. A further 9% were unsure.

The results therefore indicate strong support for enabling customers to undertake shorter visits across the Council's parking estate, rather than restricting this option according to the formal designation or location of a car park. This is consistent with the earlier findings showing that respondents value flexibility within long-stay car parks and want parking arrangements to accommodate a range of journey purposes and durations.

The findings support the Strategy's proposed principle of "pay for what you use" where appropriate, allowing customers to select a tariff that more closely reflects the duration of their visit. However, the suitability and structure of short-stay tariffs should continue to be considered on an individual car park basis, taking account of location, demand and the intended function of each site.

3.2.19 INFLUENCE OF PARKING CHARGES ON CAR PARK CHOICE

Respondents were asked whether a lower parking charge would influence which car park they used where two Council owned car parks were within a similar walking distance of their destination.

The results demonstrate that parking price is a significant influence on user choice, with 60% stating that a lower charge would definitely influence which car park they selected. A further 19% indicated that it probably would, meaning that 79% of respondents could potentially be influenced by differences in price.

Only 7% considered that price would probably not influence their decision, while 14% stated that they would choose based on convenience rather than price.

The findings demonstrate the potential for differential tariffs to influence how demand is distributed across the Council's parking estate. Where suitable alternative car parks serve similar destinations, pricing could therefore be used strategically to encourage greater use of available capacity and reduce pressure on more heavily used sites. This supports the Strategy's principle that differential pricing by individual car park can be appropriate, provided tariff decisions are informed by evidence, location, demand and the intended function of each site.

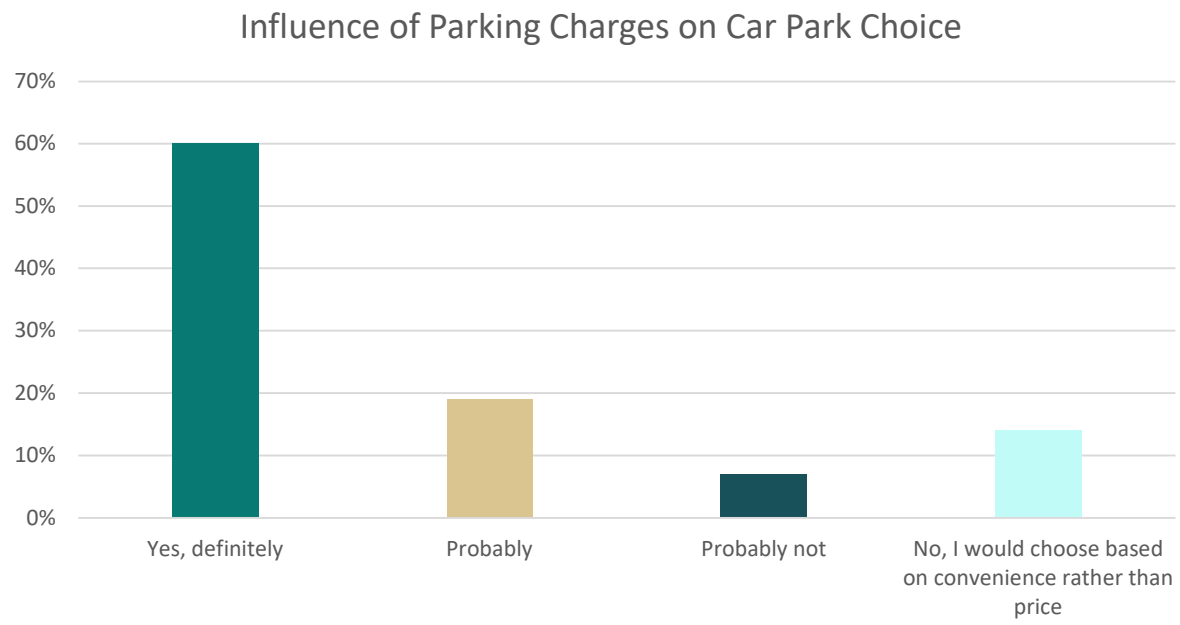

Figure 7 – Influence of parking charges on car park choice

3.2.20 SUPPORT FOR DIFFERENTIAL PARKING CHARGES

Respondents were asked whether they would support different parking charges in less busy car parks where this could encourage greater use and reduce pressure on busier locations.

The results demonstrate clear overall support for this approach, with 25% strongly supporting and 40% supporting differential charges, giving a combined support level of 65%. A further 23% neither supported nor opposed the principle.

Only 12% expressed opposition, split equally between 6% who opposed and 6% who strongly opposed the approach. This indicates that resistance to using tariffs as a mechanism for redistributing parking demand is relatively limited.

The findings are consistent with the previous question, which demonstrated that parking price can significantly influence car park choice. Together, the results provide support for the Strategy's principle that differential pricing between individual car parks can be appropriate, particularly where it can encourage greater use of available capacity and reduce pressure on more heavily used locations. Any such approach should nevertheless be informed by evidence of demand, location and the intended function of individual car parks.

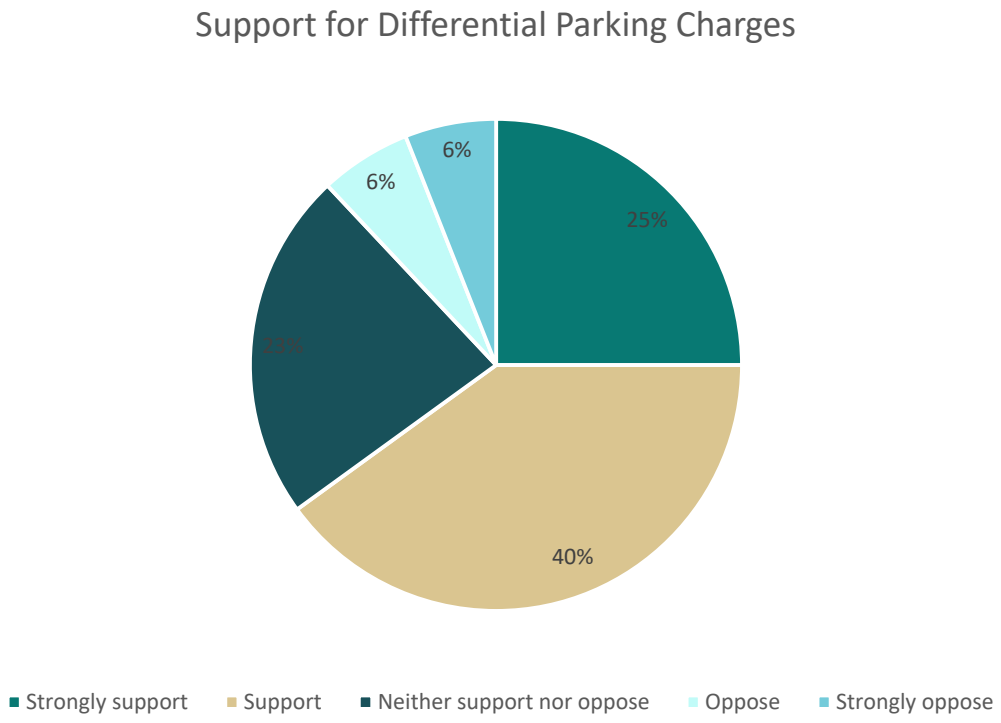

Figure 7 – Support for differential parking charges

3.2.21 INFLUENCE OF PARKING CHARGES ON TRAVEL DECISIONS

Respondents were asked to consider how parking charges influence when they choose to visit and park within Huntingdonshire. The results demonstrate a mixed picture, indicating that charges influence the behaviour of some users more strongly than others.

For the statement that parking charges do not influence when respondents visit, 38% agreed or strongly agreed, while a slightly higher 42% disagreed or strongly disagreed. This suggests that parking charges can influence the timing of visits for a substantial proportion of users, although the effect is not universal.

There was also evidence that some respondents actively adjust their behaviour to take advantage of periods when parking charges do not apply. 38% agreed or strongly agreed that they park after 6pm to avoid charges, compared with 32% who disagreed. The effect

was more pronounced on Sundays, with 47% agreeing or strongly agreeing that they shop on a Sunday to avoid parking charges, compared with 29% who disagreed.

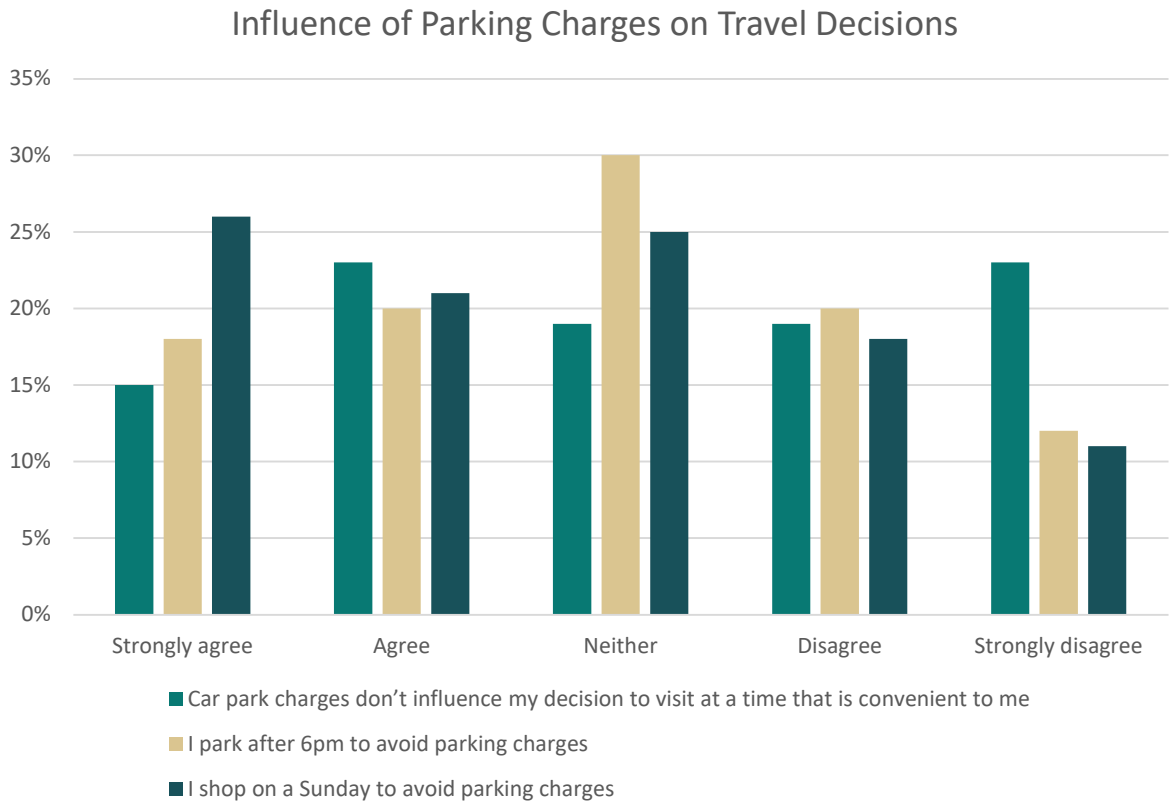

Figure 8 – Influence of Parking Charges on Travel Decisions

3.2.22 ADDITIONAL OBJECTIVES SUGGESTED BY RESPONDENTS

Question 24 provided respondents with an opportunity to identify any additional objectives or issues they felt should be explored further within the Car Park Strategy. The comments covered a wide range of topics, although several clear recurring themes emerged.

The most prominent theme related to parking charges and affordability. Respondents frequently suggested free or reduced-cost short-stay parking, particularly the first 30 minutes or one hour, as a means of supporting local shops and encouraging shorter town-centre visits. Other suggestions included cheaper long-stay parking, evening concessions, pay on exit or pay for what you use arrangements, and ensuring charges remain reasonable.

A second strong theme concerned protecting sufficient parking capacity. A number of respondents opposed the redevelopment of existing town centre car parks and emphasised that future decisions should take account of population growth, town centre activity and the potential displacement of parking. Tebbutts Road and the Cattle Market were specifically referenced within a number of comments.

Accessibility and inclusivity were also frequently raised. Suggestions included additional Blue Badge spaces, provision for people with limited mobility who do not qualify for a

Blue Badge, parent and child spaces, wider bays to accommodate modern vehicles, dropped kerbs and ensuring lifts and other accessibility infrastructure remain operational.

Respondents also identified opportunities to improve the quality and operation of existing car parks, including better maintenance of surfaces and markings, reliable payment machines, improved lighting and CCTV, litter bins and public toilets. Payment choice was a recurring issue, with respondents seeking simple arrangements that retain cash and card options alongside digital payment rather than relying exclusively on mobile applications.

Other suggestions related to sustainable transport and environmental improvements, including better public transport connections, cycle parking and cycle routes, EV charging and the potential use of solar canopies, green roofs and other measures to improve environmental performance and provide shade.

Finally, respondents raised issues around enforcement and management, including stronger action against illegal parking and misuse of disabled spaces, improved permit arrangements, reasonable grace periods and ensuring enforcement is proportionate. There were also calls for greater transparency and continued engagement with local communities when significant changes to parking provision are being considered.

3.2.23 OTHER COMMENTS RELATING TO CAR PARK STRATEGY

The final question provided respondents with an opportunity to raise any additional matters they considered relevant to the development of the Car Park Strategy. As might be expected from an open-ended question, the responses covered a broad range of issues and included both supportive suggestions and strongly expressed concerns.

The most prominent issue was the retention of existing town centre parking provision. A substantial number of comments expressed concern about the potential redevelopment or loss of existing car parks, with particular reference to Tebbutts Road in St Neots and the Cattle Market in St Ives. Respondents frequently described these car parks as well used, conveniently located and important to access to shops, services and employment. There was concern that reducing centrally located parking could displace vehicles elsewhere and adversely affect town-centre footfall, particularly as the district continues to grow.

Closely associated with this was the relationship between parking and town centre vitality. Many respondents considered convenient parking to be an important factor in supporting local businesses and felt that parking policy should encourage people to visit and spend time in Huntingdonshire's market towns rather than travel to out of town retail destinations.

Parking charges and affordability were another recurring topic. A significant number of respondents advocated some form of free or reduced cost parking, particularly a free first 30 minutes or one hour, to support short visits and local businesses. Some respondents questioned whether the proposed free parking periods would be sufficiently

useful, while others considered the existing level of charges reasonable or argued that resources would be better directed towards public transport and walking improvements. This demonstrates that views on charging were not uniform, although maintaining affordable parking was a consistent concern.

Respondents also highlighted accessibility and inclusivity, particularly the importance of retaining convenient parking for older people, disabled users, people with limited mobility and those accessing health services. Comments requested sufficient Blue Badge provision, appropriately sized spaces and recognition that moving parking further from destinations can disproportionately affect people who are unable to walk longer distances.

A related theme concerned the availability of realistic alternatives to travelling by car. Respondents from villages and rural areas frequently highlighted limitations in existing public transport and considered the car necessary for accessing the district's towns. At the same time, some comments supported greater investment in public transport, walking, cycling, secure cycle parking and other sustainable travel measures, indicating support for greater travel choice where viable alternatives can be provided.

A smaller but recurring group of comments focused on the day-to-day quality of the parking service, including reliable and straightforward payment arrangements, functioning ticket machines, clear signage, maintenance, lighting and safety. Respondents generally wanted technology to improve convenience while retaining alternatives for people who do not wish or are unable to use smartphone applications.

Finally, there was a notable strand of feedback relating to consultation, transparency and confidence in future decision making. Some respondents were concerned that decisions about the future of particular car parks might already have been taken or that insufficient information about wider regeneration proposals had been available when completing the questionnaire. Calls were made for continued engagement, clearer information and evidence, and greater involvement of residents, businesses and local councils before significant changes are made.

4.0 LOCAL PREFERENCE

4.1 INTRODUCTION
4.2 HUNTINGDON LOCAL ANALYSIS
4.3 ST IVES LOCAL ANALYSIS
4.4 ST NEOTS LOCAL ANALYSIS

APPENDIX A - FAQS

APPENDIX B – PHASE 1 USER SURVEY QUESTIONNAIRE

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Insert:
Overview & Scrutiny – 02/09/2026
Cabinet – 15/09/2026

Report by: Gregory Moore
Head of Service: Katherine Hlalat

Lead Cllr: Cllr Nathan Hunt
Executive Councillor for Resident Services and Corporate Performance

Wards	Open / Exempt	Key Decision?
All	Open	No

Corporate Performance Report, Quarter 1 2026/27

Executive Summary: This report provides Cabinet with an update on the Council's performance against the Corporate Plan at the end of Quarter 1 2026/27 (covering the period April to June 2026), including:

- Progress with Corporate Plan actions and projects
- Corporate Performance Indicators

1. Recommendations

1.1. The Overview & Scrutiny Panel is invited to consider and comment on progress and performance during Quarter 1, as summarised in the Corporate Performance Report attached and detailed in Appendices A, B, and C

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Insert:
Overview & Scrutiny – 02/09/2026
Cabinet – 15/09/2026

Report by: Gregory Moore
Head of Service: Katherine Hlalat
Lead Cllr: Cllr Nathan Hunt
Executive Councillor for Resident Services and Corporate Performance

Wards	Open / Exempt	Key Decision?
All	Open	No

Corporate Performance Report, Quarter 1 2026/27

Executive Summary: This report provides Cabinet with an update on the Council's performance against the 2026-27 Corporate Plan at the end of Quarter 1 2026/27 (covering the period April to June 2026), including:

- Progress with Corporate Plan actions and projects
- Corporate Performance Indicators

Recommendations

1.1. The Cabinet is invited to consider and comment on progress and performance during Quarter 1, as summarised in the Corporate Performance Report attached and detailed in Appendices A, B & C

	Key Corporate Plan Priorities
1	Improving quality of life for local people
2	Creating a better Huntingdonshire for future generations
3	Doing our core work Well

	Place Strategy Priorities
1	Pride in Place
2	Inclusive Economy
3	Health Embedded
4	Environmental Innovation
5	Travel Transformed

Report Author(s)

Gregory Moore – Data Analyst (gregory.moore@huntingdonshire.gov.uk)

1. PURPOSE OF THE REPORT

1.1 This report presents the Council's progress against the Corporate Plan Actions and Corporate Performance Indicators during Quarter 1 (April to June) 2026/27.

2. BACKGROUND & CONTEXT

2.1 The Council's Corporate Plan 2023-2028 was refreshed for 2026/27 and approved at Council in July 2026.

2.2 The performance data in the attached Corporate Performance Report and its appendices relate to the performance measures, actions and projects agreed for 2026/27 and has been collated in accordance with standardised procedures.

2.3 The Corporate Performance Report (Appendix A) summarises progress and performance by outcome. Each outcome has a summary followed by tables and pie charts summarising the status of actions and projects, followed by the performance measures. A full list is also provided for each outcome, which shows the status reported for each action/project and performance measure linked to that outcome as at the end of quarter 1. The appendices to the Corporate Performance Report provide more detail.

2.4 Appendix B provides integrated updates on Corporate Plan actions and projects from officers, covering both progress against planned delivery and the impact that has had on the outcome.

2.5 Appendix C provides updates on Corporate Performance Measures, showing this year's performance broken down by month and how this compares to targets, intervention levels and the performance of the previous three years, where possible. This is provided via graphs to make such comparisons simpler and provide a visual indicator of direction of travel.

2.6 Metrics within the Operational Performance Measures have similarities to the Local Outcomes Framework – a new framework which enables outcomes-based performance measurement against key national priorities delivered at the local level. The framework has 127 outcome metrics and outcome metric placeholders across 16 priority outcomes which link directly back to the safety and wellbeing of residents. Councils are responsible for the monitoring and reporting this metrics for the launch of a national digital tool in 2026. Therefore, it is important that Huntingdonshire District Council is cognisant of the emerging reporting requirements and ensures appropriate governance and data quality are in place to support compliance. Doing this will create an opportunity for greater transparency with residents.

3. PERFORMANCE MANAGEMENT

3.1 Robust performance management is a priority at Huntingdonshire District Council, with stretch targets being implemented where relevant and external benchmarking occurring where possible. This was noted as a strength for HDC by our recent Local Government Association Corporate Peer Challenge.

3.2 Cabinet members and the Overview and Scrutiny (Performance and Growth) Panel are central to the Council's Performance Management Framework. This report provides regular performance data, allowing Councillors to review quarterly progress on strategic outcomes.

3.3 The following table summarises overall progress in delivering Corporate Plan actions for 2026/27 at the end of Quarter 1:

Status of Corporate Plan Actions	Number	Percentage
Green (on track)	43	91%
Amber (within acceptable variance)	4	9%
Red (behind schedule)	0	0%

Note: actions being delivered as/through projects/programmes are not included in this table as their status is being reported via project reporting mechanisms instead, and this avoids any double-counting. Percentages may not sum to 100% due to rounding.

3.4 91% of our Corporate Plan actions are reported as on track (green) this quarter. The remaining 9% of projects were reported as being within the acceptable variance (amber), with no actions reported as being behind schedule (red). 39 of the actions reported as green in Quarter 4 were also reported as green in Quarter 4. 2 of the 12 actions reported as amber this Quarter have reduced from reporting as green in Quarter 3, and the remaining 10 continue to report as amber.

3.5 The statuses of Corporate Plan projects at the end of March 2026 are shown in the following table:

Status of Corporate Plan Projects/Programmes	Number	Percentage
Green (on track)	9	90%
Amber (within acceptable variance)	1	10%
Red (behind schedule)	0	0%

Note: this only includes corporate projects which are linked to actions in the current Corporate Plan. Percentages may not sum to 100% due to rounding.

3.6 Quarter 1 saw a total of 9 Corporate Plan projects/programmes reporting as green (90%), with the other project/programme reporting as amber.

3.7 The latest status of operational performance measures at the end of March 2026 are summarised here:

Latest Operational Performance Indicator Results	Number	Percentage
Green (on track)	18	53%
Amber (within acceptable variance)	6	18%
Red (behind schedule)	10	29%

Note: this only includes operational performance measures which are linked to actions in the current Corporate Plan. Percentages may not sum to 100% due to rounding.

3.8 The Corporate Performance Measures that are behind the intervention level through quarter 1 of the 2026/27 year are:

Metric	Result
3. The number of residents enabled to live safely at home and prevented from requiring care or a prolonged stay in hospital due to a DFG	R
7. The number of homelessness preventions achieved	R
11. The number of new affordable homes delivered	R
22. The number of missed bins (excluding Food Waste collections)	R
24. The number of flytips reported (cumulative)	R
25. The number of sanctions against environmental crimes and anti-social behaviour	R
27. The percentage of calls to the Contact Centre answered	R
28. The average wait time for customers calling the Contact centre (seconds)	R
33. Staff long-term sickness days lost per FTE	R
35. The average length of staff service (years)	R

Please note: that other metrics are routinely reported internally to other committees (e.g. HR data goes before the Employment Committee and the Corporate Governance Committee receives an annual report on complaints and compliments), copies of these reports can be requested.

3.9 The number of residents enabled to live safely at home via a DFG (disabled facilities grant) has reported as red through the first quarter. Officers are extremely limited in directly impacting this metric as they rely on cases being passed to them through the Cambs Home Improvement Agency. A backlog of roughly 50 'P3' cases are currently being sorted by the Cambs Home Improvement Agency, some of which will be supported by Huntingdonshire District Council.

3.10 The number of homelessness preventions achieved through June of 2026/27 is 110, just 1 prevention behind being amber. To support this metric in becoming green, officers continue to support the delivery of new social rented homes so that residents can be housed through the Home-Link scheme, hence achieving homelessness preventions.

3.11 The target of 120 affordable homes per quarter is based on the 480 homes needed per annum to meet housing need following the ICENI Housing Needs Assessment. This figure is unlikely to be met every year due to the fluctuation in housing delivery. Slippage from quarter 4 of the previous year, whilst expected in quarter 1 has not yet been delivered due to continuing delays on sites, mainly due to highway improvements, most of these homes are now expected to be delivered throughout the remaining year. It is expected that this metric will still finish behind target this year.

3.12 The number of missed bins in the first quarter of the year was behind target, but still above the national benchmarking average of 0.076%. Agency staff were required to be used in quarter 1 due to multiple staff absences, and this meant less experience and knowledge of the round/areas, causing more missed bins. As agency staff become more experienced and regular staff return from leave, this metric is expected to improve.

3.13 The number of flytips has been significantly behind target this quarter. Processes have been revised to identify and track flytipping, and reviews are being undertaken to identify trends and recurring patterns.

3.14 The number of sanctions against environmental crimes and anti-social behaviour has started 2026/27 behind target. Officers focus on the prevention of these occurrences as well as the sanctioning of instances, and continue to focus on the same action plan as the previous year to ensure accurate and frequent sanctions are passed out when applicable.

3.15 Both customer services metrics are significantly behind target through the first quarter of 2026/27. Multiple factors contributed to this poor performance including higher call volume, longer calls, and vacancies. Resources were used efficiently, including resources from other teams, however performance was still behind target. Vacancies have now been filled and gradual improvement is expected from August onwards.

3.16 Long term sickness has increased in the last 3 months. All 19 cases are being managed actively, and long term cases of 6 months or longer have halved, however officers transitioning from short-term to long-term sickness has negatively impacted this metric. A sickness review group is now in place and working to identify trends and stabilise sickness.

3.17 Quarter 1 2026/27 included extremely positive performance. This includes improving the happiness and wellbeing of our residents by continuing to provide leisure services and Active Lifestyle sessions, with both metrics finishing significantly above target. All 3 planning metrics regarding the percentage of applications completed on time have achieved green compared to their stretched 2026/27 targets, with the backlog not increasing in this time. Additionally the economic development team continue to support businesses throughout the district to ensure Huntingdonshire is a place for businesses to thrive.

4. COMMENTS OF OVERVIEW & SCRUTINY

4.1 The Overview and Scrutiny (Performance & Growth) Panel is due to receive this report at its meeting on 2nd September 2026. Comments from the Panel will be shared with Cabinet following the Overview and Scrutiny Panel's meeting.

5. BACKGROUND PAPERS– LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

5.1

Document List	Custodian	File Location
Corporate Plan	Huntingdonshire District Council Joint Administration	Corporate Plan Refresh 2026/27

Huntingdonshire
DISTRICT COUNCIL

Performance Report
Quarter 1 - 2026/27

Do - Enable - Influence

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Outcome 1: Improving the happiness and wellbeing of residents

We want the highest possible quality of life for the people of Huntingdonshire. It will be a place which attracts employers and visitors and somewhere residents are proud to call home. We will be evidence based, responsive and support the foundations of a good life. This includes personal independence, prosperity, social connection, community and good health.

Quarter 1 saw the Play Sufficiency Scheme be initiated. Officers have begun to work on gathering information on existing play provision, site condition, accessibility and community need to ensure the correct work is prioritised. Initial project documents have been completed and are currently progressing through the Council's internal gating approval process. The Play Sufficiency Scheme is ensuring resources are directed to areas of greatest need and benefit for children and families across Huntingdonshire.

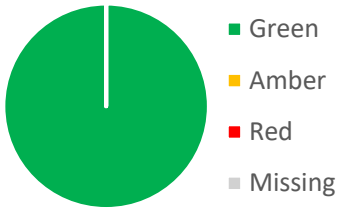
Huntingdonshire District Council is working with partners such as the CPCA to explore the benefits of an Anchor Partnership for Huntingdonshire which will benefit local communities. Anchor organisations maximise the impact of their spend, buildings, budgets, and more, using a coordinated approach. Huntingdonshire District Council is taking the lead on the group currently exploring this in further detail, with a paper being taken to the Cambs & Peterborough Public Sector Board. Working with partners to align impacts on local communities in a coordinated way will help improve health and wealth throughout the district.

Local people were supported in acquiring good jobs by working with partners in quarter 1. Multiple engagement meetings took place with multiple external partners to explore multiple pathways. Additionally, officers delivered the Construction Workshop Hub at Hinchingbrooke Hospital with Constructed Pathways and the NHS supporting 26 residents to explore careers in construction, with two participants already progressing into work experience placements, along with attending the launch of the Get Cambridgeshire and Peterborough Working Plan and a Regional Labour Market Analysis webinar to ensure activity aligns with current evidence and regional priorities.

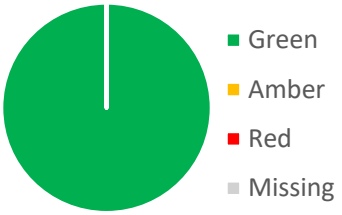
The £30 million investment into One Leisure Huntingdon began pre-phase work, which encompasses legal documents being engrossed. Outstanding planning conditions will be discharged in July, allowing phase 1 to begin. The upgrades will supply better facilities and services for residents, and more activities and options will be available for the local community. This work builds on the positive work already being completed by Active Lifestyles, which is continuing to deliver sessions despite the loss of grant funding by increasing commissioned activity and 'pay as you go' sessions. Attendances at both One Leisure facilities and Active Lifestyles sessions surpassed targets in quarter 1.

Performance Summary:

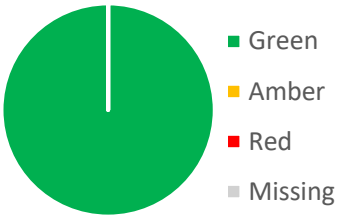
Status of Corporate Plan actions	Number	%
Green (on track)	7	100%
Amber (within acceptable variance)	0	0%
Red (behind schedule)	0	0%
Missing	0	0%



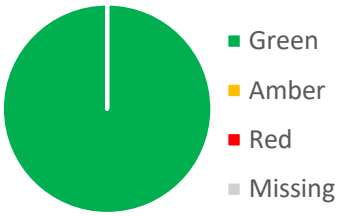
Status of Corporate Plan projects/programmes	Number	%
Green (progress on track)	3	100%
Amber (behind schedule, project may be recoverable)	0	0%
Red (significantly behind schedule, serious risk/issues)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
Green (achieved)	2	100%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	0	0%
Missing	0	0%



Operational PI year-end forecast status	Number	%
Green (achieved)	2	100%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	0	0%
Missing	0	0%



Corporate Plan Action	Direction of Travel	Latest Status
4. Improve our evaluation of how we make a difference to local people, ensuring we become even better at demonstrating impact.	→	G
5. Embed the priorities of Huntingdonshire Futures across the Council's services, decision-making, and partnership activity, ensuring a coordinated place-based approach that enables communities, partners and stakeholders to contribute to shared outcomes.	New	G
6. Help local people get quality jobs by working with key partners, including ARU, CRC and industries, to join the gap between skills and employment - including establishing programmes that directly address the evolving needs of our key sectors.	↑	G
7. Focus on maximising physical activity in the district, and work to promote this across local partners. Build links and develop actions to embed connections between leisure, health, environment, economy, community and place, including working with health partners to unlock opportunities for co-located health and wellbeing services alongside our leisure services.	→	G
8. Embed the priorities of Huntingdonshire Futures across the work of the Council and Partners whilst influencing and enabling communities to do the same.	→	G
9. Continue to work with statutory partners to secure improvements to transport options for Huntingdonshire, including active travel.	→	G
10. Work with key relevant partners to explore the benefits of an Anchor Partnership for Huntingdonshire which will benefit our local communities.	New	G

Corporate Plan Project/Programme	Direction of Travel	Latest Status
1. Deliver the £30 million investment in One Leisure Huntingdon to create a Sport & Health hub that supports residents to be more active, through access to a high-quality, modern leisure facility that meets the needs of growing communities.	New	G
2. Deliver high-quality, accessible and sustainable green spaces that support health and wellbeing for the whole of Huntingdonshire, delivered through targeted investment and the Parks and Open Spaces Commercial Sustainability Plan.	New	G
3. Develop proposals and deliver the Play Sufficiency Scheme, blending capital investment and external funding to improve and enhance children's play facilities across Huntingdonshire, ensuring they meet the needs of local communities.	New	G

Operational Performance Indicator	Latest Status	Forecast Status
The number of attendances at Active Lifestyles & Sports Development Activities	G	G
The number of One Leisure Facilities admissions (excluding Burgess Hall, Sawtry & school admissions)	G	G

Outcome 2: Keeping people out of crisis

We will identify the root causes that lead people into crises and find ways to prevent them. We will do this through our own actions. We will also work in partnership with residents, businesses, community groups, charities and our public sector partners.

Huntingdonshire has worked with key partners regarding water management and flood prevention throughout quarter 1. All town and parish councils have been contacted regarding their emergency plans and provisions for an emergency weather event, and officers have made face to face meetings to ensure councils are aware of support. Because of this, some councils are renewing existing plans regarding flooding, and some are looking to write them again from scratch. It is too early to have fully established liaison points, but some are in progress. Additionally, a water source management event was planned in partnership with Cambridgeshire County Council; however, this had to be postponed. Additionally, options for events are being actively explored to ensure this event occurs.

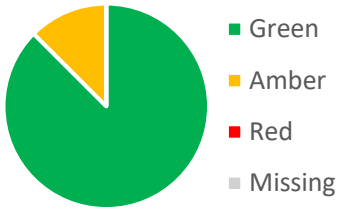
The Council successfully maximised the value from the impact of Voluntary Sector organisations to help drive a preventative impact in quarter 1. Funding agreements were put in place with the Citizens Advice Bureau, which focuses on tackling the 7 key priorities within the Corporate Plan, specifically regarding Keeping People out of Crisis and Helping People in Crisis. Additionally, the delivery of priorities in the Crisis and Resilience Fund will be supported by the Residents Advice & Information team. The focus of this work is on the implementation of a new model that ensures that residents receive the right service at the first point of contact and are supported to navigate what is available from Citizens Advice Bureau or escalation onto the Residents Advice & Information Team.

The Community Health & Wealth Fund had its core components delivered in quarter 1 following the launch in January 2026. A large amount of interest was received throughout the quarter, and 23 organisations have been invited to submit full applications, resulting in 5 grants totalling £100,000. Additionally, social return on investment from the previous round of CHAWS funding is extremely positive, with one project seeing a £6.94 social return on investment per £1.00 spent. This demonstrates the clear social impact within the communities where last year's funding occurred, and this return is also expected for the most recent round of funding.

Although the Disabled Facilities Grant was not able to support as many residents as the target, all residents that were supported were supported in a timely manner of less than 24 weeks, allowing them to live at home safely and avoid a hospital visit. Although these metrics are heavily dependent on external organisations such as Places for People and the Cambs Home Improvement Agency, officers continue to process all applications they receive efficiently to ensure residents receive the support they require as quickly as possible.

Performance Summary:

Status of Corporate Plan actions	Number	%
Green (on track)	7	88%
Amber (within acceptable variance)	1	13%
Red (behind schedule)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
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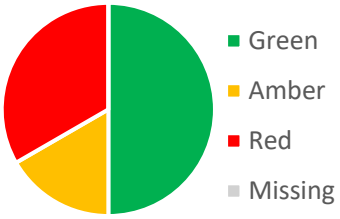
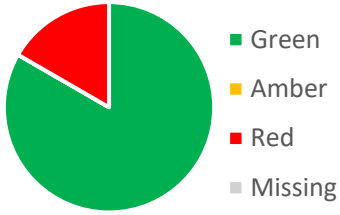
Amber (within acceptable variance)	1	17%
Red (below acceptable variance)	2	33%
Missing	0	0%



Operational PI year-end forecast status	Number	%
Green (achieved)	5	83%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	1	17%
Missing	0	0%



Corporate Plan Action	Direction of Travel	Latest Status
10. Work with key relevant partners to explore the benefits of an Anchor Partnership for Huntingdonshire which will benefit our local communities.	New	G
11. Deliver the core components of the Community Health & Wealth Fund, moving from successful pilots to embedded delivery that make a difference for residents and demonstrate a social impact return on investment through the Social Value Engine tool.	New	G
12. Work with town and parish councils and local flood groups to support community preparedness for flooding, enabling local action and building resilience to flood risk across Huntingdonshire.	New	G
13. Enhance support for care leavers by updating council policies and procedures to treat care experience as if it was a protected characteristic.	New	G
14. Explore opportunities with public and private sector partners to secure additional investment in the Community Health and Wealth Fund, supporting the delivery of improved outcomes for Huntingdonshire's communities.	New	G
15. Prevent the causes of homelessness wherever we can by our own efforts, but also by working with other partners to tackle the root causes where we can.	New	G
16. While not the lead flood authority, we will convene and work with key partners to host water management forums and engagement activity, influencing coordinated approaches to flood risk management within the district.	New	A
17. Strengthen partnership working with the Voluntary Sector to maximise collective impact and support a more preventative approach.	↑	G

Operational Performance Indicator	Latest Status	Forecast Status
The number of residents enabled to live safely at home and prevented from requiring care or a prolonged stay in hospital due to a Disabled Facilities Grant (DFG)	R	G
The average number of weeks between referral and completion of jobs funded through the Disabled Facilities Grant (DFG)	G	G
The average number of days to process new claims for Housing Benefit and Council Tax support	A	G
The average number of days to process changes of circumstances for Housing Benefits and Council Tax support	G	G
The number of homelessness preventions achieved	R	G
The number of households housed through the Housing Register and Home-Link scheme	G	R

Outcome 3: Helping people in crisis

Where a crisis has already happened, we will work holistically to understand the issues, the cause of these issues and what opportunities exist to address them. We will seek to prevent multiple personal crises becoming entrenched and unmanageable by addressing root causes

To ensure that the Crisis and Resilience Fund is allocated appropriately among residents, quarter 1 saw Huntingdonshire District Council work with Cambridgeshire County Council to produce a submission paper regarding the distribution of these funds. The Crisis and Resilience Fund supports low-income households who encounter a financial shock and supports activity that builds individual and community financial resilience. The submission identified a need for additional capacity within the Resident Advice and Information Team, support with transporting furniture for identified residents experiencing poverty, a new tenancy support worker, as well as a prevention programme within primary schools. The outcomes and recommendations from the Poverty Commission were taken into account when submitting a funding proposal.

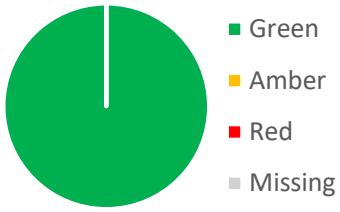
The Crisis and Resilience Fund is also being used to fund the Low income family tracker (LIFT)project and an associated officer for 2 years. The LIFT can be used to identify and engage with vulnerable households to ensure that they are aware of all funding they are eligible for. Whilst the LIFT is waiting to officially go live, the Residents Advice and Information team and the Citizens Advice Bureau continue to identify residents who are eligible for certain benefits.

Huntingdonshire District Council has continued to support refugees arriving from Ukraine under the Homes for Ukraine scheme. The number of new arrivals remains low, and focus has been on supporting and assisting those who are already in Huntingdonshire. There remains a strong support network from the community voluntary sector, and in many cases, these established relationships are enabling this cohort to fully embed in our communities and remain in a resilient position. Additionally, officers continue to support Serco in the procurement of properties for asylum seekers.

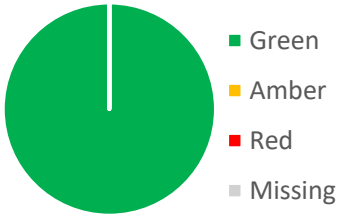
Officers have continued to help residents in crisis by supplying temporary accommodation to those who require it. As those in temporary accommodation are continually supported in finding solutions, this Key Performance Indicator has fallen to a green level at the end of June.

Performance Summary:

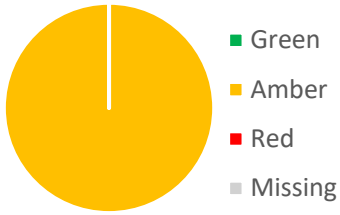
Status of Corporate Plan actions	Number	%
Green (on track)	5	100%
Amber (within acceptable variance)	0	0%
Red (behind schedule)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
Green (achieved)	1	100%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	0	0%
Missing	0	0%



Operational PI year-end forecast status	Number	%
Green (achieved)	0	0%
Amber (within acceptable variance)	1	100%
Red (below acceptable variance)	0	0%
Missing	0	0%



Corporate Plan Action	Direction of Travel	Latest Status
18. Continue to support refugees and other guests, seeking to support good community relations and smooth transition into long-term residency or return home.	→	G
19. Work with the County Council and other key partners to embed the LIFT project in Huntingdonshire. The project seeks to identify and ensure that residents are accessing relevant benefits and support to help their overall wellbeing.	**New**	G
20. Be an active partner working with others within health and social care to make sure projects and new initiatives are delivered within Huntingdonshire and maximise the positive impact felt locally.	→	G
21. Work with key partners, particularly Cambridgeshire County Council, to maximise the impact of the Poverty Commission's work and deliver improved outcomes for residents across Huntingdonshire.	**New**	G
22. Work with Cambridgeshire County Council and other key partners to ensure that funding from the Government's Crisis Resilience Fund delivers meaningful support and improved outcomes for residents in Huntingdonshire.	**New**	G

Operational Performance Indicator	Latest Status	Forecast Status
The number of households in temporary accommodation	G	A

Outcome 4: Improving housing

We want everyone to live in a safe, high quality home regardless of health, stage of life, family structure, income and tenure type. Homes should be energy efficient and allow people to live healthy and prosperous lives. New homes should be zero carbon ready and encourage sustainable travel.

After the approval of the Empty Homes Strategy and the end of the previous quarter, work has begun to implement this Strategy across the district. Officers are working with Empty Homes owners to bring these homes back into use. This has resulted in 8 long-term empty properties being brought back into use via direct involvement with Huntingdonshire District Council, and a further 4 properties being sold with support from the Empty Homes officer. New homeowners will also be supported by officers to ensure they are brought back into use. This will increase the supply of homes for residents, which helps to support sustainable growth and reduce the environmental impact of new housing developments, along with enhancing the quality of life within Huntingdonshire's communities.

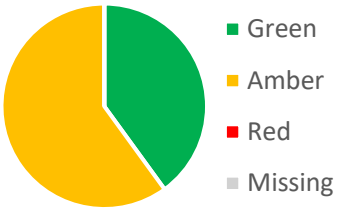
The implementation of the government's new Supported Housing (Regulatory Oversight) Act has been ongoing in quarter 1, with progress made since last quarter which has improved the action to a green status. An internal working group has been formed to support the implementation of this Act, along with officers being involved in a county-wide group. Huntingdonshire has supported Cambridge City Council in commissioning a supported housing strategy across multiple districts.

Delays have occurred in the development of policy to support the use of civil penalties with regard to private sector housing enforcement in quarter 1. However, delays have occurred in adopting the policy, which has been drafted in line with statutory guidance, due to the constitutional requirements of delegating the duties of the Renters' Rights Act 2025 to officers. Further progress in the full adoption of this policy is expected to occur in the next quarter. Existing powers are still being used to ensure private sector housing standards are maintained, and any disrepair issues are dealt with.

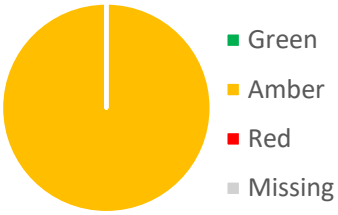
The action regarding maintaining or improving the level of housing delivery in Huntingdonshire remains amber. The Council continued to work with Amplius to bring forward surplus Council-owned sites amd we Inspired Solutions on the delivery of 200 homes on private sites. Affordable housing delivery began the year significantly behind target as only 45 affordable homes were delivered. Officers will continue to work with all housing suppliers to encourage effective and efficient delivery.

Performance Summary:

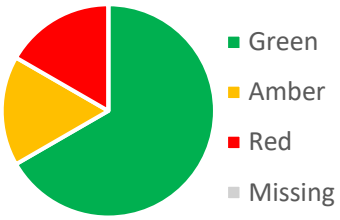
Status of Corporate Plan actions	Number	%
Green (on track)	2	40%
Amber (within acceptable variance)	3	60%
Red (behind schedule)	0	0%
Missing	0	0%



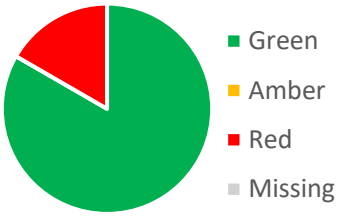
Status of Corporate Plan projects/programmes	Number	%
Green (progress on track)	0	0%
Amber (behind schedule, project may be recoverable)	1	100%
Red (significantly behind schedule, serious risk/issues)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
Green (achieved)	4	67%
Amber (within acceptable variance)	1	17%
Red (below acceptable variance)	1	17%
Missing	0	0%



Operational PI year-end forecast status	Number	%
Green (achieved)	5	83%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	1	17%
Missing	0	0%



Corporate Plan Action	Direction of Travel	Latest Status
24. Develop our Empty Homes service provision to help bring private sector empty homes back into use, including the implementation of the Empty Homes strategy.	New	G
25. Develop policy to support the use of civil penalties with regard to private sector housing enforcement to support improvements to private sector housing and ensure good standards of accommodation for residents.	↓	A
26. Implement the government's new Supported Housing (Regulatory Oversight) Act, review of supported exempt accommodation in the area and introduce licensing regulations, improving the quality of housing within the district.	↑	G
27. Maintain or improve the level of new housing delivery in Huntingdonshire through working with all relevant stakeholders, including the type of home and tenure (open market and affordable housing).	→	A
28. Continue to work with our registered providers (including Places for People) to improve conditions in existing accommodation and where appropriate consider regeneration schemes (e.g. the Suffolk House regeneration scheme).	→	A

Corporate Plan Project/Programme	Direction of Travel	Latest Status
23. Continue to work with Amplius and Inspired to bring forward surplus Council-owned sites to deliver affordable housing.	→	A

Operational Performance Indicator	Latest Status	Forecast Status
The net change in the number of homes with a council tax banding	G	G
The number of affordable houses delivered	R	R
The percentage of planning applications processed on target – Major (within 8 weeks or agreed extended period)	G	G
The percentage of planning applications processed on time – Minor (within 8 weeks or agreed extended period)	G	G
The percentage of planning applications processed on target – Household Extension (within 8 weeks or agreed extension period)	G	G
The number of planning applications over 16 weeks old with no current extension in place	A	G

Outcome 5: Forward-thinking economic growth

We want our local economy to attract businesses that prioritise reducing their carbon footprint. A place where businesses choose to start up, grow and invest in high value jobs so they and our residents and high streets, can flourish and thrive. Local people should be able to develop their skills to take advantage of these opportunities, with businesses and education providers working more closely together to deliver an inclusive economy.

Work surrounding the North Huntingdon Growth Cluster was positive in quarter 1. Officers attended the East Regional Defence and Security Cluster event, Technology in the East, and joined the East Regional Defence and Security Cluster Steering Group to help shape regional collaboration across the defence and security sector. Engagement in this sector is establishing new relations with different businesses and strengthening Huntingdonshire's position within the regional defence ecosystem. Additionally, participation in these groups has helped raise the profile of strategic assets, including RAF Wyton, while a cross-Council working group is being established to coordinate defence-related opportunities and social value initiatives.

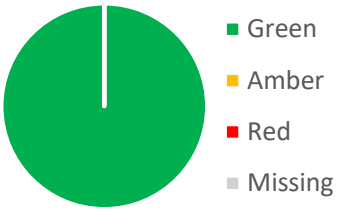
Quarter 1 saw the continuation of promoting Huntingdonshire as a destination for high-value inward investment. Officers attended UKREiiF to actively promote Huntingdonshire to businesses across the country, showcasing opportunities including Alconbury Weald, Project Fairfax and regeneration projects across the district's market towns. Additionally, Huntingdonshire was represented on the Connecting Cambridgeshire Digital Connectivity Steering Group, helping to shape regional digital infrastructure investment, share funding opportunities and address digital connectivity challenges. The constant promotion of Huntingdonshire led to over 350 business engagements in quarter 1, in terms of encouraging new business and engagement with local businesses.

The Council continued to strengthen the role of markets in our market towns as vibrant hubs for residents, visitors and local businesses in quarter 1. The delivery of recurring food markets for both St Neots and St Ives was facilitated, and the continuing establishment of a firm base of traders for the St Neots market occurred. Provision of a local event for the public to attend provides a platform for businesses to trade at and encourages shopping at local businesses. This supported the increase in footfall in the four market towns, in quarter 1, an above-target result of 3.95 million footfall was observed, which significantly supports the local economy.

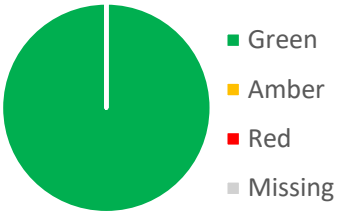
Key infrastructure projects were continued to be influenced to ensure their delivery. This includes working with the DCO regarding the East West Rail project, and outlining a Business Case regarding the A141 project. The continuation and delivery of these Nationally Significant Infrastructure Projects will continue to boost the local economy.

Performance Summary:

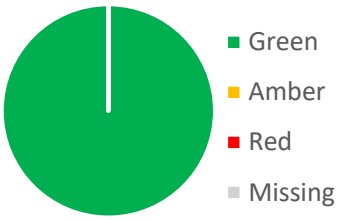
Status of Corporate Plan actions	Number	%
Green (on track)	12	100%
Amber (within acceptable variance)	0	0%
Red (behind schedule)	0	0%
Missing	0	0%



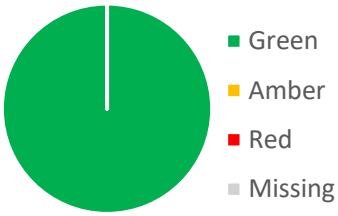
Status of Corporate Plan projects/programmes	Number	%
Green (progress on track)	1	100%
Amber (behind schedule, project may be recoverable)	0	0%
Red (significantly behind schedule, serious risk/issues)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
Green (achieved)	2	100%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	0	0%
Missing	0	0%



Operational PI year-end forecast status	Number	%
Green (achieved)	2	100%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	0	0%
Missing	0	0%



Corporate Plan Action	Direction of Travel	Latest Status
29. Continue to promote Huntingdonshire as a destination for high-value inward investment; support and advance our key sectors and sub-sectors, including SMEs; and support delivery of the CPCA Local Growth Plan ambitions.	→	G
30. Focus on unlocking the North Huntingdon Growth Cluster and build on the potential defence cluster by working with the MOD, the wider supply chain, partners and residents across the region, to help shape opportunities for innovation, investment and skills development.	New	G
32. Continue the update to the Local Plan, including updating evidence bases in line with National Planning Policy, particularly where it relates to Economy, Environment and Housing, moving towards submission to the Planning Inspectorate.	→	G
33. Progress the development of a parking strategy that informs our approach to the management of our car parks; and move to implement the adopted strategy and associated actions.	New	G
34. Continue to work with our partners, including town councils and retail groups, to create a stronger partnership and to deliver joint initiatives and enhance town centre vitality across all market towns.	→	G
35. Work with partners, including the CPCA, and visitor economy businesses to deliver the Tourism Growth Plan, to support SMEs, Huntingdonshires night time economy and to maximise opportunities linked to major regional attractions such as Universal Studio Bedford.	→	G
36. Continue to strengthen the role of markets in our market towns as vibrant hubs for residents, visitors and local businesses	New	G
37. Continue to support and encourage economic and housing growth, in line with the CPCA Local Growth Plan and the HDC Economic Growth Strategy, to enable access to a range of jobs, homes and supporting infrastructure that underpin the future prosperity of our communities.	New	G
38. Continue to work with commercial developers and agents to build relationships, understand the demand and gaps for investment opportunities, and drive growth in Huntingdonshire.	→	G
39. Continue to promote and raise the profile of Huntingdonshire as a destination for investment, highlighting the district's opportunities within the context of the wider region, including the Ox-Cam Supercluster.	New	G
40. Ensure the delivery of key infrastructure that supports economic growth and housing delivery by influencing major schemes (including East West Rail, A428, A141 Strategic Outline Business Case and Alconbury Weald Railway Station) and working with partners to bring forward coordinated, investable and deliverable solutions.	→	G
41. Engage with and work in partnership with the CPCA on the development of the Spatial Development Strategy for the region, including engagement and input in to its supporting documents and evidence bases.	New	G

Corporate Plan Project/Programme	Direction of Travel	Latest Status

31. Deliver the Regeneration Programme to stimulate economic growth and social activity, while ensuring robust monitoring and evaluation in line with funding requirements. Continue to work with partners, including Capital and Centric, to consider, explore and deliver Regeneration Opportunities.	↑	G

Operational Performance Indicator	Latest Status	Forecast Status
The cumulative footfall in our market towns (Huntingdon, St Ives, St Neots & Ramsey)	G	G
The total number of business engagements by the Economic Development Team	G	G

Outcome 6: Lowering carbon emissions

We will take positive action to reduce carbon emissions and become a net zero carbon Council by 2040. We will enable and encourage local people and businesses to reduce carbon emissions and increase biodiversity across Huntingdonshire.

The delivery of energy efficiency improvements across Council assets and community buildings to reduce energy costs and carbon emissions began in quarter 1. Designs were received for roof-mounted solar panels to be installed at Pathfinder House. Pending financial approval, this project is due to begin in quarter 2. Additionally, a purchase order has been raised to install Endotherm into close hot water systems within qualifying Leisure systems, which will allow water to heat up quicker, hence reducing the amount of gas used. Additionally, early work is being considered for the power upgrade to Eastfield House as per the Fleet Renewal and Infrastructure Improvement Strategy. All these projects will not only reduce the carbon emissions produced by the council, but will also help to reduce energy costs.

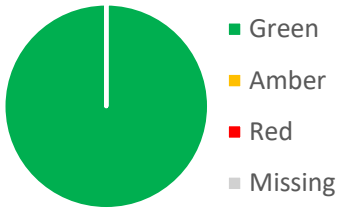
The delivery of the Habitat Banking Programme across Council-owned sites began to be developed in quarter 1. Legal frameworks are currently being laid out for the selling of units for Phase 1 sites whilst also considering Phase 2 sites. Additionally, the Project Support Officer has now been recruited, and a commissioning exercise for delivering the ecological work for the Phase 2 sites has now been completed. This initial work will support the finished product of Habitat Banking, which will improve biodiversity and generate Biodiversity Net Gain units, whilst enhancing accessible open spaces for residents and creating opportunities for education and community engagement.

Huntingdonshire District Council is working with partners to maximise the uptake of the Warm Homes Local Grant scheme, which will run through to 2028. As the scheme is managed through the Cambridgeshire Energy Retrofit Partnership, the Council is partnering with Cambridgeshire Carbon Footprint to loan thermal imaging cameras to residents in Great Paxton and Warboys to identify cold spots where heat escapes in their homes. This allows residents to make informed improvements to their homes, which can lower energy bills, reduce carbon emissions, and improve home comfort.

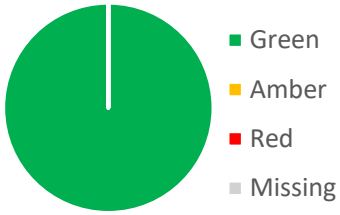
The Council supported businesses to improve their net-zero ambitions in quarter 1, with multiple pieces of work being completed to support local businesses. Similarly to local residents in Great Paxton and Warboys, a thermal imaging camera training session and loan scheme was conducted to help businesses identify heat loss and improve energy efficiency. Additionally, the continued promotion of green business support tools such as the Cambridge Carbon Footprint Calculator and the Green Tourism accreditation scheme occurred. All of these not only reduce carbon emissions for local businesses, helping them strive towards net-zero, but also reduce operating costs.

Performance Summary:

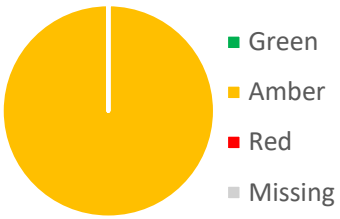
Status of Corporate Plan actions	Number	%
Green (on track)	6	100%
Amber (within acceptable variance)	0	0%
Red (behind schedule)	0	0%
Missing	0	0%



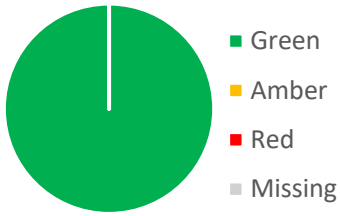
Status of Corporate Plan projects/programmes	Number	%
Green (progress on track)	1	100%
Amber (behind schedule, project may be recoverable)	0	0%
Red (significantly behind schedule, serious risk/issues)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
Green (achieved)	0	0%
Amber (within acceptable variance)	1	100%
Red (below acceptable variance)	0	0%
Missing	0	0%



Operational PI year-end forecast status	Number	%
Green (achieved)	1	100%
Amber (within acceptable variance)	0	0%
Red (below acceptable variance)	0	0%
Missing	0	0%



Corporate Plan Action	Direction of Travel	Latest Status
42. Deliver energy efficiency improvements across Council assets and community buildings to reduce energy costs and carbon emissions - including through the fleet renewal and Infrastructure Improvement Strategy.	**New**	G
43. Work with partners to maximise the uptake of Warm Homes and similar retrofit schemes, improving the energy efficiency of homes across Huntingdonshire and saving residents money.	**New**	G
45. Enhance Huntingdonshire's natural environment and biodiversity by delivering tree planting initiatives across the district, enabling communities, partners and landowners to contribute to greener, more sustainable places.	**New**	G
46. Support businesses to improve their net-zero ambitions through green tools and resources.	**New**	G
47. Work with critical partners, including National Grid and the CPCA, to influence the development of long-term sustainable energy solutions within the district.	**New**	G
48. Expand positive climate action support for local businesses, celebrating best practices and sharing knowledge.	→	G

Corporate Plan Project/Programme	Direction of Travel	Latest Status
44. Deliver the Habitat Banking Programme across Council-owned sites to improve biodiversity and generate Biodiversity Net Gain units, whilst enhancing accessible open spaces for residents and creatinging opportunities for education and community engagement.	**New**	G

Operational Performance Indicator	Latest Status	Forecast Status
The efficiency of vehicle fleet driving – Energy Efficient Driving Index Score for the waste service	A	G

Outcome 7: Delivering good quality, high value-for-money services

Around 80% of our resources are aligned to business as usual (BAU) service delivery and this priority focuses on delivering good quality, high value for money services with good control and compliance with statutory functions. We will continue to provide a wide range of existing statutory and important services and seek to improve their efficiency and effectiveness.

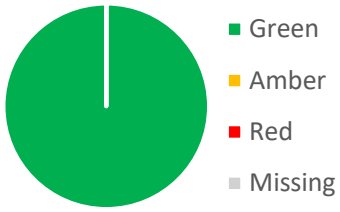
The Customer Experience Programme continued to be developed in the first three months of the year to ensure that our customers are always at the heart of what we do. Parts of the programme moved into BAU, such as the text reminder project. Further work has been implemented, such as the launch of the appointment-based face-to-face provision trial, and changes to card payment software were implemented, as required by law. Overall, 40% of face-to-face meetings were pre- booked, 60% seen as walk-ins, and a 40% reduction in statutory reminders issued where pre-reminder text messages were issued was observed. This supports the efficiency of Council officers and moved the Council further towards being digital first.

The Workforce Strategy Action Plan advanced in quarter 1, as it nears its 2-year completion in 2026. Staff development, wellbeing, and benefits through the successful completion of the Leadership Development Programme and transition into business as usual, as other schemes continue to advance, such as the expansion of health and wellbeing support through the Work Well service. This continual work on the Workforce Strategy Action Plan continues to support staff already at the organisation, as well as promote Huntingdonshire District Council as a place to work for job-seekers. For example, 3 graduates were secured via IMPACT, and the highest number of candidate applications for 5 quarter was seen in quarter 1.

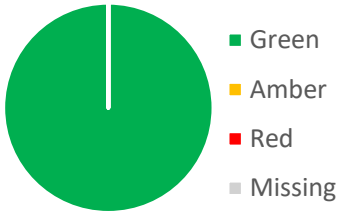
As Local Government Reorganisation approaches, Huntingdonshire District Council has begun work on ensuring the continuity and quality of frontline services throughout Local Government Reorganisation, delivering core services well and minimising disruption for residents and communities. This is despite awaiting a decision in quarter 1. The corporate plan was written, which will progress through Scrutiny and Council, ensuring the business-as-usual elements of the council are prioritised, and services can deliver. Additionally, officers have ensured that Huntingdonshire's good practice and effective service delivery are embedded within the future LGR operating model. This has been achieved by completing taxonomy documents with neighbouring Cambridgeshire Council, outlining which services have high performance rates, and which have room for improvement. This will feed into regional conversations around Target Operating Models and demonstrates clearly where Huntingdonshire's value needs to be retained. This work will inform clear direction when a decision is made regarding Local Government Reorganisation.

Performance Summary:

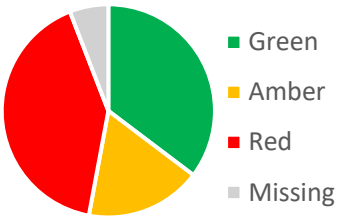
Status of Corporate Plan actions	Number	%
Green (on track)	5	100%
Amber (within acceptable variance)	0	0%
Red (behind schedule)	0	0%
Missing	0	0%



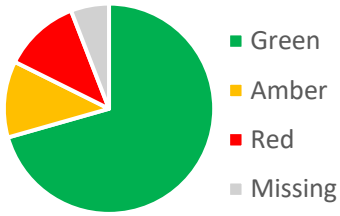
Status of Corporate Plan projects/programmes	Number	%
Green (progress on track)	4	100%
Amber (behind schedule, project may be recoverable)	0	0%
Red (significantly behind schedule, serious risk/issues)	0	0%
Missing	0	0%



Operational PI latest status	Number	%
Green (achieved)	6	35%
Amber (within acceptable variance)	3	18%
Red (below acceptable variance)	7	41%
Missing	1	6%



Operational PI year-end forecast status	Number	%
Green (achieved)	12	71%
Amber (within acceptable variance)	2	12%
Red (below acceptable variance)	2	12%
Missing	1	6%



Corporate Plan Action	Direction of Travel	Latest Status
49. Ensure the continuity and quality of frontline services throughout Local Government Reorganisation, delivering core services well and minimising disruption for residents and communities.	**New**	G
51. Engage with residents, businesses and key stakeholders to deliver clear, consistent and timely communication throughout organisational change, aligning with wider engagement activity across Cambridgeshire and Peterborough.	**New**	G
52. Ensure that Huntingdonshire's good practice and effective service delivery are embedded within the future LGR operating model, while proactively adopting and implementing proven approaches from other councils locally where a clear business case exists.	**New**	G
56. Continue to support and enable our volunteers, along with exploring other volunteering opportunities, that will improve the quality of our environmental assets.	→	G
57. Our well-run Council will act as a model for our peers.	→	G

Corporate Plan Project/Programme	Direction of Travel	Latest Status
50. Maintain the existing work on the Workforce Strategy to ensure that we support and retain the workforce required to deliver frontline services effectively during organisational change.	**New**	G
53. Delivery of the Workforce Strategy Action Plan equipping the workforce with skills for the future whilst attracting, retaining and nurturing talent.	→	G
54. Continue our Customer Experience Programme to ensure that our customers are always at the heart of what we do.	→	G
55. Deliver the enhancements to visitor facilities at Hinchingbrooke Country Park.	→	G

Operational Performance Indicator	Latest Status	Forecast Status
The percentage of household waste reused / recycled / composted	A	G
The collected household waste per person (Kilograms)	G	G
The residual waste collected per household (Kilograms)	G	G
The number of missed bins (excluding Food Waste collections)	R	G
The percentage of sampled areas clean or predominantly clean of litter, detritus, graffiti, flyposting or weed accumulations	G	G
The number of flytips reported	R	G
The number of sanctions against environmental crimes and anti-social behaviour	R	A
The number of programmed food safety inspections undertaken	G	G
The percentage of calls to the Contact Centre answered	R	R
The average wait time for customers calling the Contact Centre (seconds)	R	R
Customer Satisfaction when contacting our Contact Centre	**0**	**0**
Council Tax collection rate	A	G
Business Rate collection rate	G	G
The number of short-term staff sickness days lost per full time equivalent (FTE) (rolling)	G	G
The number of long-term sickness days lost per full time equivalent (FTE) (rolling)	R	A

The percentage of staff Turnover (per month)	A	G
The average length of staff service (years)	R	G

Appendix B: Progress on Corporate Plan Actions

Corporate Plan Actions summary:

The progress of Corporate Plan Actions, which are the key strategies being implemented to strive towards the Council's priorities and desired outcomes

Corporate Plan Priority			
Improving quality of life for local people	18	1	0
Creating a better Huntingdonshire for future generations	20	3	0
Doing our core work well	5	0	0
Total	**43**	**4**	**0**

Corporate Plan Projects summary:

The progress of Corporate Plan Projects, which are the transformational projects being undertaken to strive towards the Council's priorities and desired outcomes

Corporate Plan Priority			
Improving quality of life for local people	3	0	0
Creating a better Huntingdonshire for future generations	2	1	0
Doing our core work well	4	0	0
Total	**9**	**1**	**0**

All Corporate Plan Objectives summary:

The progress of all Corporate Plan Objectives, which are the combination of Corporate Plan Actions and Projects.

Corporate Plan Priority			
Improving quality of life for local people	21	1	0
Creating a better Huntingdonshire for future generations	22	4	0
Doing our core work well	9	0	0
Total	**52**	**5**	**0**

Outcome: Improving the happiness and wellbeing of residents

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder ▲	Progress Update	Latest Status	Direction of Travel	Impact Update
1. Deliver the £30 million investment in One Leisure Huntingdon to create a Sport & Health hub that supports residents to be more active, through access to a high-quality, modern leisure facility that meets the needs of growing communities.	Cllr Debbie Mickelburgh	Legal documents are being engrossed, allowing for phase 1 of the project to commence on 20th July 2026. The construction of the 3G 11-aside football pitch at St Peters Academy is the first phase of the project. Outstanding planning conditions will be discharged by 17th July 2026, enabling work to commence on time and to schedule.	G	New	The upgrades will supply better facilities and services for our residents, and more activities and options will be available for the local community. The project will improve healthy outcomes for residents, ensuring people are more active more often, potentially relieving pressures in the long-term on the local NHS.
2. Deliver high-quality, accessible and sustainable green spaces that support health and wellbeing for the whole of Huntingdonshire, delivered through targeted investment and the Parks and Open Spaces Commercial Sustainability Plan.	Cllr Julie Kerr	Initial project to deliver the Aqua Park at Hinchingbrooke progressing well and on target for opening on 18th July. Capital Investment Programme works are progressing; we have now broken the programme down into phases and have allocated projects for feasibility and ultimately delivery.	G	New	Early programme development is creating an evidence-based approach to prioritising projects to ensure investment is timely and distributed evenly across the district, for maximum return on investment and impact for residents.

Outcome: Improving the happiness and wellbeing of residents

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
3. Develop proposals and deliver the Play Sufficiency Scheme, blending capital investment and external funding to improve and enhance children's play facilities across Huntingdonshire, ensuring they meet the needs of local communities.	Cllr Julie Kerr	Project initiation is underway. Information on existing play provision, site condition, accessibility and community need is being collated to support the prioritisation of future investment. The Business Case and Project Initiation Document have been completed and are progressing through the Council's approval process.	G	New	Early project development work is creating an evidence-based approach to prioritising future investment, helping to ensure resources are directed to areas of greatest need and benefit for children and families across Huntingdonshire.
4. Improve our evaluation of how we make a difference to local people, ensuring we become even better at demonstrating impact.	Cllr Debbie Mickelburgh	Officers are using a tool called the Social Value Engine to evaluate the impact of the investments made in the Community Health and Wealth Fund. The data is showing a clear return on investment that demonstrates the impact of the Council's work.	G	→	The spending of the Council budget on deliverables must show impact; this tool allows this to happen, as well as ensuring that the budget can be spent on the correct deliverables.

Outcome: Improving the happiness and wellbeing of residents

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
5. Embed the priorities of Huntingdonshire Futures across the Council's services, decision-making, and partnership activity, ensuring a coordinated place-based approach that enables communities, partners and stakeholders to contribute to shared outcomes.	Cllr Sarah Conboy	Work to embed Huntingdonshire Futures across HDC has begun and remains at an early stage. Initial activity has focused on strengthening its use within governance and decision-making processes, aligning relevant work programmes and grant activity to the Futures priorities, and raising awareness through internal and external engagement. Further work in Q2 will focus on broadening this approach across services so that the Futures priorities are more consistently reflected in service planning, partnership activity and reporting.	G	New	Early activity has established the foundations for Huntingdonshire Futures to become a more consistent framework for decision-making, partnership working and investment activity. While full organisational embedding will take time, initial work has helped increase awareness of the Futures priorities and supports a more joined-up approach across council services and partners.

Outcome: Improving the happiness and wellbeing of residents

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
6. Help local people get good jobs by working with key partners, including ARU, CRC and industries, to join the gap between skills and employment - including establishing programmes that directly address the evolving needs of our key sectors.	Cllr Brett Mickelburgh	Employment and Skills continued to strengthen relationships with key partners to support residents into employment and respond to local labour market needs. Engagement included meetings with the DWP Partnership Manager, Reed in Partnership (Restart Scheme), The One Group at a Peterborough Business Breakfast, and POSH Youth to explore pathways for young people and unemployed residents. The team also helped deliver a Construction Workshop Hub at Hinchingbrooke Hospital with Constructed Pathways and the NHS. In addition, officers attended the launch of the Get Cambridgeshire and Peterborough Working Plan and a Regional Labour Market Analysis webinar to ensure activity aligns with current evidence and regional priorities.	G	↑	The Construction Workshop Hub supported 26 residents to explore careers in construction, with two participants already progressing into work experience placements. Partnership working has strengthened local employment pathways and ensured employment and skills activity remains aligned with regional labour market priorities.
7. Focus on maximising physical activity in the district, and work to promote this across local partners. Build links and develop actions to embed connections between leisure, health, environment, economy, community and place, including working with health partners to unlock opportunities for co-located health and wellbeing services alongside our leisure services.	Cllr Debbie Mickelburgh	For Active Lifestyles and Sports Development, sessions for people to be active have been maintained despite the loss of grant funding. Commissioned activity and 'pay as you go' sessions have both increased to compensate. Two cohorts of ESCAPE have been delivered for WorkWell referrals, working in partnership with the Primary Care Networks and Integrated Neighbourhoods with the aim of helping people back into work. Work is progressing on a Transformational IT project that will further embed relationships with health partners locally.	G	→	The first ESCAPE Pain Management Course delivered for the WorkWell programme has helped 18 individuals with back pain, of whom 7 were WorkWell referrals. All 7 from WorkWell completed the course. 82% improved their mental wellbeing score using a validated tool. Working with parish councils has resulted in 77 sessions planned to be delivered over the school summer 6-week holiday period, a 22% increase on 2025 and 30% on 2024, leading to more opportunities for children and young people to be able to take part in sport and physical activity closer to home, reducing travel and supporting local families.

Outcome: Improving the happiness and wellbeing of residents

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
8. Embed the priorities of Huntingdonshire Futures across the work of the Council and Partners whilst influencing and enabling communities to do the same.	Cllr Sarah Conboy	Early work has focused on making Huntingdonshire Futures more visible and usable across council decision-making, grant activity and partnership engagement. This has included reviewing grant activity against the Futures priorities, embedding the five pillars within reporting processes, and promoting Huntingdonshire Futures through internal communications, stakeholder engagement and community events such as St Ives Green Week and Huntingdon Eco Fair.	G	→	The work undertaken in Q1 has increased awareness of Huntingdonshire Futures amongst partners, stakeholders and communities, while helping to establish stronger links between Council activity and the five Futures priorities. This provides a stronger foundation for future decision-making, investment and partnership activity aligned to Huntingdonshire Futures outcomes.
9. Continue to work with statutory partners to secure improvements to transport options for Huntingdonshire, including active travel.	Cllr Tom Sanderson	Engagement with statutory partners has continued through the preparation of the Infrastructure Delivery Study to identify transport and travel improvements associated with potential new developments.	G	→	No specific projects have been secured through CIL or S106 agreements this quarter, but 5 enquiries have been submitted for funding bids.

Outcome: Improving the happiness and wellbeing of residents

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
10. Work with key relevant partners to explore the benefits of an Anchor Partnership for Huntingdonshire which will benefit our local communities.	Cllr Debbie Mickelburgh	Anchor organisations maximise the impact of their spend, buildings, budgets, etc using a coordinated approach. A paper was taken to the Cambs & Peterborough Public Sector Board to look into this topic. HDC is taking the lead on this group, and initial discussions are planned in Q2. In addition, work is underway with Hinchingbrooke Hospital to maximise the impact the new development will have on local communities	G	New	Working with partners to align impacts on local communities in a coordinated way will improve outcomes - with a focus on health and wealth - a key HDC outcome.

Outcome: Keeping people out of crisis

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
11. Deliver the core components of the Community Health & Wealth fund, moving from successful pilots to embedded delivery that make a demonstratable difference for residents.	Cllr Debbie Mickelburgh	Following the launch of the CHAWS Fund in January 2026, the first official round of the fund was opened, and the Panel met again at the beginning of May to consider the applications received. 66 expressions of interest were received, and 23 organisations were invited to submit a full application. Following consideration, the multi-agency panel awarded 5 grants to the value of £100k. Conditions of grant detailing performance monitoring arrangements have now been signed and the funding released. Utilising the Social Value Engine, data provided so far for the pilot round confirms that the Social Return on Investment (SROI) for Creative Crafters (Ramsey) for Q1 is £5.93 per £1 invested, for Ramsey Memory Support Group the SROI for Q1 is £2.94 per £1 invested, and for Centre 33 for Q1 the SROI was £6.94 for £1 invested. This information, along with the performance data relating to the other funders' projects, is available on the dedicated HDC CHAWS web page.	G	New	The SVE SROI data is demonstrating clear impact within the communities where the projects are operating. The SROI will be shared either monthly or quarterly, as agreed with the project leads.
12. Work with town and parish councils and local flood groups to support community preparedness for flooding, enabling local action and building resilience to flood risk across Huntingdonshire.	Cllr Lara Davenport-Ray	Q1 activity has focused on establishing the baseline position across town and parish councils. Surveys have been issued to understand current emergency planning arrangements and officers have attended selected town and parish meetings to discuss local preparedness and the support available from HDC. This has prompted several councils to review or refresh their local plans.	G	New	The work has improved understanding of local preparedness arrangements and identified opportunities to strengthen resilience planning at a community level. Discussions regarding emergency liaison arrangements are underway and will support more effective coordination during future severe weather events.

Outcome: Keeping people out of crisis

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
13. Enhance support for care leavers by updating council policies and procedures to treat care experience as if it was a protected characteristic.	Cllr Nathan Hunt	The Care Leavers Housing Protocol & Pathway between Cambs County Council and the Districts has been reviewed and updated. There is an agreed pathway to help support care leavers with housing options and ultimately access to social rented housing where required. This covers young people leaving care in a planned way, and also where a crisis situation arises, potentially leading to a homelessness situation.	G	New	The revised pathway between CCC and the Districts provides a clear partnership approach to assisting care leavers faced with housing difficulties when leaving the looked-after system. The pathway is reviewed through the Sub-Regional Homelessness group to ensure that blockages or barriers are addressed to ensure the best outcomes for care leavers.

Outcome: Keeping people out of crisis

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
14. Explore opportunities with public and private sector partners to secure additional investment in the Community Health and Wealth Fund, supporting the delivery of improved outcomes for Huntingdonshire's communities.	Cllr Debbie Mickelburgh	Encouraging conversations held with partner organisations as well as local businesses. Now that performance data is available from the pilot round, we are able to use this to demonstrate clear social return on investment; the results are very encouraging. The CHAWS approach is a funding model that we would like to see adopted as a trusted way of awarding funding out to our communities.	G	New	Knowledge of the fund and the impact that it is having is growing amongst partners and businesses. The hope is that this will result in investment from these sources, which ultimately ensures longevity for the fund and sustained impact within our communities.
15. Prevent the causes of homelessness wherever we can by our own efforts, but also by working with other partners to tackle the root causes where we can.	Cllr Nathan Hunt	A range of pathways exist to highlight where a partnership approach and early warning systems can promote early interventions which aim to prevent a crisis situation developing. As with the care leaver pathway highlighted above, these pathways are regularly reviewed to ensure that barriers or blockages are overcome so that positive outcomes are achieved where possible. The review of the 16 & 17 year old protocol with Children's Services has been completed, and the review of the Criminal Justice pathway has begun.	G	New	A range of pathways exist to highlight where a partnership approach and early warning systems can promote early interventions which aim to prevent a crisis situation developing. As with the care leaver pathway highlighted above, these pathways are regularly reviewed to ensure that barriers or blockages are overcome so that positive outcomes are achieved where possible. The review of the 16 & 17 year old protocol with Children's Services has been completed, and the review of the Criminal Justice pathway has begun.

Outcome: Keeping people out of crisis

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
16. While not the lead flood authority, we will convene and work with key partners to host water management forums and engagement activity, influencing coordinated approaches to flood risk management within the district.	Cllr Lara Davenport-Ray	The planned water management event with Cambridgeshire County Council was postponed due to competing organisational priorities, such as Local Government Reorganisation. Alternative delivery options are now being explored, including incorporating elements of the programme within future climate engagement activity and broader partnership discussions on water management.	A	New	Although the planned event did not proceed in Q1, engagement with partners has continued and the importance of coordinated action on water management remains recognised. Work in future quarters will focus on delivering an alternative approach and maintaining momentum on this agenda.
17. Maximise the value from the impact of Voluntary Sector Organisations to help drive a preventative impact from our combined efforts.	Cllr Debbie Mickelburgh	Funding agreements in place with CAB and Support Cambridgeshire until 31st March 2029. The agreement with CAB focuses on tackling the relevant priorities within the Corporate Plan, including Keeping People out of crisis and helping people in crisis. They are also working alongside the RAI Team to deliver against the priorities of the Crisis and Resilience Fund. The focus of this work is on the implementation of a new model that ensures that residents receive the right service at the first point of contact and, if needs be, are supported to navigate what is available from CAB or escalation onto the RAI Team. This approach will help avoid duplication and ensure that all needs are identified and problem solved from the outset, resulting in a wrap approach to reduce the likelihood of residents re-presenting with service needs. Support Cambridgeshire are working directly with the community and voluntary sector to sustain volunteer capacity to help deliver offers that ensure better outcomes for our residents as well as reduce demand on public services. They also continue to support the operating model and CHAWS process in an advisory capacity.	G	↑	The funding agreements and associated performance measures were developed during Q1 and will be reported from Q2.

Outcome: Helping people in crisis

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
18. Continue to support refugees and other guests, seeking to support good community relations and smooth transition into long-term residency or return home.	Cllr Debbie Mickelburgh	The team have continued to support those arriving in the district under the Homes for Ukraine scheme. Arrival numbers continue to be very low, and support / assistance is most needed in relation to move-on arrangements into social housing or rental properties. There remains a strong support network from the community voluntary sector, and in many cases, these established relationships are enabling this cohort to fully embed in our communities and remain in a resilient position. Serco continue to have the responsibility to procure properties for use as HMO accommodation for asylum seekers. The target set for Huntingdonshire is 111 bed spaces; 32 have been procured to date. The team continue to respond to property notifications as part of the consultation process and objects where concerns are identified. We also discourage saturation of an area and ask that an even spread in suitable areas is applied.	G	→	During this period, we have supported 57 households totalling 79 people via the Homes for Ukraine Scheme. There have been 9 households totalling 11 people arrive via the scheme during this period. 7 families moved on from the scheme into their own tenancy, two into social housing tenancies and 5 into the private rented sector. We have not seen any of this cohort return to Ukraine or move to another country during this quarter. The team have provided support in the form of form filling, Council Tax enquiries, assiting with establishing direct debits and utility contracts ahead of moving into a property, tenancy issues, concerns relating to damp and mould, assisting the 'move on' process, relationship management between hosts and guests as well as linking different refugee cohorts up with each other as well as the community and voluntary sector to enable them to become more resilient.

Outcome: Helping people in crisis

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
19. Work with the County Council and other key partners to embed the LIFT project in Huntingdonshire. The project seeks to ensure that residents are accessing relevant benefits and support to help their overall wellbeing.	Cllr Debbie Mickelburgh	Grant conditions have been signed with CCC, and the recruitment process will be run throughout July; this is in line with neighbouring authorities. Go-live will be as soon as possible, but in the interim, work to identify residents who are eligible for certain benefits continues through the RAI Team and CAB.	G	New	Impact data will be available once the officer and system are operational.

Outcome: Helping people in crisis

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
20. Be an active partner working with others within health and social care to make sure projects and new initiatives are delivered within Huntingdonshire and maximise the positive impact felt locally.	Cllr Debbie Mickelburgh	In Q1, working with CCC, HDC developed an approach to receive an allocation from the Crisis Resilience Fund (a national budget) to focus on improving health and social outcomes in Huntingdonshire. The paper was due to be taken to CCC Members in July.	G	→	Working with partners to align impacts on local communities in a coordinated way will improve outcomes - with a focus on health and wealth - a key HDC outcome
21. Work with key partners, particularly Cambridgeshire County Council, to maximise the impact of the Poverty Commission's work and deliver improved outcomes for residents across Huntingdonshire.	Cllr Debbie Mickelburgh	The outcomes and recommendations from the Poverty Commission were taken into account when submitting a funding proposal for CRF monies. The projects that are to be funded will report on progress made in relation to Poverty Commission priorities, so this data will be available moving forward.	G	New	Data is to be expected moving forward, so an impact update will be recorded in quarter 2

Outcome: Helping people in crisis

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
22. Work with Cambridgeshire County Council and other key partners to ensure that funding from the Government's Crisis Resilience Fund delivers meaningful support and improved outcomes for residents in Huntingdonshire.	Cllr Debbie Mickelburgh	Districts were asked to submit funding proposals to CCC to identify what initiatives they would like to fund that meet priorities within the Crisis and Resilience Fund. A submission was made that identified a need for additional capacity within the Resident Advice and Information Team, support with transporting furniture for identified residents experiencing poverty, a new tenancy support worker, as well as a prevention programme within primary schools. Requests have been awaiting approval, and this has now been confirmed with HDC being allocated £270k for 26-27. CRF is also being used to fund the LIFT project and an associated officer for 2 years, with recruitment to this post commencing imminently.	G	New	Following confirmation of the funding award, the plans will commence and further updates be available within quarter 2.

Outcome: Improving Housing

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
23. Continue to work with Amplius and Inspired to bring forward surplus Council-owned sites to deliver affordable housing.	Cllr Brett Mickelburgh	The first site in the contract at Station Road, Warboys has received planning. Amplius are currently working through Anglian Water and BNG matters which need to be resolved prior to bing able to deal with the pre-commencement conditions. Regular engagement continues with Amplius to support this activity.	A	→	The development of new affordable housing sites directly supports the Council's Corporate Plan by increasing the supply of affordable homes, meeting identified housing needs, supporting economic growth, helping prevent a housing crisis, improving residents' wellbeing and delivering sustainable communities for future generations.
24. Develop our Empty Homes service provision to help bring private sector empty homes back into use, including the implementation of the Empty Homes strategy.	Cllr Brett Mickelburgh	The Empty Homes Strategy was agreed in March 2026. HDC are working with owners of empty homes to bring them back into use. In the last quarter, 8 long-term empty properties have been brought back into use by direct involvement with the Council, and a further 4 have been sold by existing owners through support by the EHO; these new owners will be supported by the Council to bring these homes back into use.	G	New	Bringing empty homes back into use directly supports the Council's Corporate Plan by improving housing provision, increasing the supply of homes for local residents, supporting sustainable growth, reducing the environmental impact associated with new development, and enhancing the quality of life within Huntingdonshire's communities.

Outcome: Improving Housing

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
25. Develop policy to support the use of civil penalties with regard to private sector housing enforcement to support improvements to private sector housing and ensure good standards of accommodation for residents.	Cllr Nathan Hunt	The policy is drafted in line with statutory guidance documents; however, there have been some delays in adopting it due to the constitutional requirements of delegating the duties of the Renters' Rights Act 2025 to officers. It is expected this will happen in Q2.	A	↓	Whilst the civil penalties policy is not in place, we cannot serve penalties but can still use existing powers to ensure private sector housing standards are maintained and any disrepair issues are dealt with; we still have the option to prosecute for the most serious offences.
26. Implement the government's new Supported Housing (Regulatory Oversight) Act, review of supported exempt accommodation in the area and introduce licensing regulations, improving the quality of housing within the district.	Cllr Nathan Hunt	An internal working group has been formed, as well as a county-wide group. Joint commissioning of a supported housing strategy across multiple districts is moving forward, with Cambridge City Council leading on this. Secondary legislation relating to the licensing element is awaited; it is expected that MHCLG will consult on this in late 2026.	G	↑	There is a positive impact in terms of strategic coordination and preparedness for when the second legislation becomes available.

Outcome: Improving Housing

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
27. Maintain or improve the level of new housing delivery in Huntingdonshire through working with all relevant stakeholders, including the type of home and tenure (open market and affordable housing).	Cllr Brett Mickelburgh	The Council continues to work in partnership with registered providers, developers, Homes England and other stakeholders to support the delivery of affordable housing across Huntingdonshire. Through collaborative working and ongoing engagement with partners, the Council has helped facilitate the provision of new affordable homes that meet local needs and support the creation of sustainable communities.	A	→	The Council continues to collaborate with housing associations, developers and strategic partners to bring forward affordable housing opportunities across the district. The delivery of new affordable homes supports local residents, helps address identified housing need and contributes to the development of balanced and sustainable communities. This activity directly supports the Corporate Plan priority of Creating a Better Huntingdonshire for Future Generations, particularly the Improving Housing outcome.

Outcome: Improving Housing

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
28. Continue to work with our registered providers (including Places for People) to improve conditions in existing accommodation and where appropriate consider regeneration schemes (e.g. the Suffolk House regeneration scheme).	Cllr Brett Mickelburgh	The Council is working with Places for People to support the delivery of Suffolk House and the surrounding area regeneration scheme. Currently progressing some legal matters, which should be resolved in July 2026; it is expected that P4P would undertake a PPA with the Local Planning Authority to bring the scheme forward in 2026/27.	A	→	Regeneration schemes support delivery of the Corporate Plan by stimulating sustainable economic growth, attracting investment, improving housing provision, enhancing community infrastructure and public spaces, and creating attractive places where people want to live, work and visit. Through the renewal of town centres, neighbourhoods and strategic sites, regeneration contributes to improved wellbeing, increased prosperity and a better Huntingdonshire for future generations.

Outcome: Forward thinking economic growth

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
29. Continue to promote Huntingdonshire as a destination for high-value inward investment; support and advance our key sectors and sub-sectors, including SMEs; and support delivery of the CPCA Local Growth Plan ambitions.	Cllr Brett Mickelburgh	Attended UKREiiF to promote Huntingdonshire as an investment destination, showcasing opportunities including Alconbury Weald, Project Fairfax and regeneration projects across the district's market towns. Continued to represent Huntingdonshire on the Connecting Cambridgeshire Digital Connectivity Steering Group, helping to shape regional digital infrastructure investment, share funding opportunities and address digital connectivity challenges.	G	→	Attendance at UKREiiF generated engagement with more than 50 investors, developers and partners, with follow-up discussions continuing to progress investment opportunities. Representation on the Digital Connectivity Steering Group has ensured Huntingdonshire's priorities continue to influence regional infrastructure investment.
30. Focus on unlocking the North Huntingdon Growth Cluster and build on the potential defence cluster by working with the MOD, the wider supply chain, partners and residents across the regional cluster; to help shape opportunities for innovation, investment and skills development.	Cllr Brett Mickelburgh	Attended the East Regional Defence and Security Cluster (ERDSC) event, Technology in the East, and joined the ERDSC Steering Group to help shape regional collaboration across the defence and security sector. Participated in a Defence Social Value Workshop to explore how the Council can maximise opportunities for local businesses and communities arising from defence investment and procurement.	G	New	Engagement with the defence sector established new relationships with more than 30 businesses and strengthened Huntingdonshire's position within the regional defence ecosystem. Participation in the ERDSC Steering Group has helped raise the profile of strategic assets, including RAF Wyton, while a cross-Council working group is being established to coordinate defence-related opportunities and social value initiatives.

Outcome: Forward thinking economic growth

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
31. Deliver the Regeneration Programme to stimulate economic growth and social activity, while ensuring robust monitoring and evaluation in line with funding requirements. Continue to work with partners, including Capital and Centric, to consider, explore and deliver Regeneration Opportunities.	Cllr Brett Mickelburgh	Capital & Centric (C&C) is working with the Council on a number of sites within our market towns to develop and test potential regeneration proposals through public engagement. Feedback gathered during this process, alongside further assessment and analysis, will help inform the next steps. Following consideration of the engagement outcomes, the Council and C&C will determine whether any of the proposals should be progressed. This could result in some proposals being taken forward to a planning application, while others may be revised or not progressed further.	G	↑	Regeneration schemes support delivery of the Corporate Plan by stimulating sustainable economic growth, attracting investment, improving housing provision, enhancing community infrastructure and public spaces, and creating attractive places where people want to live, work and visit. Through the renewal of town centres, neighbourhoods and strategic sites, regeneration contributes to improved wellbeing, increased prosperity and a better Huntingdonshire for future generations.
32. Continue the update to the Local Plan, including updating evidence bases in line with National Planning Policy, particularly where it relates to Economy, Environment and Housing, moving towards submission to the Planning Inspectorate.	Cllr Tom Sanderson	The Local Plan LDS was revised in May 2026, and remains on track in according with the revised LDC. In Q1 the Planning Inspectorate undertook and Advisory Visit to review the progress of the plan and a copy of that note will be shared with the Examining Inspector - no significant issues raised and advice considered. Evidence bases are put into the public domain on the Local Plan Update website as they are completed, alongside completed Statements of Common Ground with neighbouring councils and infrsatructure providers, demonstrating that the vision and framework is justified, sound and deliverable. In accordance with the LDS, the submission plan is to be presented to Scurtiny and Council in quarter 2	G	→	The Local Plan continues to progress in accordance with the LDS. Once the submission plan has been agreed, more weighting can be given to policies meaning a plan-led apprach to growth gains more weight. This provides certainty to communities, residents and businesses, including inward investment.

Outcome: Forward thinking economic growth

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
33. Progress the development of a parking strategy that informs our approach to the management of our car parks; and move to implement the adopted strategy and associated actions.	Cllr Julie Kerr	Works are continuing on the development of the parking strategy, including the collation of evidence that will inform the final strategy being developed. Works to date have included consideration of other existing documents, data benchmarking, occupancy studies and a user engagement survey.	G	New	Works have contributed to the development and to the final delivery of the strategy, upon which resources for providing parking services are to be focused.

Outcome: Forward thinking economic growth

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
34. Continue to work with our partners, including town councils and retail groups, to create a stronger partnership and to deliver joint initiatives and enhance town centre vitality across all market towns.	Cllr Brett Mickelburgh	Business Boosters continued to be delivered monthly across Huntingdonshire's market towns and Alconbury Weald, providing businesses with access to advice, networking and support. Digital workshops were delivered for tourism and retail businesses, with one-to-one support from digital specialists. The Shop, Drink and Dine initiative was successfully delivered in St Ives to encourage increased footfall and support the town centre economy.	G	→	Business Boosters improved access to business support, with around five businesses attending each monthly session. Twenty businesses enhanced their digital capability through tailored support. The Shop, Drink and Dine campaign engaged over 45 participants and generated an estimated £2,220 of additional spending for St Ives businesses over a two-month period.
35. Work with partners, including the CPCA, and visitor economy businesses to deliver the Tourism Growth Plan, to support SMEs, Huntingdonshires night time economy and to maximise opportunities linked to major regional attractions such as Universal Bedford.	Cllr Brett Mickelburgh	Attended the destination branding validation workshop to help shape the future visitor proposition for Huntingdonshire. Led the coordination of local venues participating in Heritage Open Days, creating a more joined-up programme to strengthen the district's visitor offer.	G	→	Active participation in Local Visitor Economy Partnership work has ensured Huntingdonshire is well represented within the emerging Destination Management Plan and regional destination branding, helping raise the profile of the district and its visitor economy.

Outcome: Forward thinking economic growth

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
36. Continue to strengthen the role of markets in our market towns as vibrant hubs for residents, visitors and local businesses	Cllr Brett Mickelburgh	Delivery of monthly evening food markets in St Neots and St Ives occurred in quarter 1. Additionally, we are continuing to establish a firm base of traders for the St Neots weekly Thursday market since the acquisition of the charter.	G	New	Provision of a local event for the public to attend and provides a platform for businesses to trade at and encourages shopping at local businesses
37. Continue to support and encourage economic and housing growth, in line with the CPCA Local Growth Plan and the HDC Economic Growth Strategy, to enable access to a range of jobs, homes and supporting infrastructure that underpin the future prosperity of our communities.	Cllr Brett Mickelburgh	The Economic Development team is actively delivering against the Council's Economic Growth Strategy by supporting business growth, attracting external investment, progressing regeneration opportunities, promoting employment land, working with partners to deliver infrastructure improvements and helping to unlock housing development across the district. Through close collaboration with the CPCA, Homes England, developers and local businesses, the team is helping to create the conditions for sustainable economic and housing growth that will support future prosperity for Huntingdonshire's communities.	G	New	The Economic Development team supports delivery of the Corporate Plan by driving forward the Council's ambitions for economic and housing growth. Through business engagement, inward investment, regeneration projects, funding bids and strategic partnerships, the team helps create jobs, unlock housing development and secure investment in infrastructure, contributing to prosperous, sustainable and resilient communities across Huntingdonshire.

Outcome: Forward thinking economic growth

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
38. Continue to work with commercial developers and agents to build relationships, understand the demand and gaps for investment opportunities, and drive growth in Huntingdonshire.	Cllr Brett Mickelburgh	Supported a joint event with the Planning Service to engage with commercial agents and developers. Continued monthly engagement with commercial agents to discuss market demand, investment opportunities and emerging challenges. Expanded the Council's commercial property search tool to include listings from Varsity Consulting.	G	→	Engagement with commercial agents and developers has strengthened relationships with the development sector and improved understanding of market opportunities and barriers to investment. The expanded property search tool provides prospective investors with a broader range of commercial sites and premises across Huntingdonshire.
39. Continue to promote and raise the profile of Huntingdonshire as a destination for investment, highlighting the district's opportunities within the context of the wider region, including the Ox-Cam Supercluster.	Cllr Brett Mickelburgh	Continued to promote Huntingdonshire as a key investment location through participation in strategic regional partnerships, including the East Regional Defence and Security Cluster Steering Group and the Connecting Cambridgeshire Digital Connectivity Steering Group, ensuring the district's priorities are represented within wider regional growth initiatives, including the Ox-Cam Supercluster.	G	New	Representation within regional partnerships has strengthened Huntingdonshire's influence over investment discussions and helped position key strategic assets, including Alconbury Weald and RAF Wyton, within the wider East of England growth agenda.

Outcome: Forward thinking economic growth

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
40. Ensure the delivery of key infrastructure that supports economic growth and housing delivery by influencing major schemes (including East West Rail, A428, A141 Strategic Outline Business Case and Alconbury Weald Railway Station) and working with partners to bring forward coordinated, investable and deliverable solutions.	Cllr Tom Sanderson	The planning team continues to work collaboratively with partner councils to influence the development of NSIP projects to support the growth agenda, unlocking housing and economic growth. This includes actively collaborating with partners for East West Rail, A428, A141 Strategic Outline Business Case and Alconbury Weald Railway Station. The planning team work closely with the CPCA and other providers to secure infrastructure necessary to support the growth of the district, this includes close working on the Infrastructure Delivery Study in support of the Local Plan, while also looking beyond the Local Plan to take account of the CPCA's Local Growth Plan inc the North Huntingdon Opportunity Zone as part of the emerging CPCA Spatial Development Strategy. Infrastructure work is not limited to roads and rail. Active engagement with Anglian Water continues to unlock future growth opportunities including the Fens Reservoir and South Lincs Reservoirs.	G	→	The East West Rail project is in active discussions with regular updates/meetings with all partners, with the DCO submission scheduled for late Autumn 2027. The A141 Strategic Outline Business Case is moving forward with all relevant partners engaged. Discussions are ongoing in regard to the A428 proposal. The Alconbury Weald Railway Station project is still in early discussions.
41. Engage with and work in partnership with the CPCA on the development of the Spatial Development Strategy for the region, including engagement and input in to its supporting documents and evidence bases.	Cllr Tom Sanderson	The formal preparation of the CPCAs Spatial Development Strategy (SDS) is expected to commence in Autumn 2026 pending secondary legislation rollout in line with the Planning and Infrastructure Act . In the meantime collaborative work has been underway with the CPCA by way of engagement on the preparation of the CPCAs Local Growth Plan and the North Huntingdon Opportunity Zone Growth Prospectus.	G	New	While awaiting secondary legislation for the SDS HDC continues to pur down firm foundations for growth by way of progression of the Local Plan Update, which must have regard to the CPCA LGP and takes account of the NHOZ thus demonstrating committment to secure infrastructure to support growth, support for project Fairfax and wider defence ambitions.

Outcome: Lowering Carbon Emissions

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
42. Deliver energy efficiency improvements across Council assets and community buildings to reduce energy costs and carbon emissions - including through the fleet renewal and Infrastructure Improvement Strategy.	Cllr Lara Davenport-Ray	Officers have received the desk top indicitive designs for roof-mounted solar to be installed at PFH. Money has been allocated for this through capital investment. Paper has been shared with Finance for sign-off to release the funds for the project to start. A PO has been raised to have a substance called Endotherm installed into our closed hot water systems within qualifying leisure centres, which allows water to heat up quicker, reducing the amount of gas used. Early stages of desktop exercises with external contractors to look at upgrades to BMS and decarbonisation feasibility studies. Early work is being considered for the power upgrade to Eastfield House as per the Fleet Renewal and Infrastructure Improvement Strategy.	G	New	These projects would cover a mixture of reducing carbon emissions and producing our own energy through renewable energy sources.
43. Work with partners to maximise the uptake of Warm Homes and similar retrofit schemes, improving the energy efficiency of homes across Huntingdonshire.	Cllr Lara Davenport-Ray	HDC is currently a partner in the Warm Homes Local Grant scheme, which runs through to 2028. This scheme is managed through the Cambridgeshire Energy Retrofit Partnership (CERP). HDC is partnering with Cambridgeshire Carbon Footprint to loan thermal imaging cameras to residents in Great Paxton and Warboys. Independently, residents have expressed an interest in borrowing cameras, so this will look to be trialled in the coming winter months.	G	New	WHLG continues to provide eligible residents with measures to retrofit their homes. The thermal imaging camera project has allowed residents to identify opportunities to prevent heat escaping in their homes. Allowing residents to independently borrow a camera will allow them to identify areas of heat loss and enable them to make informed improvements to their homes. This can lead to lower energy bills, reduced carbon emissions and improved home comfort, while increasing awareness of energy efficiency and supporting the district's wider climate change and net zero objectives.

Outcome: Lowering Carbon Emissions

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
44. Deliver the Habitat Banking Programme across Council-owned sites to improve biodiversity and generate Biodiversity Net Gain units, whilst enhancing accessible open spaces for residents and creatinging opportunities for education and community engagement.	Cllr Julie Kerr	The team are currently working with Brown Jacobsons' legal team to set out the legal frameworks for selling the units for the Phase 1 sites and due diligence of the phase two sites. The recruitment of the Habitat Banking Project Support Officer has been successful, and the officer is now in post. A commissioning exercise for delivering the ecological work for the phase 2 sites has now been completed, with AiDash and MKA Ecology being successful and will begin work on two sites each.	G	New	The progress made this quarter will enable the team to start selling units on the Phase 1 sites and start the process for the Phase 2 sites.
45. Enhance Huntingdonshire's natural environment and biodiversity by delivering tree planting initiatives across the district, enabling communities, partners and landowners to contribute to greener, more sustainable places.	Cllr Julie Kerr	Q1 activity has focused on exploring future opportunities to support tree planting and biodiversity enhancement in partnership with the Arboriculture Team. This includes considering options for future community participation, partnership working and potential tree distribution initiatives.	G	New	Early scoping work will help inform future activity aimed at increasing tree cover, supporting biodiversity and enabling greater community involvement in local environmental improvement initiatives. Further progress will be updated in Quarter 2.

Outcome: Lowering Carbon Emissions

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
46. Support businesses to improve their net-zero ambitions through green tools and resources.	Cllr Lara Davenport-Ray	In collaboration with the Climate Team, organised a thermal imaging camera training session and loan scheme to help businesses identify heat loss and improve energy efficiency. Continued to promote green business support tools, including the Cambridge Carbon Footprint Calculator and the Green Tourism accreditation scheme.	G	New	The thermal imaging camera scheme has provided businesses with practical support to improve energy efficiency and reduce operating costs. Promotion of carbon reduction tools and green business initiatives has increased awareness of sustainability support available to businesses and encouraged progress towards net zero ambitions.
47. Work with critical partners, including National Grid and the CPCA, to influence the development of long-term sustainable energy solutions within the district.	Cllr Lara Davenport-Ray	HDC participated in 2 strategic partnership meetings, one for further work concerning the local area energy plan (LAEP) and one to highlight the importance of the regional strategic energy plans or RESPS.	G	New	The purpose of the RESPS is to use current evidence bases (such as the LAEP) to identify areas where sustainable energy improvements are necessary, which includes community energy considerations. The RESPs are being led by the National Energy Systems Operator (NESO) and have been established to ensure that local areas get the energy infrastructure they need to meet local net zero and growth ambitions. This is currently in its infancy, and a further update will be able to be given in Q2.

Outcome: Lowering Carbon Emissions

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
48. Expand positive climate action support for local businesses, celebrating best practices and sharing knowledge.	Cllr Julie Kerr	There are 4 training events planned for November 2026, offering local businesses a chance to learn how to use and borrow thermal imaging cameras. These are going to take place in Ramsey, St Neots, St Ives and Alconbury Weald. This is in partnership with Cambridgeshire Carbon Footprint, a charity with whom HDC has worked previously to offer this service to residents.	G	→	This will allow businesses to identify areas of heat loss and enable them to make informed decisions on how to improve their properties e.g. through installing insulation, sealing draughts or upgrading windows and doors. Aiming to lower energy bills and reduce carbon emissions, this will have a more positive impact on these businesses and support the district's wider climate change and net zero objectives.

Outcome: Doing our core work well

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
49. Ensure the continuity and quality of frontline services throughout Local Government Reorganisation, delivering core services well and minimising disruption for residents and communities.	Cllr Sarah Conboy	After the elections in May, a new corporate plan was created that focused the Council on its priorities. These are proposed to remain the same and will be put to Council in July. Within the plan are new actions that specifically cover LGR and the need to deliver LGR and business as usual services for Huntingdonshire.	G	New	Delivering LGR is a priority and must be delivered, but until vesting day in April 2028 HDC continues to exist and must deliver services within Huntingdonshire.
50. Maintain the existing work on the Workforce Strategy to ensure that we support and retain the workforce required to deliver frontline services effectively during organisational change.	Cllr Lara Davenport-Ray	This action is being progressed through the Workforce Strategy as staff development has been strengthened with staff development, wellbeing, and benefits through the successful completion of the Leadership Development Programme and transition in to BAU, launch of the Coaching and Mentoring cohort, introduction of enhanced employee benefits including Perkbox and the Tusker hybrid scheme, delivery of staff engagement activities, expansion of health and wellbeing support through the Work Well service, and approval of a new Time Off for Volunteering Policy.	G	New	Attraction rates for recruitment campaigns have been strong, representing HDC as an employer of choice: Number of candidates applied Q1 25/26 - 644 Q2 25/26 - 1032 Q3 25/26 - 712 Q4 25/26 - 915 Q1 26/27 - 1265 Turnover has been decreasing from Q4 24/25 - 19% to Q4 25/26 - 16.95% All managers, aspiring and new managers, will have a Leadership Development Programme to enhance their skills

Outcome: Doing our core work well

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
51. Engage with residents, businesses and key stakeholders to deliver clear, consistent and timely communication throughout organisational change, aligning with wider engagement activity across Cambridgeshire and Peterborough.	Cllr Nathan Hunt	Developed a coordinated communications approach to support Local Government Reorganisation, delivering regular updates, consultation activity and stakeholder engagement while working with partner authorities to maintain consistent messaging across Cambridgeshire and Peterborough.	G	New	Through regular and consistent communication, residents, businesses, and stakeholders have been given the opportunity to find out more about LGR to increase their awareness and understanding. Collaborative communications with partners have helped build understanding and transparency.
52. Ensure that Huntingdonshire's good practice and effective service delivery are embedded within the future LGR operating model, while proactively adopting and implementing proven approaches from other councils locally where a clear business case exists.	Cllr Sarah Conboy	HDC have filled in the regional taxonomy spreadsheet, which outlines where our service provision has high performance rates and where we could improve. This will feed into regional conversations around Target Operating Models (when a decision is known) and demonstrates clearly where Huntingdonshire's value needs to be retained. Members of staff are also engaged in external workstreams where they advocate for Huntingdonshire's delivery models. An example of this is a recent Children's workstream where Huntingdonshire shared the good work it does in the prevention space (Active Lifestyles, Resident Advice, etc.)	G	New	The work completed will contribute to wider regional conversations and will inform direction once an LGR decision is known. Impact on target operating models is currently limited given the uncertainty of direction; however, HDC are internally considering the potential principles and structures for any new future authority.

Outcome: Doing our core work well

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
53. Delivery of the Workforce Strategy Action Plan equipping the workforce with skills for the future whilst attracting, retaining and nurturing talent.	Cllr Lara Davenport-Ray	> Leadership Development Programme moves into BAU phase following delivery of the programme to all managers. > Coaching and Mentoring cohort has launched and will continue to grow through delivery of the Coaching and Mentoring Module. > Secured 3 Graduates via IMPACT (2 going to the Transformation team and one to Customer Services) > Upgraded benefits platform, Perkbox (formerly known as VIVUP), launched with staff savings of nearly £5000 so far in 5 weeks. Able to avoid a £3 per head renewal fee. > Tri Sector Challenge advertised to staff and team formed. > Hybrid vehicle scheme with Tusker launched. > Linked in with the work in Countryside events team to promote events they already run for family-friendly events for staff, such as 'Wildfest' rather than duplicating efforts. > Various engagement activities happened in Q1: Learning at work week - nutrition webinar (run by a staff member). 6th set of roadshows were completed. Wellbeing walk in May for Mental Health Awareness Month. > Work well through RAI Team - staff can be referred for free for any health concern they have had for 3 months or more for coaching. The service also offers Physio to help staff return to work or prevent going off. Time off for volunteering policy approved.	G	→	Attraction rates for recruitment campaigns have been strong, representing HDC as an employer of choice: Number of candidates applied Q1 25/26 - 644 Q2 25/26 - 1032 Q3 25/26 - 712 Q4 25/26 - 915 Q1 26/27 - 1265 Turnover has been decreasing from Q4 24/25 - 19% to Q4 25/26 - 16.95%
54. Continue our Customer Experience Programme to ensure that our customers are always at the heart of what we do.	Cllr Nathan Hunt	> Ebilling take up continues to progress, and project planning for automation of some high volume / low complexity Council Tax transactions has commenced. > Text Reminder project has moved to BAU > Successful launch of appointment-based face-to-face provision trial > Changes to card payment software implemented (required as part of call summarisation project) > Customer Change Programme reviewed with plans developed to relaunch as Customer Experience and Digital Engagement programme	G	→	The programme continues to generate improvements to customer access and digital engagement: - 3,000 accounts opted into electronic billing, resulting in 14% of all Council Tax bills sent in June being issued electronically - 40% reduction in statutory reminders issued where pre-reminder text messages were issued - 40% of face-to-face meetings were pre- booked, 60% seen as walk-ins

Outcome: Doing our core work well

Activity Type: Do

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
55. Deliver the enhancements to visitor facilities at Hinchingbrooke Country Park.	Cllr Julie Kerr	Project progressing well; car parking works are due to complete in early July 2026. Contract being managed, and no issues. Will be sending out the next stakeholder newsletter with updates on the team, cafe and progress on the project.	G	→	Improving the visitor centre at Hinchingbrooke Country Park supports the Council's Corporate Plan by enhancing residents' health and wellbeing, increasing access to high-quality recreational and educational opportunities, strengthening community engagement, supporting sustainable tourism and economic growth, and contributing to the Council's environmental ambitions.

Outcome: Doing our core work well

Activity Type: Enable

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
56. Continue to support and enable our volunteers, along with exploring other volunteering opportunities, that will improve the quality of our environmental assets. Links will also be built between volunteering and unpaid work in supporting health, environment, place and economy objectives.	Cllr Julie Kerr	Following the restructure of the Parks and Open Spaces service into the newly formed Active Environments service, the responsibility for the recruitment, training, delivery and retention of volunteers working on outdoor, practical and conservation works now sits with the Ranger Teams, and the handover process has begun, with the Teams taking on full responsibility by the 3rd August.	G	→	This work will lead to an orderly transition, with processes being embedded in the new teams.

Outcome: Doing our core work well

Activity Type: Influence

2026/27 Actions/Projects	Portfolio Holder	Progress Update	Latest Status	Direction of Travel	Impact Update
57. Our well-run Council will act as a model for our peers.	Cllr Sarah Conboy	The Council continues to look at benchmarking data to assess performance. For example, in Quarter 1, the collection data for Council Tax and Business rates was published nationally. HDC was in the top quartile in both elements In addition, the work on LGR is allowing the good practice of HDC to be captured and, where possible, fed into the new organisational design.	G	→	Managing the reputation of the Council projects confidence and encourages investment into the area.

Huntingdonshire
DISTRICT COUNCIL

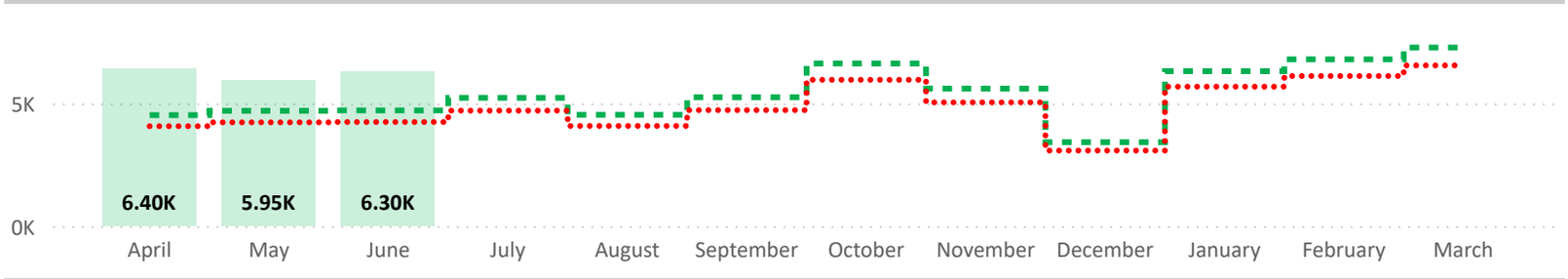
Appendix C
Corporate Performance Measures
Quarter 1 2026-27

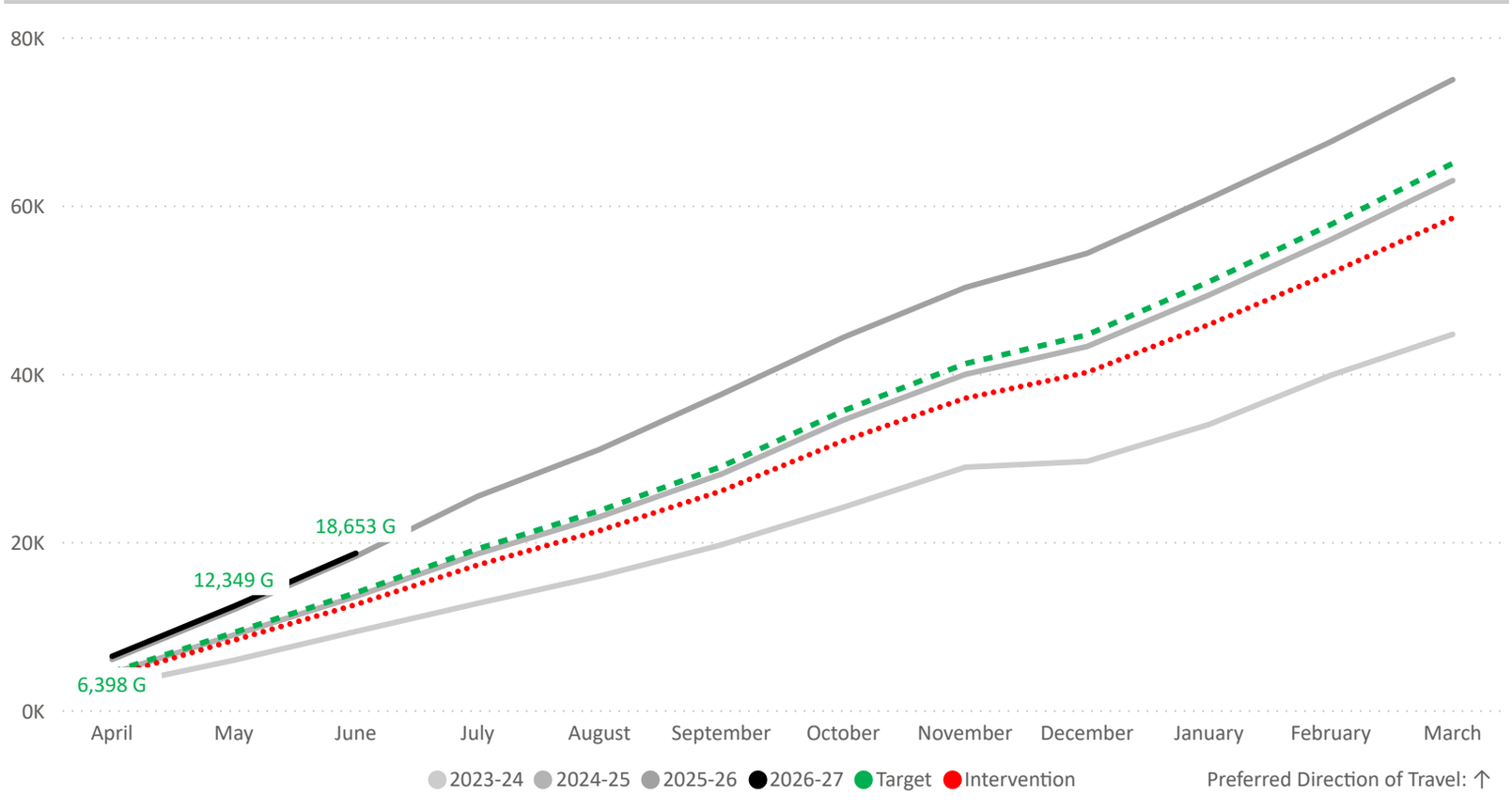
ID	Performance Indicator	Latest RAG	Forecast RAG
1	The number of attendances at Active Lifestyles & Sports Development Activities	G	G
2	The number of One Leisure Facilities admissions (excluding Burgess Hall, Sawtry & school admissions)	G	G
3	The number of residents enabled to live safely at home and prevented from requiring care or a prolonged stay in hospital due to a Disabled Facilities Grant (DFG)	R	G
4	The average number of weeks between referral and completion of jobs funded through the Disabled Facilities Grant (DFG)	G	G
5	The average number of days to process new claims for Housing Benefit and Council Tax support	A	G
6	The average number of days to process changes of circumstances for Housing Benefits and Council Tax support	G	G
7	The number of homelessness preventions achieved	R	G
8	The number of households housed through the Housing Register and Home-Link scheme	G	R
9	The number of households in temporary accommodation	G	A
10	The net change in the number of homes with a council tax banding	G	G
11	The number of affordable houses delivered	R	R
12	The percentage of planning applications processed on target – Major (within 13 weeks or agreed extended period)	G	G
13	The percentage of planning applications processed on time – Minor & Others (within 8 weeks or agreed extended period)	G	G
14	The percentage of planning applications processed on target – Household Extension (within 8 weeks or agreed extension period)	G	G
15	The number of planning applications over 16 weeks old with no current extension in place	A	G
16	The cumulative footfall in our market towns	G	G
17	The total number of business engagements by the Economic Development Team	G	G
18	The efficiency of vehicle fleet driving – Energy Efficient Driving Index Score for the waste service	A	G
19	The percentage of household waste reused / recycled / composted (excluding food waste collections) (cumulative year to date)	A	G
20	The collected household waste per person (kilograms, excluding food waste collections) (cumulative year to date)	G	G
21	The residual waste collected per household (kilograms) (cumulative year to date)	G	G
22	The number of missed bins (excluding Food Waste collections)	R	G
23	The percentage of sampled areas clean or predominantly clean of litter, detritus, graffiti, flyposting or weed accumulations	G	G
24	The number of flytips reported	R	G
25	The number of sanctions against environmental crimes and anti-social behaviour	R	A
26	The number of programmed food hygiene inspections undertaken	G	G
27	The percentage of calls to the Contact Centre answered	R	R
28	The average wait time for customers calling the Contact Centre (seconds)	R	R
29	Customer Satisfaction when contacting our Contact Centre	0	0
30	Council Tax collection rate	A	G
31	Business Rate collection rate	G	G
32	The number of short-term staff sickness days lost per full time equivalent (FTE) (rolling)	G	G
33	The number of long-term sickness days lost per full time equivalent (FTE) (rolling)	R	A
34	The percentage of staff Turnover (per month)	A	G
35	The average length of staff service (years)	R	G

Outcome: Improving the happiness and wellbeing of residents

PI 1: The number of attendances at Active Lifestyles & Sports Development Activities

The number of attendances at HDC One Leisure Active Lifestyles programmes including Sports Development activities. Examples of classes include Specialist Exercise Classes, Exercise Referral Scheme Classes, and classes targeting senior residents.





Latest Commentary from Service:

June saw a 1% decrease in attendances compared to the same period in 2025/26, however, the entirety of quarter 1 saw attendances increase by 1% despite the unprecedented heatwaves we have experienced, which have led to some inevitable session cancellations. Commissioned services continue to grow with 433 sessions delivered in quarter 1 - an increase of 13% on the previous year, leading to an increase in attendances of 21% over the same period (5,146 v 4,251). Attendances at grant-funded sessions have significantly dropped 72% in line with the reduction of grant funding received (897 v 3,243); however, despite this, overall attendances are on a par with last year. Preparations are underway for a busy summer with 77 sessions booked by Parish Councils plus four new Family Park Sessions and four new Home Education Sessions specifically over the summer period.

Latest year-end forecast:

70,000

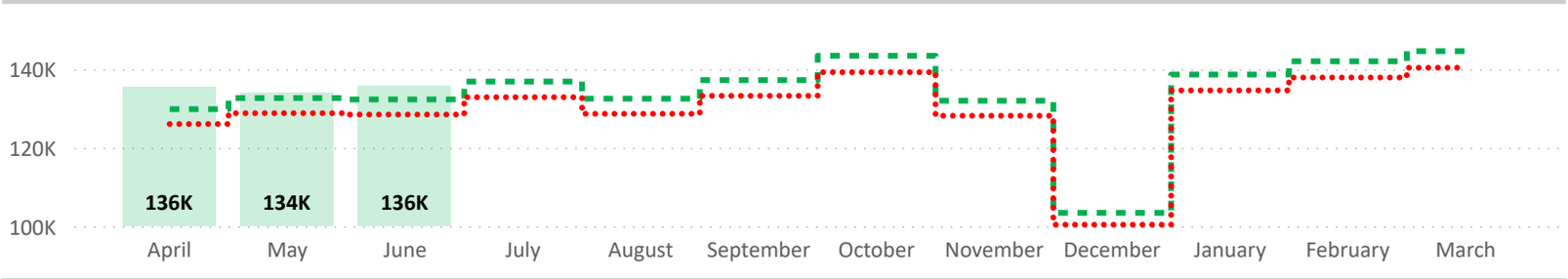
Latest projected outturn:

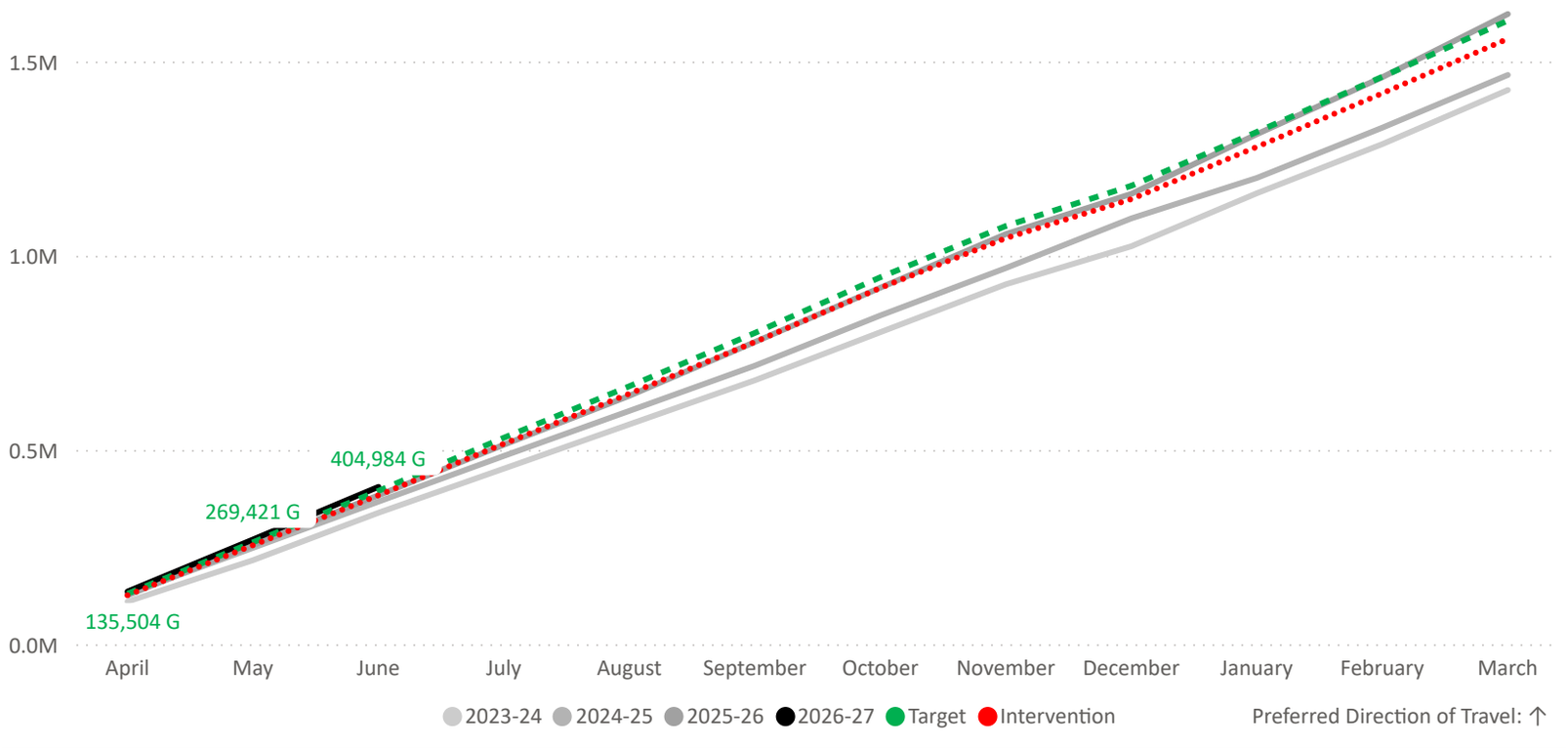
G

Outcome: Improving the happiness and wellbeing of residents

PI 2: The number of One Leisure Facilities admissions (excluding Burgess Hall, Sawtry & school admissions)

The number of admissions to One Leisure Facilities in Huntingdon, St Ives, St Neots and Ramsey (excluding Sawtry). Admissions include swimming, impressions, fitness classes, sports hall and pitches.





Latest Commentary from Service:

One Leisure has seen positive admissions figures continue for quarter 1 across all Leisure Centres. The main drivers for overall performance include Gym, Swimming, and Group Exercise. The continuation of consistent services and reliable facilities across all sites means that positive attendance is expected to continue throughout the year. Figures do not include OL Sawtry data as to facilitate a data baseline, and therefore figures are comparable to last year. OL Sawtry admissions would were 12,888 in quarter 1, with swimming being over half the admissions.

Latest year-end forecast:

1,625,365

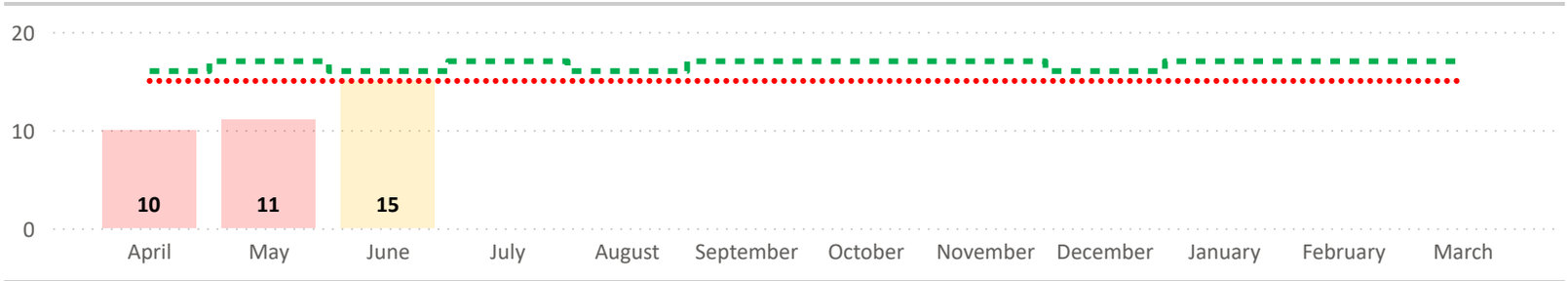
Latest projected outturn:

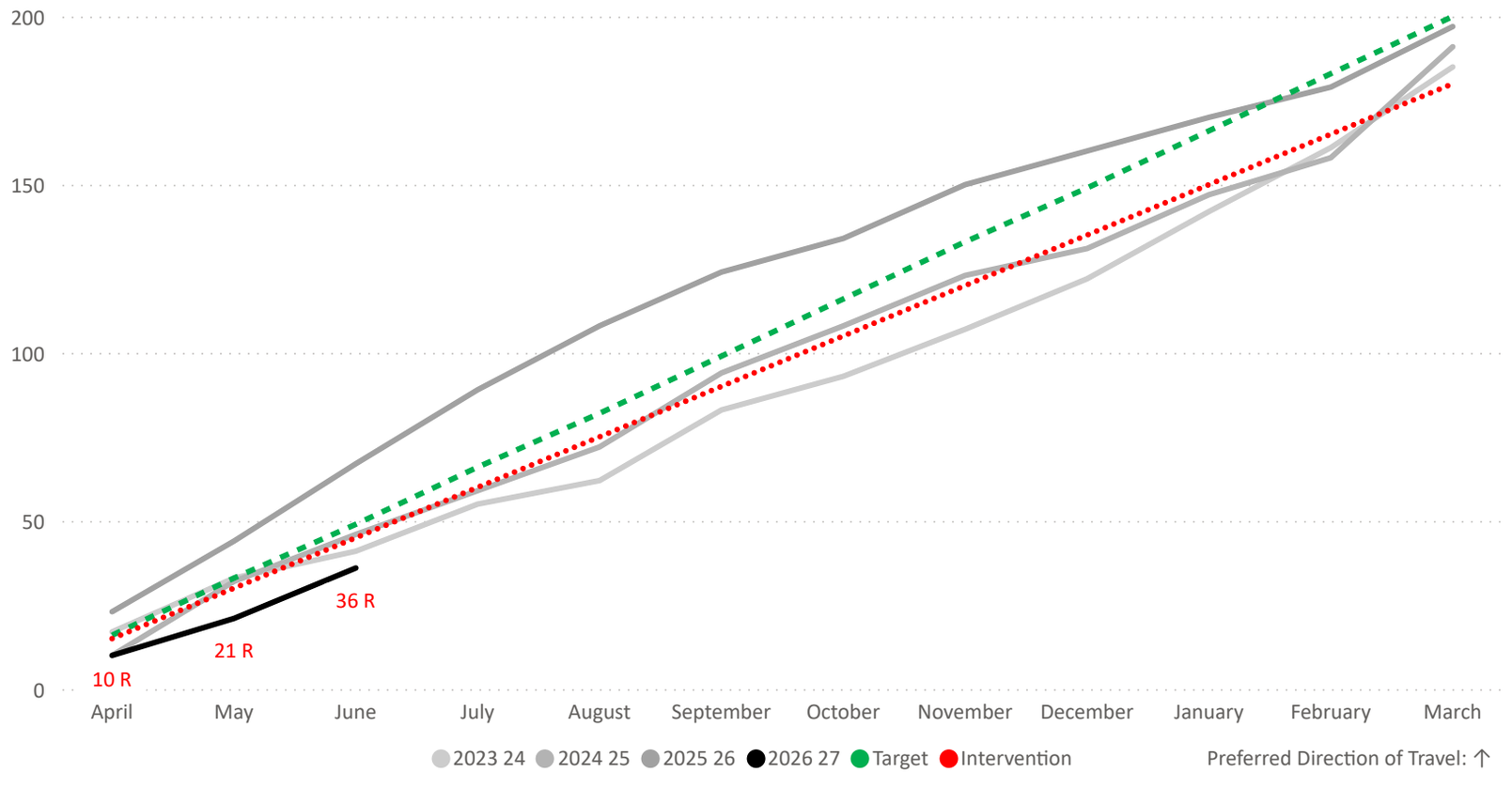
G

Outcome: Keeping people out of crisis

PI 3: The number of residents enabled to live safely at home and prevented from requiring care or a prolonged stay in hospital due to a Disabled Facilities Grant (DFG)

The number of residents that have had work completed in the month of data recording which has enabled to live safely at home and prevented from requiring care or a prolonged stay in hospital due to a Disabled Facilities Grant (DFG).





Latest Commentary from Service:

The 36 residents enabled to live safely at home is significantly lower than the figure of 68 for the same period last year. This is due to a reduction in the number of cases being passed to The Council from the Cambs Home Improvement Agency (CHIA). Additionally, the higher waiting times for a visit from an Occupational Therapist (12 weeks for adult cases and 24 weeks for child cases) are also negatively impacting the number of cases that are finalised. Note that this time is not included in the time taken metric PI 4. Contractors are also causing a delay by submitting incomplete documentation to the Home Improvement Agency, which causes delays and hence fewer residents are supported sooner.

PATH TO GREEN - The Occupational Therapy Service has employed an external agency to assist with the backlog, and hopes to clear 50 x 'P3' cases in 5 weeks. P3 is the lowest category assigned to OT visits for non-urgent cases. Not all of these will result in Disabled Facilities Grants as some client needs will be met with equipment. Additionally, the HIA manager has been made aware of the contractors causing delays.

Latest year-end forecast:

200

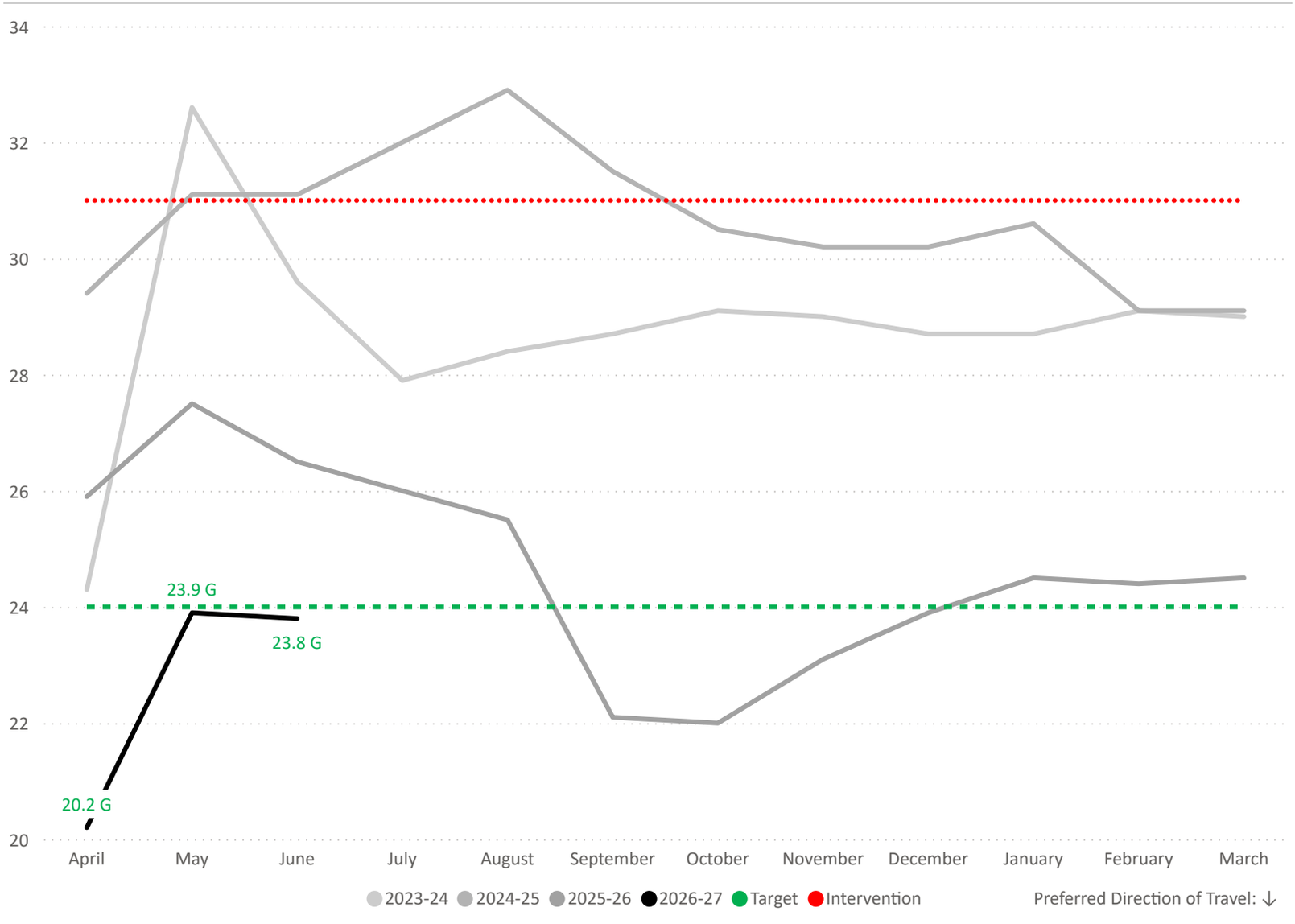
Latest projected outturn:

G

Outcome: Keeping people out of crisis

PI 4: The average number of weeks between referral and completion of jobs funded through the Disabled Facilities Grant (DFG)

The average time (in weeks) between date of referral and practical completion of jobs funded through Disabled Facilities Grants (DFG). This excludes any time taken before referral to Huntingdonshire District Council Officers.



Latest Commentary from Service:

A 2.7-week decrease can be seen in June 2026 compared to the 26.5 weeks taken in June 2025. This improvement is due to fewer complex cases being submitted and finalised. However, delays still persist in gaining consent from Places for People for the work to proceed in their properties, which increases the overall time taken for a case to be completed. Incomplete contractor documentation is also causing delays, eg missing risk assessments for asbestos if found; however, work is still being completed on average within acceptable time scales.

Latest year-end forecast:

24.00

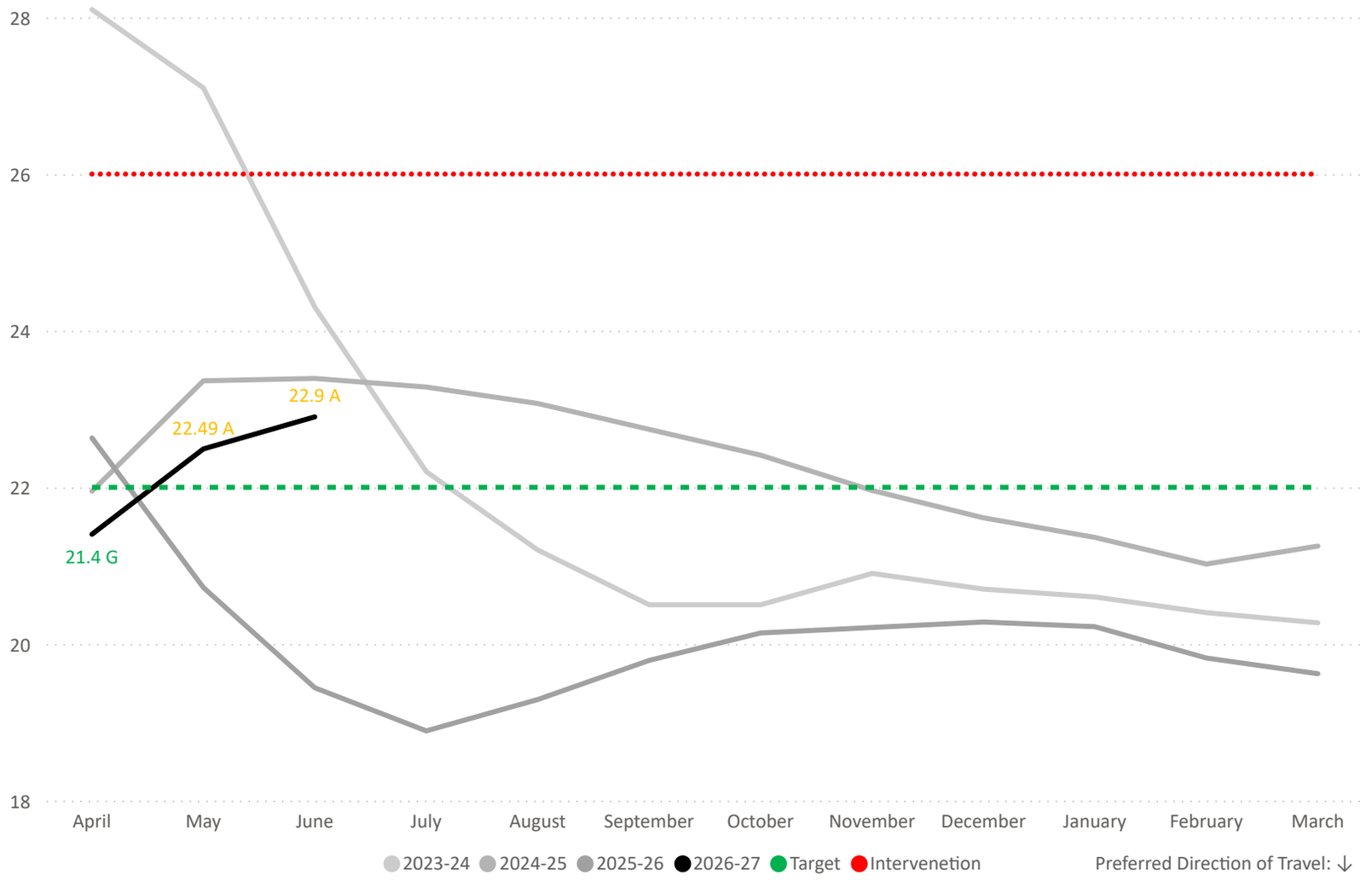
Latest projected outturn:

G

Outcome: Keeping people out of crisis

PI 5: The average number of days to process new claims for Housing Benefit and Council Tax support

The average number of days taken to assess new Housing Benefit and/or Council Tax Support claims for residents in the current financial year.



Latest Commentary from Service:

Year-to-date performance at the end of June is 0.9 days over target. This was due to a combination of staff sickness and a temporary lack of resources across the team throughout quarter 1. However, the actual performance towards the end of June has improved on the May and early June figures as expected, and it is anticipated that performance will improve again next month. The end-of-year forecast is unchanged.

PATH TO GREEN - Now that resources are in place and the spike of staff illness has subsided, performance is expected to improve throughout the next quarter, towards and potentially within the 22-week goal.

Latest year-end forecast:

22.00

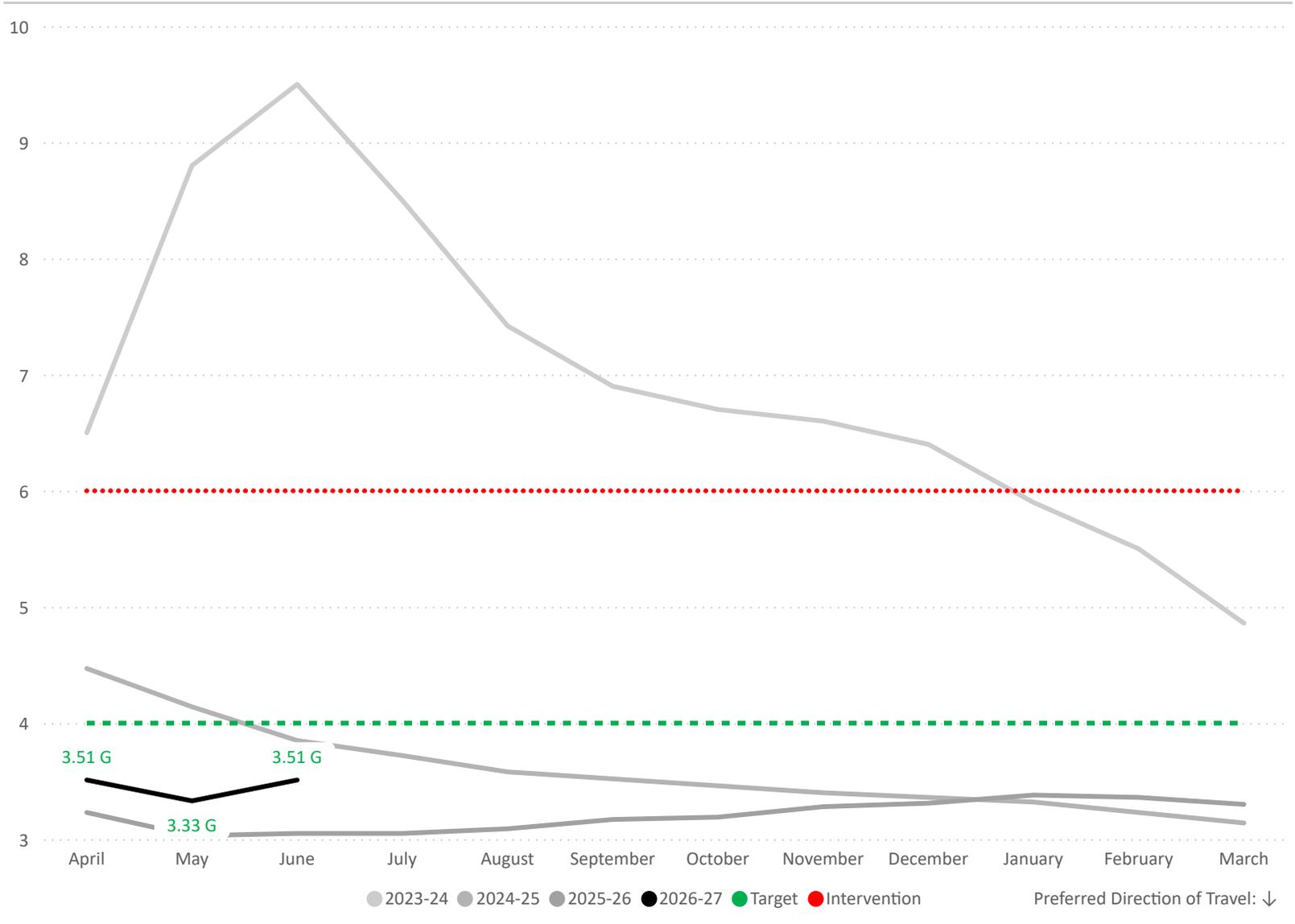
Latest projected outturn:

G

Outcome: Keeping people out of crisis

PI 6: The average number of days to process changes of circumstances for Housing Benefits and Council Tax support

The average number of days taken to assess Housing Benefit and/or Council Tax Support changes of circumstance for residents in the current financial year.



Latest Commentary from Service:

The YTD performance exceeded the target by 0.49 days. This was achieved whilst processing over 3,000 more changes than in Quarter 1 2025/26. This positive performance has been achieved through automation of the process, brought about by the implementation of the new Council Tax Support Scheme.

Latest year-end forecast:

4.00

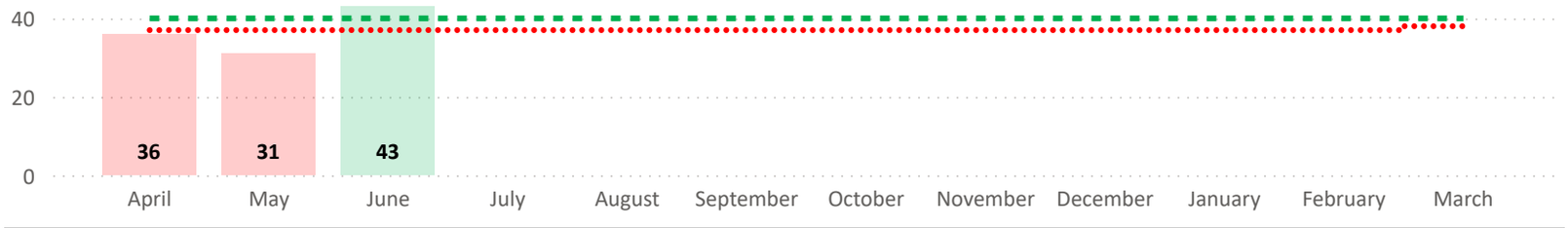
Latest projected outturn:

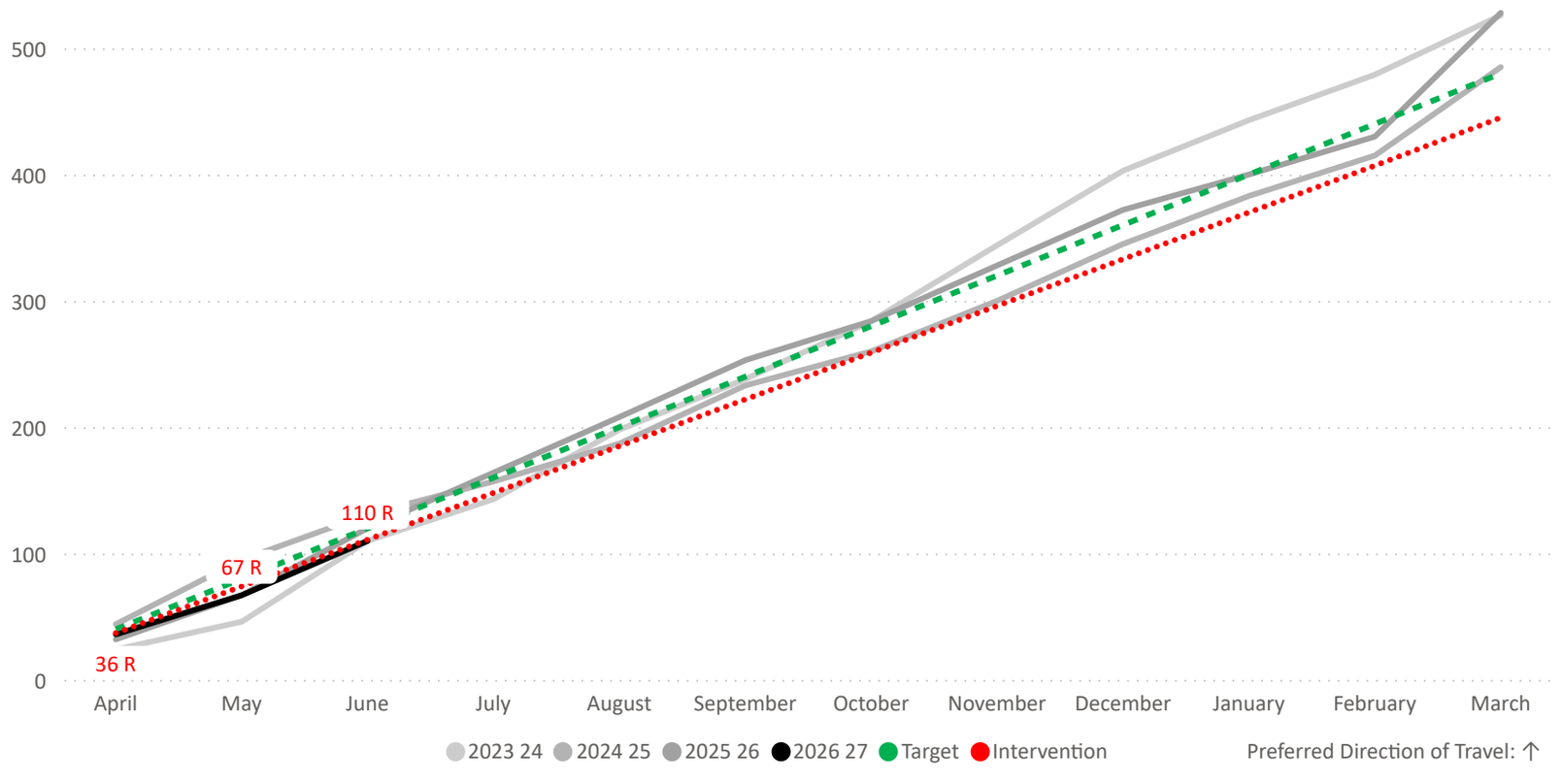
G

Outcome: Keeping people out of crisis

PI 7: The number of homelessness preventions achieved

Total number of successful homelessness preventions achieved – cumulative throughout the year. It measures how successful the organisation is at reducing the number of households that face the crisis of homelessness.





Latest Commentary from Service:

The number of successful homelessness preventions fluctuates throughout the year, depending on the rate of homelessness presentations and the opportunity to intervene in a timely way. We have achieved a total of 110 successful preventions from April to the end of June, compared to 120 in the same period last year (an 8% reduction). When considering whether this has led to an increase in the number of households in temporary accommodation (PI9), we can see that this figure is being kept within target.

PATH TO GREEN - We are still forecasting an end-of-year figure of 480 successful preventions, which will be dependent upon a number of factors, a key one being the delivery of properties on new-build sites, which will provide additional social rented homes to help resolve homelessness through lettings on the Home-Link scheme (see PI8).

Latest year-end forecast:

480

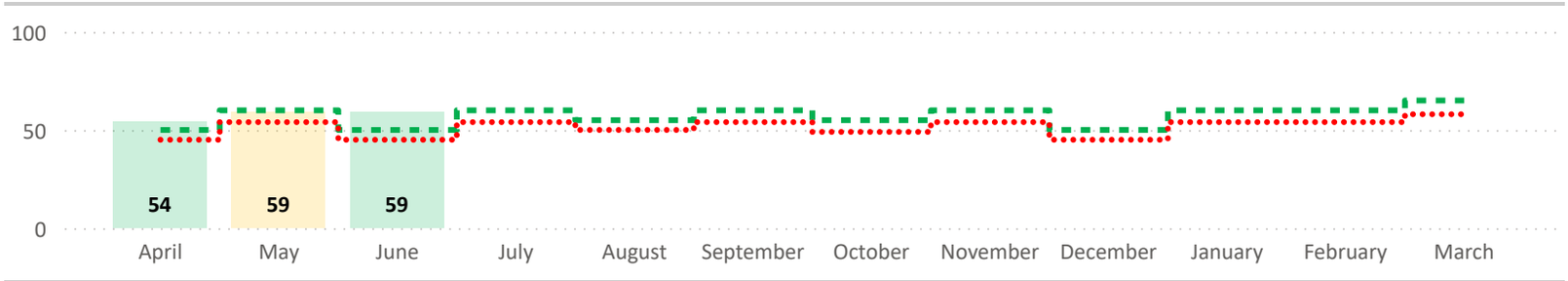
Latest projected outturn:

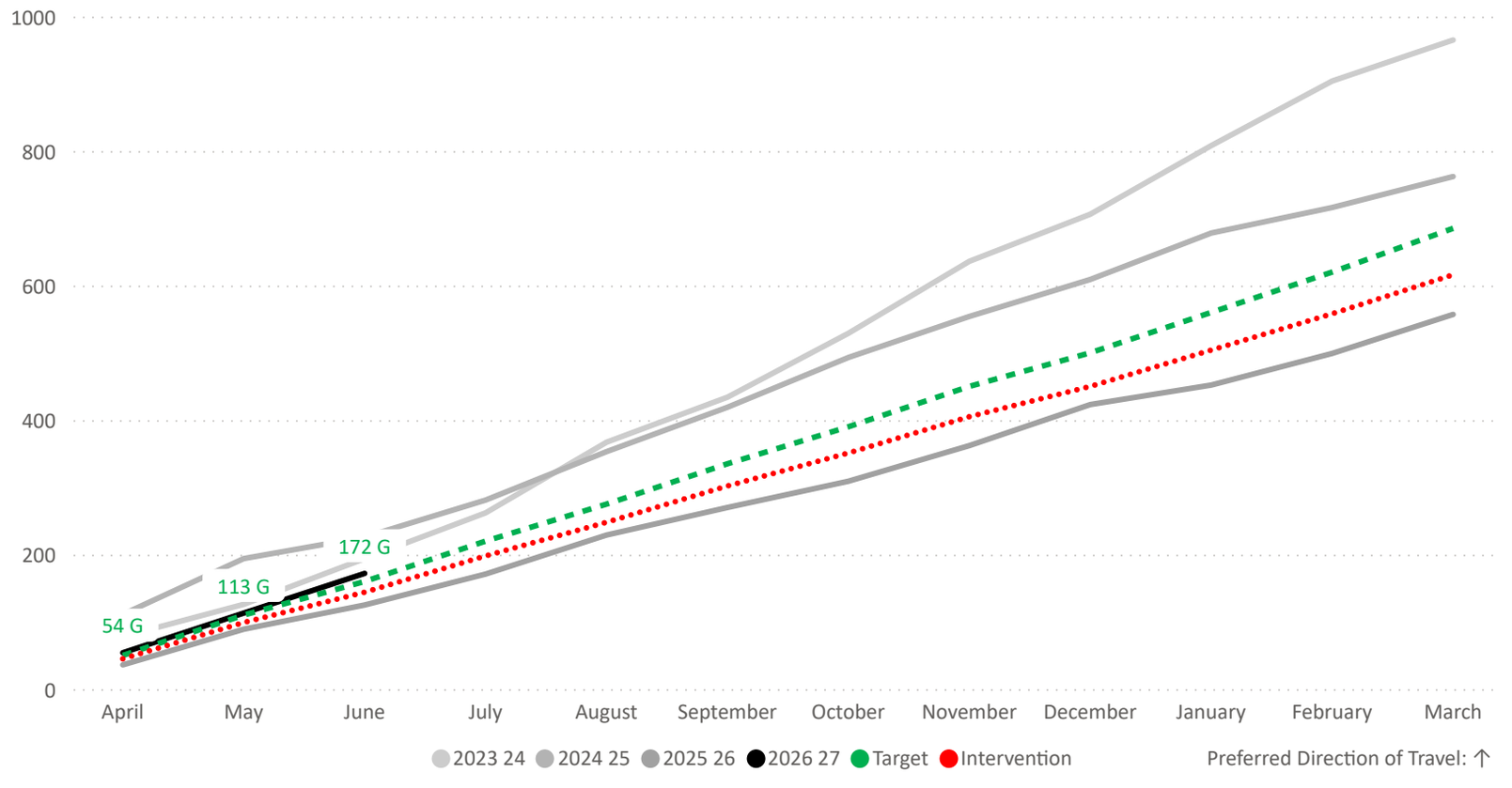
G

Outcome: Keeping people out of crisis

PI 8: The number of households housed through the Housing Register and Home-Link scheme

Total number of households housed into a permanent housing association home in the financial year through the Huntingdonshire Housing Register and Home-Link scheme.





Latest Commentary from Service:

The number of households housed will vary from month to month depending on the number of vacancies arising in existing social rented stock, plus the additional units delivered through the new-build programme. There were a total of 172 households housed from April to the end of June, compared to 125 in the same period last year. This increase is mainly due to completions of new builds that rolled over from the end of last year. We are forecasting a total of 600 lettings in the year, but this will be revised once we have more certainty about the delivery of properties anticipated on new build sites later this year. We will also confirm with Places for People what their plans are for property disposals this year, as this may also have an impact on the number of lettings becoming available.

Latest year-end forecast:

600

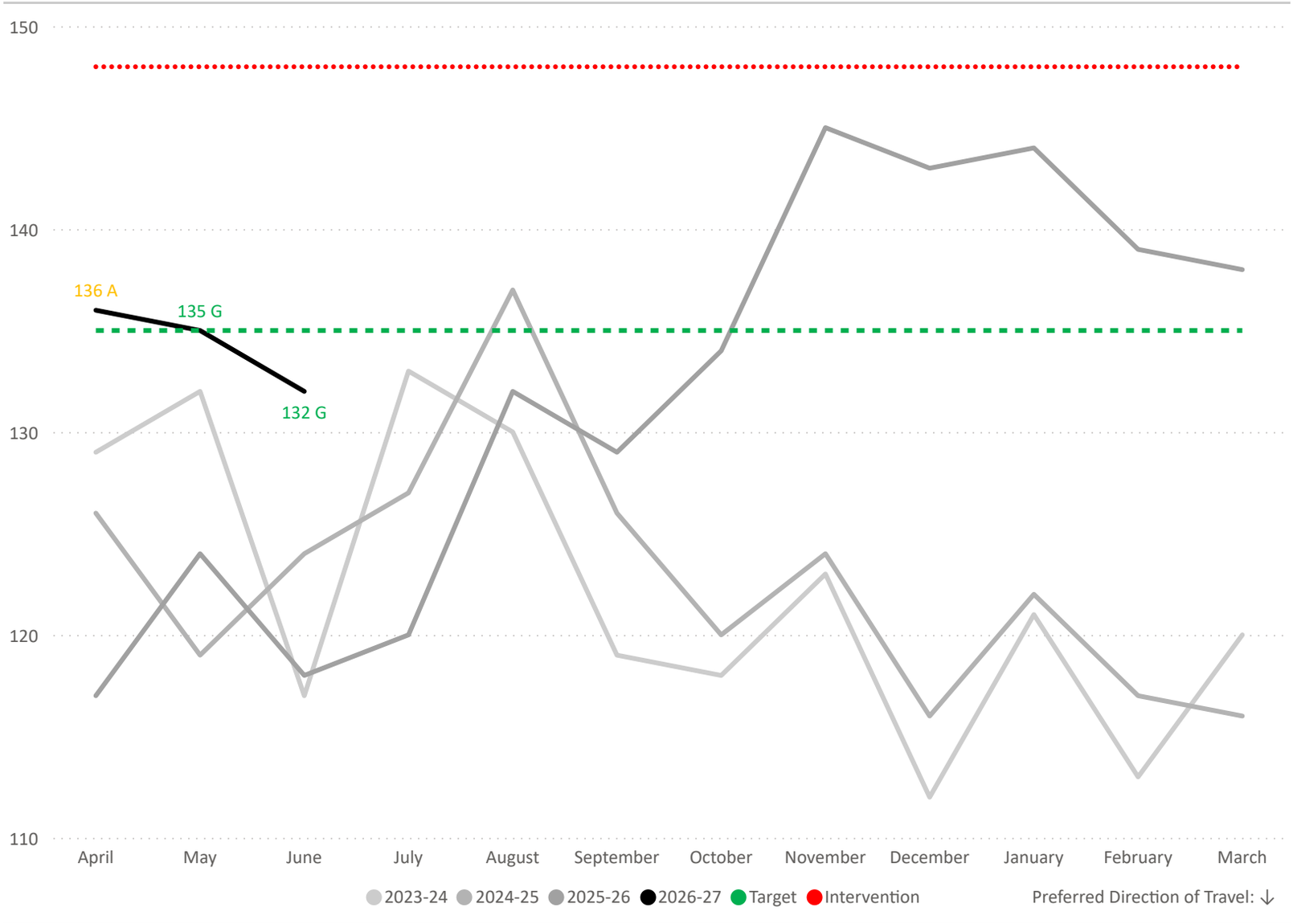
Latest projected outturn:

R

Outcome: Helping people in crisis

PI 9: The number of households in temporary accommodation

The total number of Households in temporary accommodation in Huntingdonshire at the end of each month. This could be higher or lower throughout the month, but the KPI tracks the number on the final day of each month.



Latest Commentary from Service:

The number of households in temporary accommodation (TA) at any one time will depend upon the number of homelessness presentations to the council, how successful officers are at preventing homelessness wherever possible, and the ability to move households through TA into settled housing promptly. The figure at the end of April was 132, which compares to 118 at the same point last year. This increase is mainly due to the reduction in the number of social tenancy lettings in 2025/26, which impacted our ability to move households through temporary accommodation into settled homes. However, the number of lettings (PI8) has increased in April and May, and this has enabled the throughput of some households from temporary accommodation and into settled homes. This will be a key factor throughout the year in trying to keep the number of households in temporary accommodation within the target.

Latest year-end forecast:

140

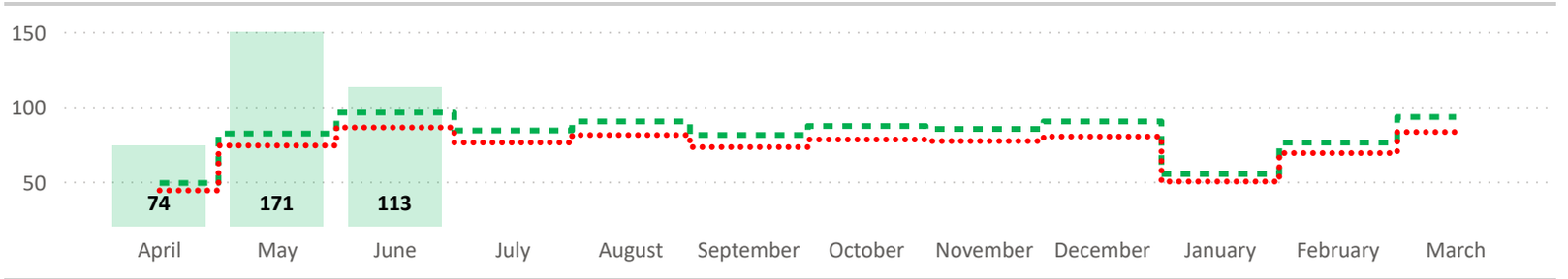
Latest projected outturn:

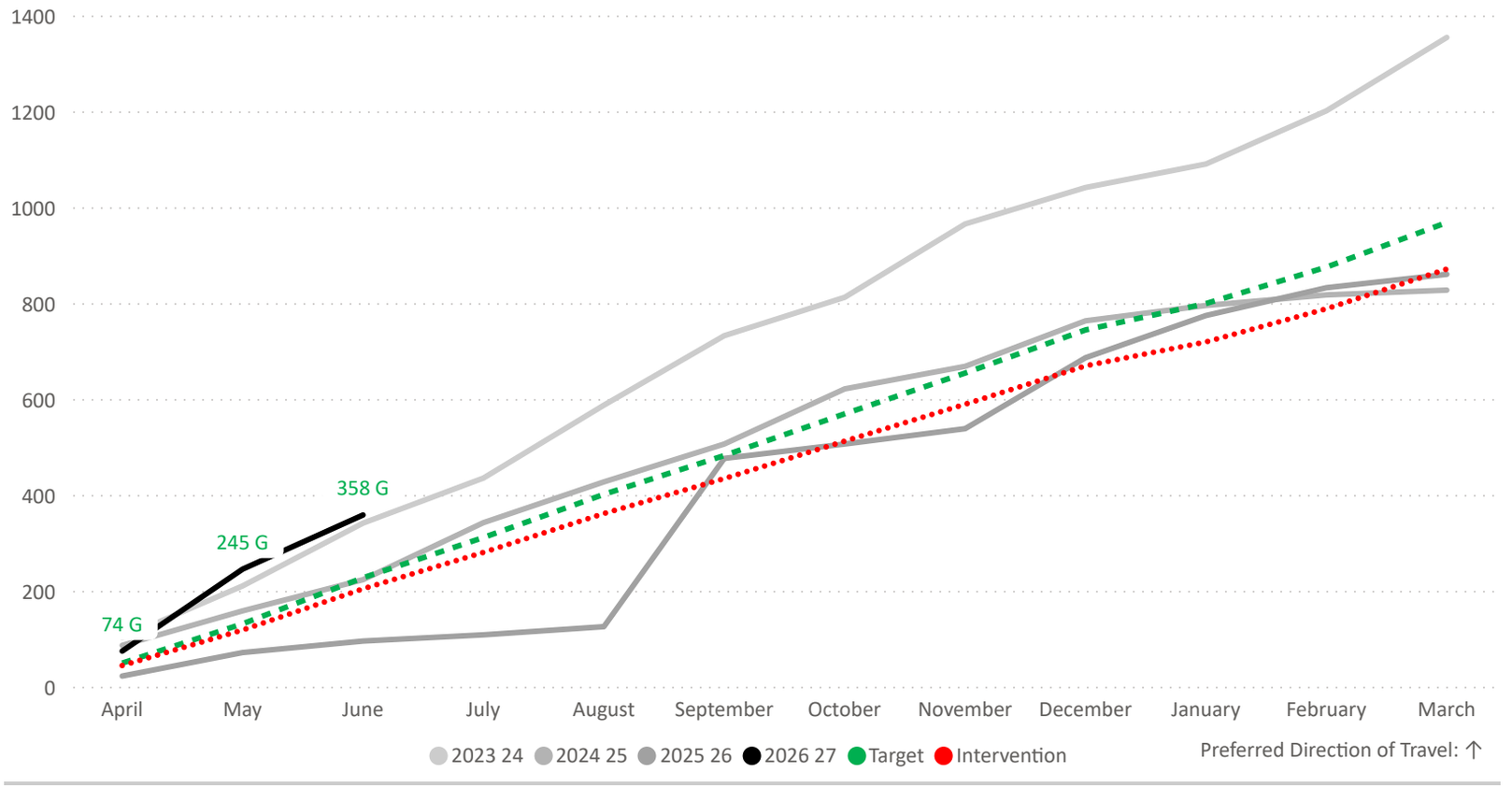
A

Outcome: Improving Housing

PI 10: The net change in the number of homes with a council tax banding

The number of homes which are assigned an official Council Tax Banding by the Valuations Office Agency in a given month. This is mainly required for when a new home is built in the district.





Latest Commentary from Service:

A total of 358 properties were banded in quarter 1 in Huntingdonshire, with significant increases being seen in Mid-May and the start of June. This is because the Valuation Office Agency continues to prioritise banding properties within the same location (for example, multiple houses on a new street or estate) rather than the oldest properties to recover from the significant backlog created over the past 18 months. 215 new properties are awaiting banding, and the number that are over 90 days old has significantly reduced to only 29 properties.

Latest year-end forecast:

1,000

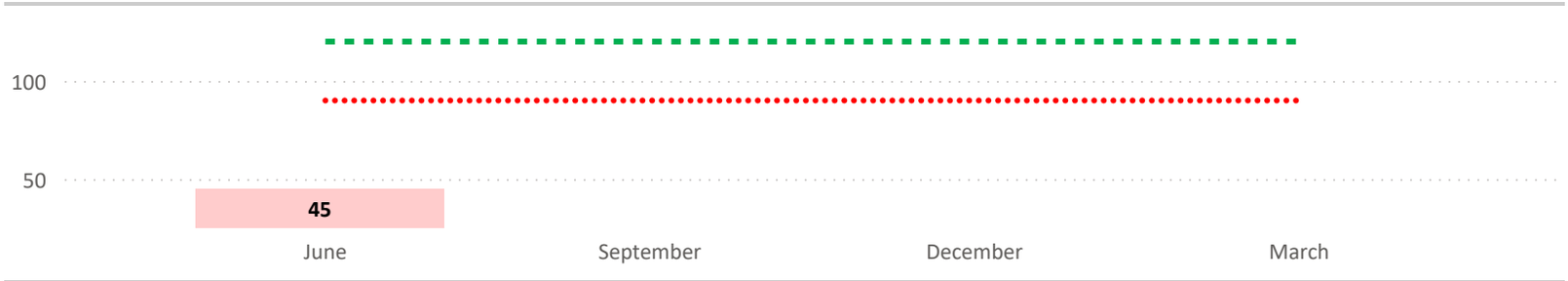
Latest projected outturn:

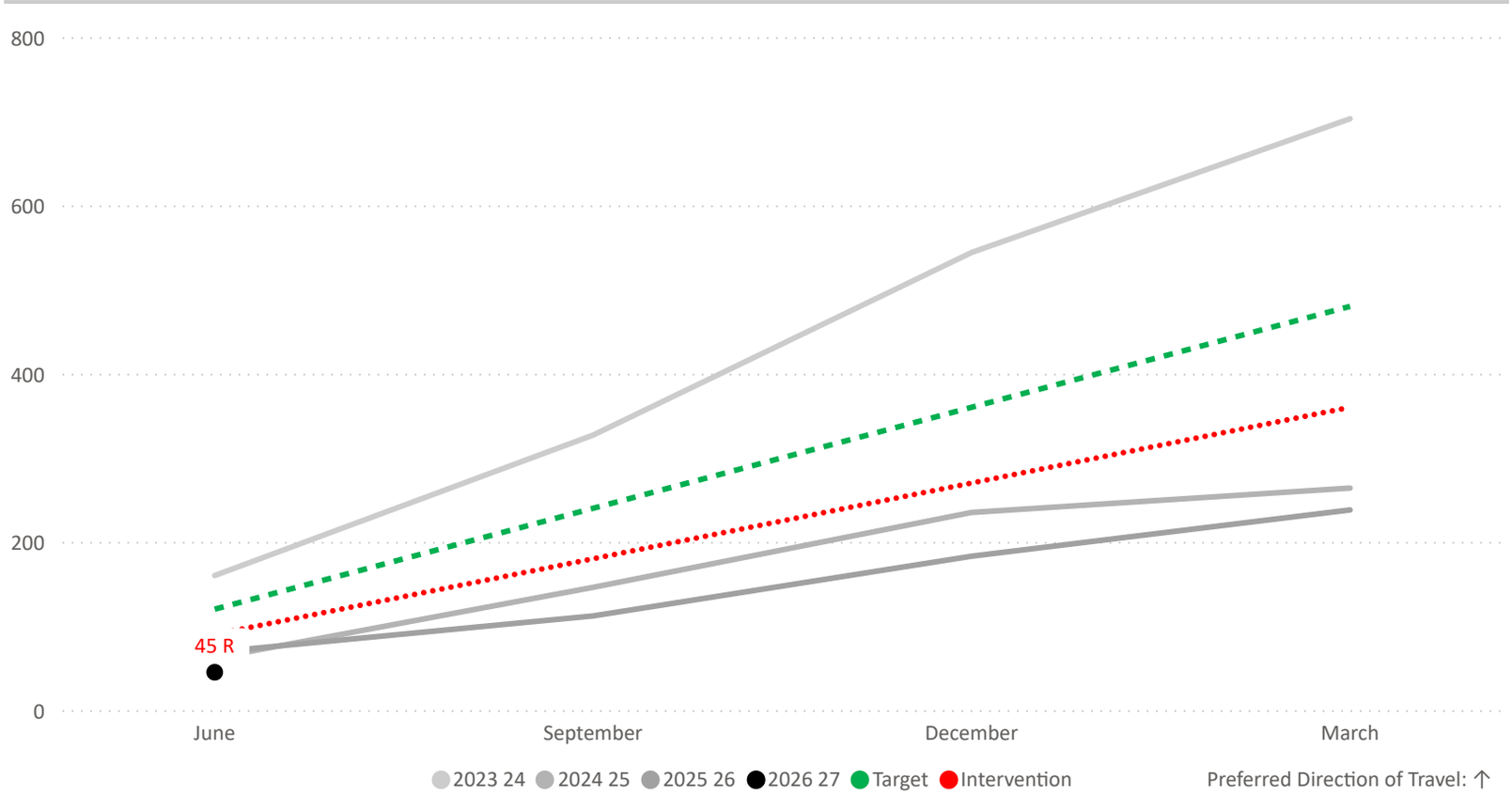
G

Outcome: Improving Housing

PI 11: The number of affordable houses delivered

The number of homes which have been built within Huntingdonshire which is defined as affordable by the National Planning Policy Framework (Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers)





Latest Commentary from Service:

The target for affordable housing delivery is based on the latest Housing Needs Study, which suggests a need for 480 homes per year. This delivers a target for June of 120 new affordable homes; as with many Local Authorities, this overall target is rarely fully met, and for this reason the performance is currently Red. We have delivered a total of 45 affordable homes in Q1 and further delivery is planned throughout the year. At the end of quarter 1, it is expected that roughly 290 affordable homes will be delivered in the year.

PATH TO GREEN - it is unlikely that this metric will achieve green, but officers will continue to work with housing providers to ensure their path to delivering affordable homes is as straightforward as possible.

Latest year-end forecast:

290

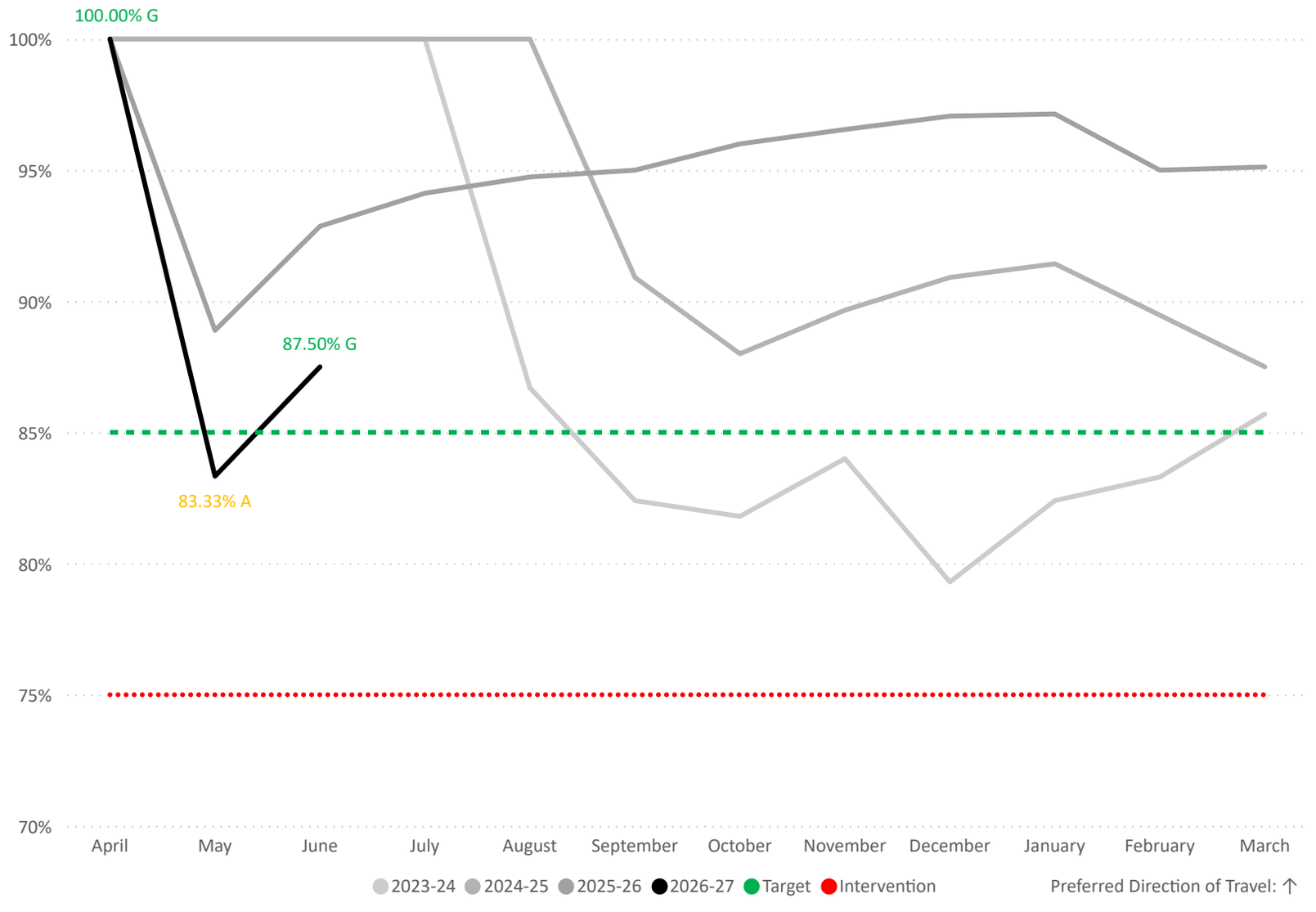
Latest projected outturn:

R

Outcome: Improving Housing

PI 12: The percentage of planning applications processed on target – Major (within 13 weeks or agreed extended period)

The percentage of planning applications that are deemed Major which are completed within the nationwide standard of 13 weeks, or completed within the agreed extended time period. A Major planning application is determined by the Development Management Procedure (England) Order 2015.



Latest Commentary from Service:

7 out of 8 Major planning applications were processed and determined on time in quarter 1, with 1 application being delayed by over 13 weeks in May. This metric is extremely sensitive due to the small amount of major applications received through Huntingdonshire.

Latest year-end forecast:

87.00%

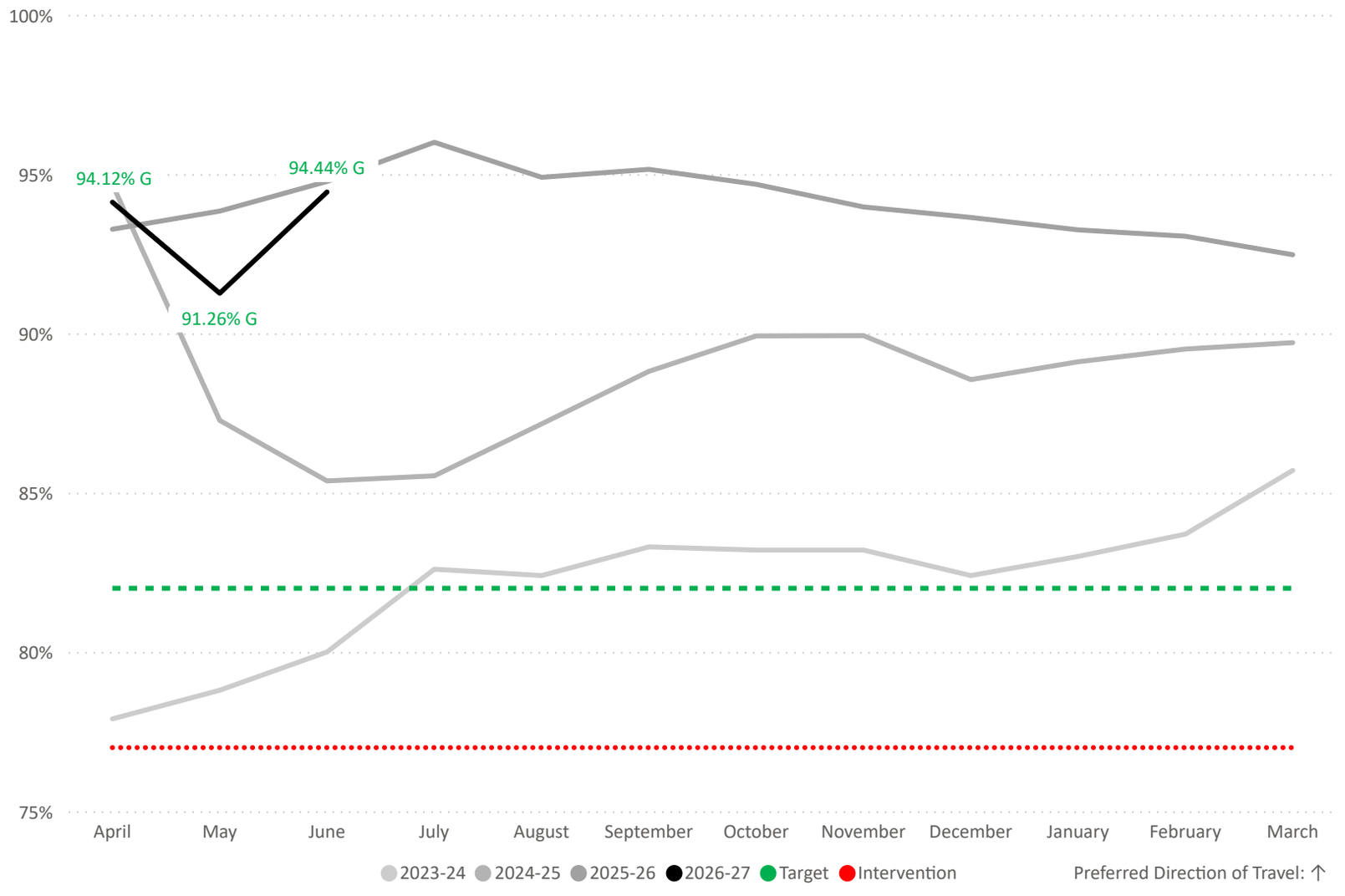
Latest projected outturn:

G

Outcome: Improving Housing

PI 13: The percentage of planning applications processed on time – Minor & Others (within 8 weeks or agreed extended period)

The percentage of planning applications that are deemed Minor or Other which are completed within the nationwide standard of 8 weeks, or completed within the agreed extended time period. A Minor or Other planning application is determined by the Development Management Procedure (England) Order 2015.



Latest Commentary from Service:

255 of 274 Minor & Other planning applications were processed and determined on time in quarter 1, with the majority of the 19 applications not achieving the 8-week target being in May.

Latest year-end forecast:

87.00%

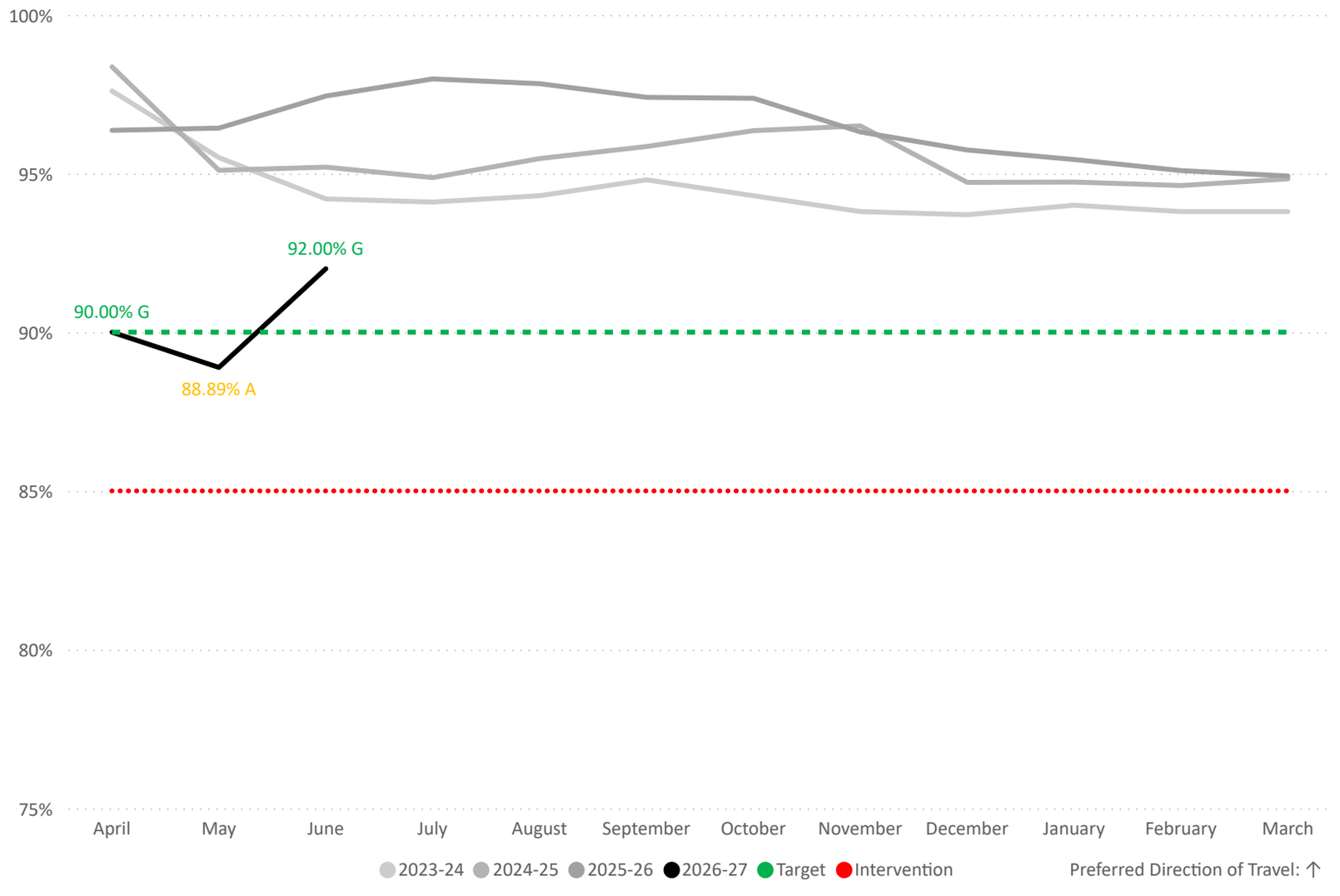
Latest projected outturn:

G

Outcome: Improving Housing

PI 14: The percentage of planning applications processed on target – Household Extension (within 8 weeks or agreed extension period)

The percentage of planning applications that are Household Extensions which are completed within the nationwide standard of 8 weeks, or completed within the agreed extended time period.



Latest Commentary from Service:

115 of 125 Household extension planning applications were processed and determined on time in quarter 1, with the majority of the 19 applications not achieving the 8-week target being in May.

Latest year-end forecast:

93.00%

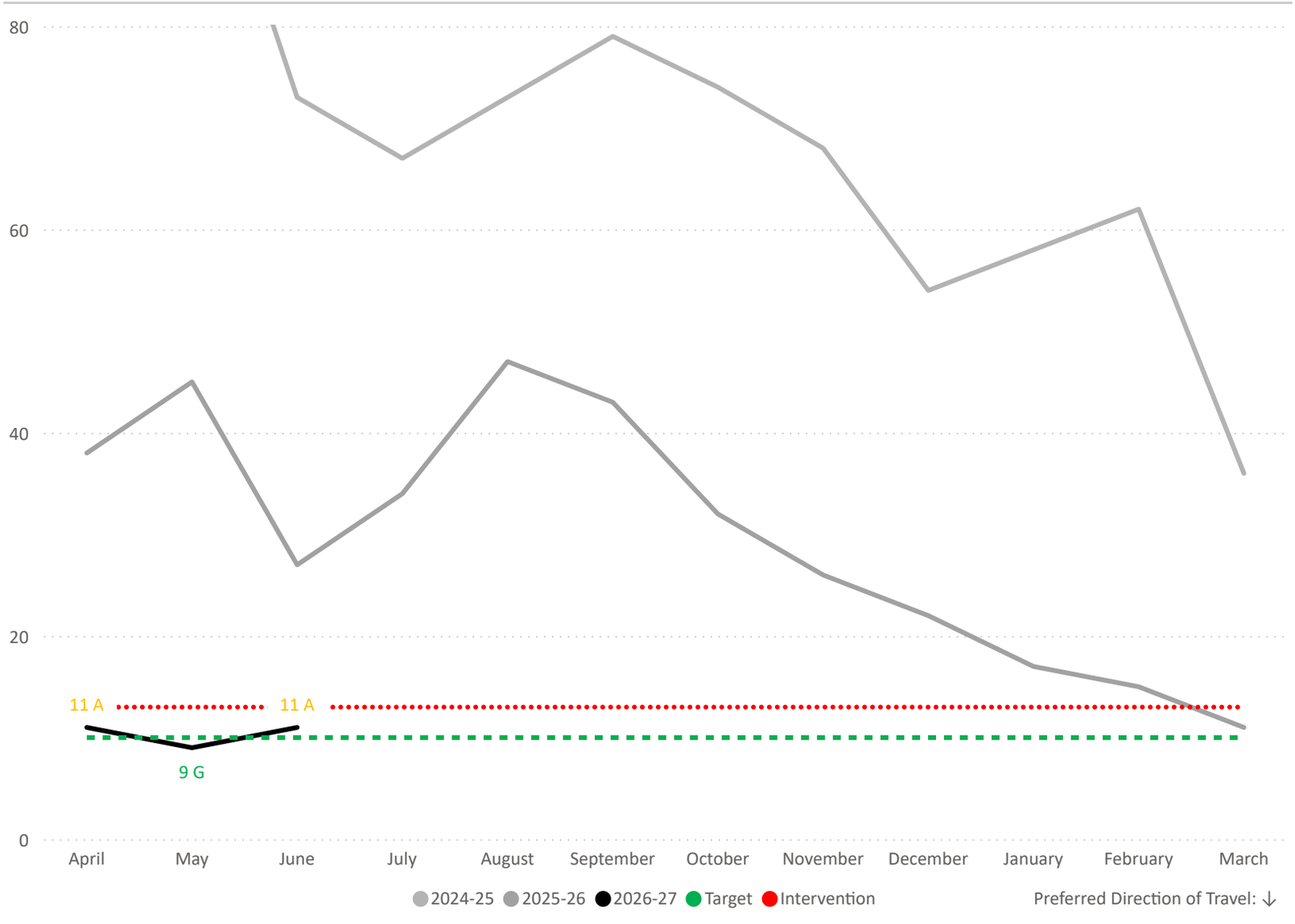
Latest projected outturn:

G

Outcome: Improving Housing

PI 15: The number of planning applications over 16 weeks old with no current extension in place

The number of planning applications that are currently being processed by the Planning Service which are over 16 weeks old and have no agreed extension in place.



Latest Commentary from Service:

A minor increase in backlog cases was seen in June, but the metric continues to perform extremely positively compared to previous years. Backlog applications remain a key focus for officers and the management team. Performance for this metric is expected to experience small fluctuations but improve over time; it is anticipated that performance will improve over the next month. The yearly average (to date) equates to 10.3 which moves the indicator to Green.

PATH TO GREEN - officers and the management team will continue to focus on ensuring the backlog is a priority, driving performance towards and past its target.

Latest year-end forecast:

8

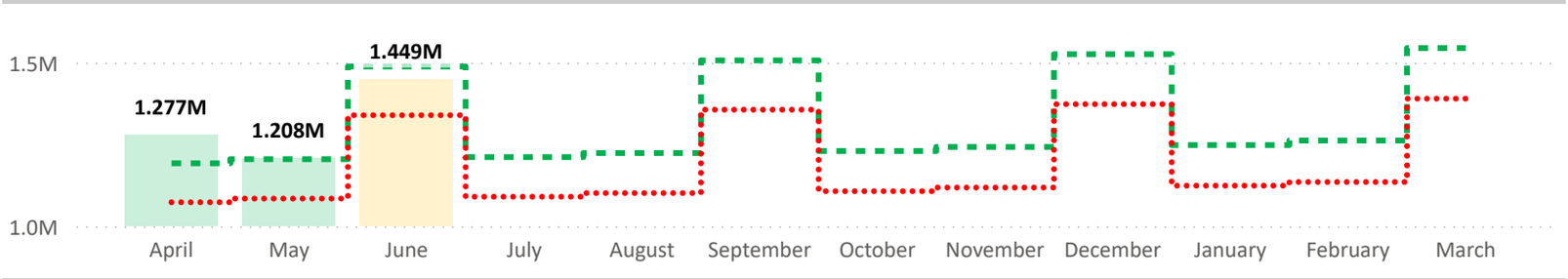
Latest projected outturn:

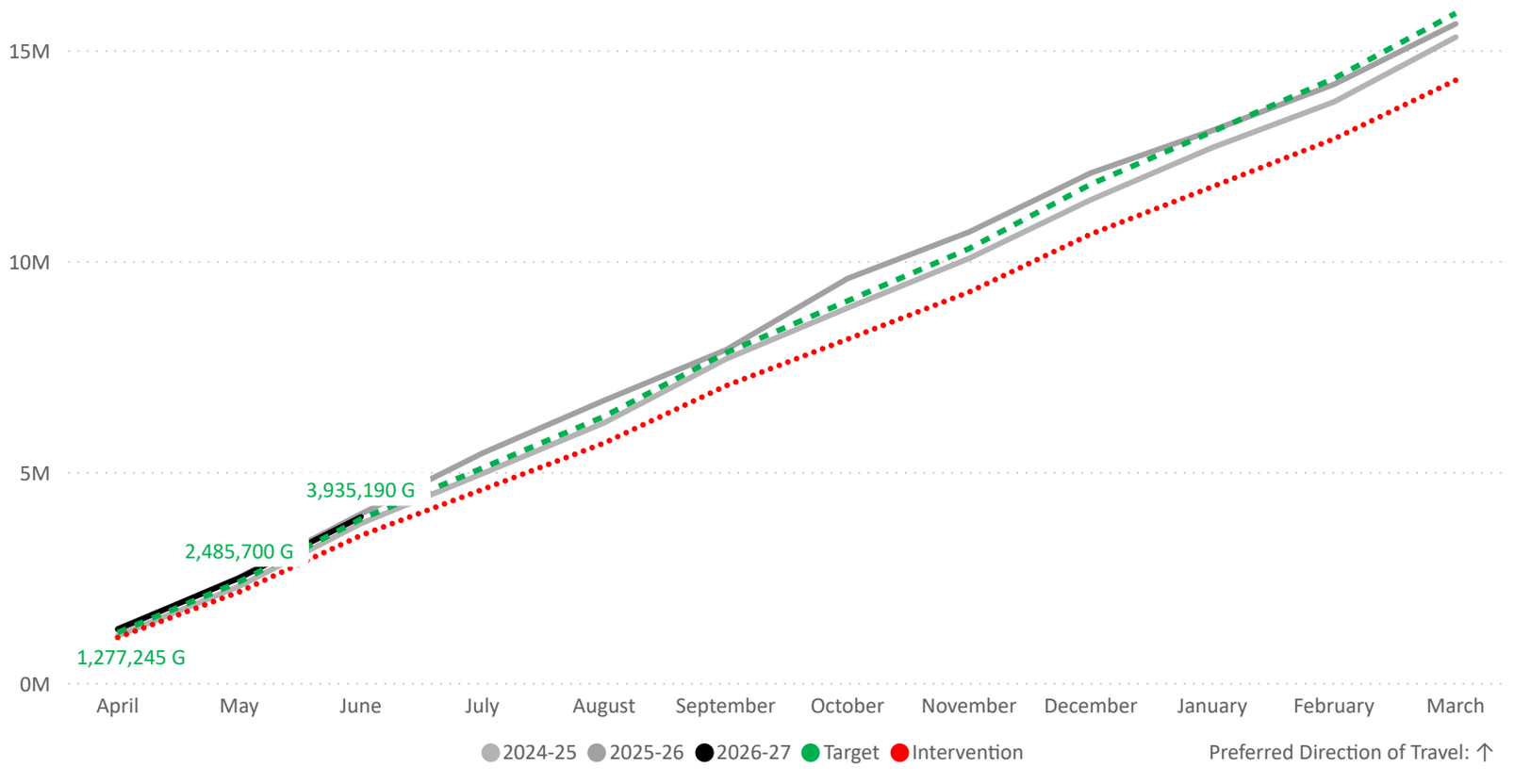
G

Outcome: Forward thinking economic development

PI 16: The cumulative footfall in our market towns

The footfall that was measured by Huntingdonshire District Council footfall counters in Huntingdonshire's four market towns - Huntingdon, St Ives, St Neots & Ramsey.





Latest Commentary from Service:

Huntingdon Q1 - 1,580,816: Markets on Saturdays and Wednesdays frequently saw high footfall in quarter 1 in Huntingdon. Popular days included the successful Sunset Beats & Bites event hosted by Huntingdon First BID and Huntingdon Town Council and the ABBA Tribute festival at Huntingdon race course.

St Ives Q1 - 1,156,686: The two most popular days for St Ives in quarter 1 were Saturday and Monday. The popularity of the market continues to drive footfall on Saturdays. The three bank holiday Mondays in quarter 1, along with the Charter Market in June drove Monday footfall.

St Neots Q1 - 1,163,742: St Neots had particularly high footfall days during days with events such as Friday Food Feast, the Big Listen and St Neots Food and Craft Fayre

Ramsey Q1 - 33,855: Ramsey's footfall continued to be consistent on market days, with a higher footfall on the Ramsey Neighbourhoods Trust “Great Whyte Dine Out” event.

Latest year-end forecast:

15,876,336

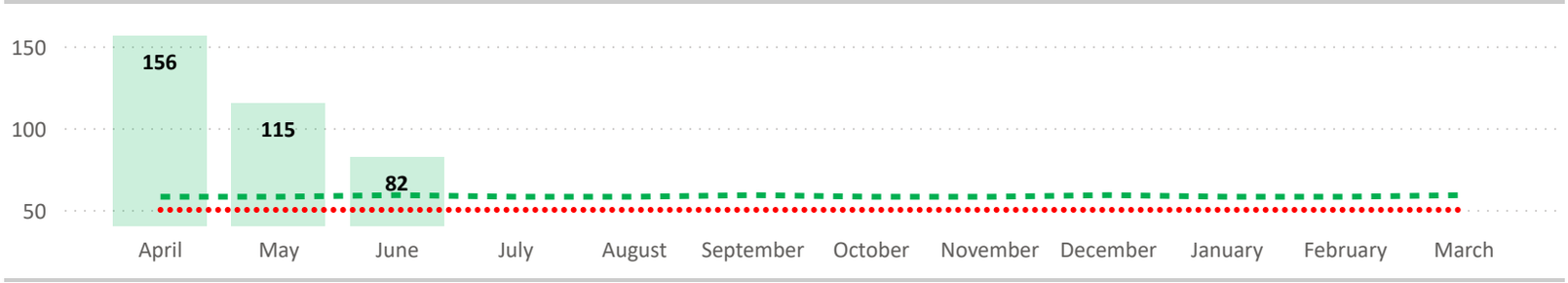
Latest projected outturn:

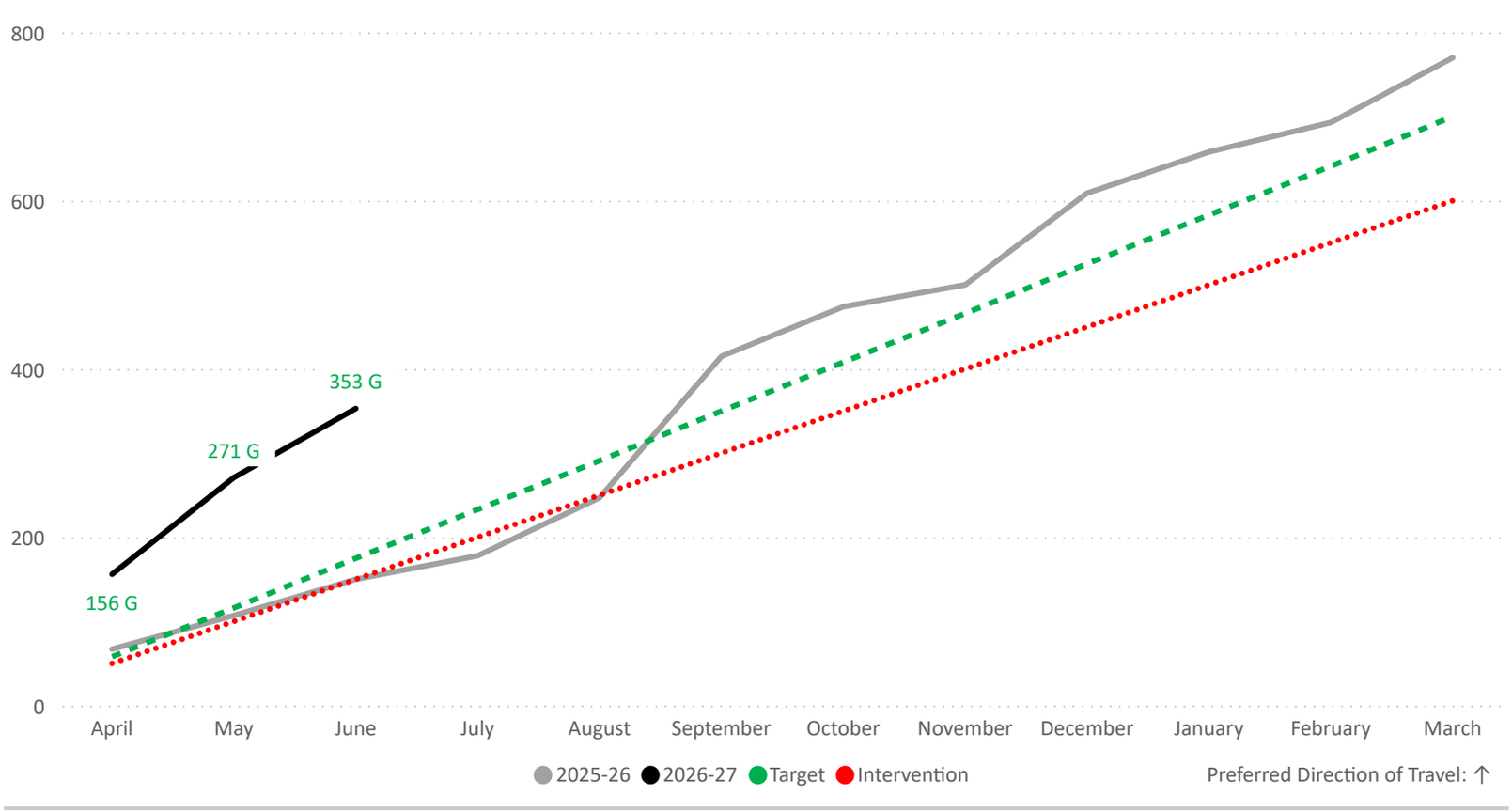
G

Outcome: Forward thinking economic development

PI 17: The total number of business engagements by the Economic Development Team

The number of businesses that the Economic Development team actively engage with support in a given month.





Latest Commentary from Service:

Throughout quarter 1, the Economic Development team continued to support businesses throughout Huntingdonshire across a range of areas, including: digital adoption, funding, business rates, recruitment, relocation, business support meetings, site visits, growth opportunities, skills development, specialist advice and marketing.

Engagement continued with organisations from the education, industry and public sector networks to support business development and skills activity through events, partnership working and knowledge sharing. A new business support initiative was launched at Alconbury Weald, providing advice sessions, networking opportunities and direct support to local businesses across several locations. Additional activity included supporting businesses with growth enquiries, inward investment interest, planning-related queries and construction-focused workshops, alongside continued development of the Business Growth Incentive Fund.

Defence engagement remained a key focus through meetings with businesses and stakeholders, attendance at sector events, and the development of a local SME engagement plan. The team also promoted the Huntingdonshire Business Awards, made referrals and introductions to partner organisations, supported businesses to access wider opportunities, and attended a range of business, skills and economic development events to strengthen relationships and identify new opportunities across the district.

Latest year-end forecast:

700

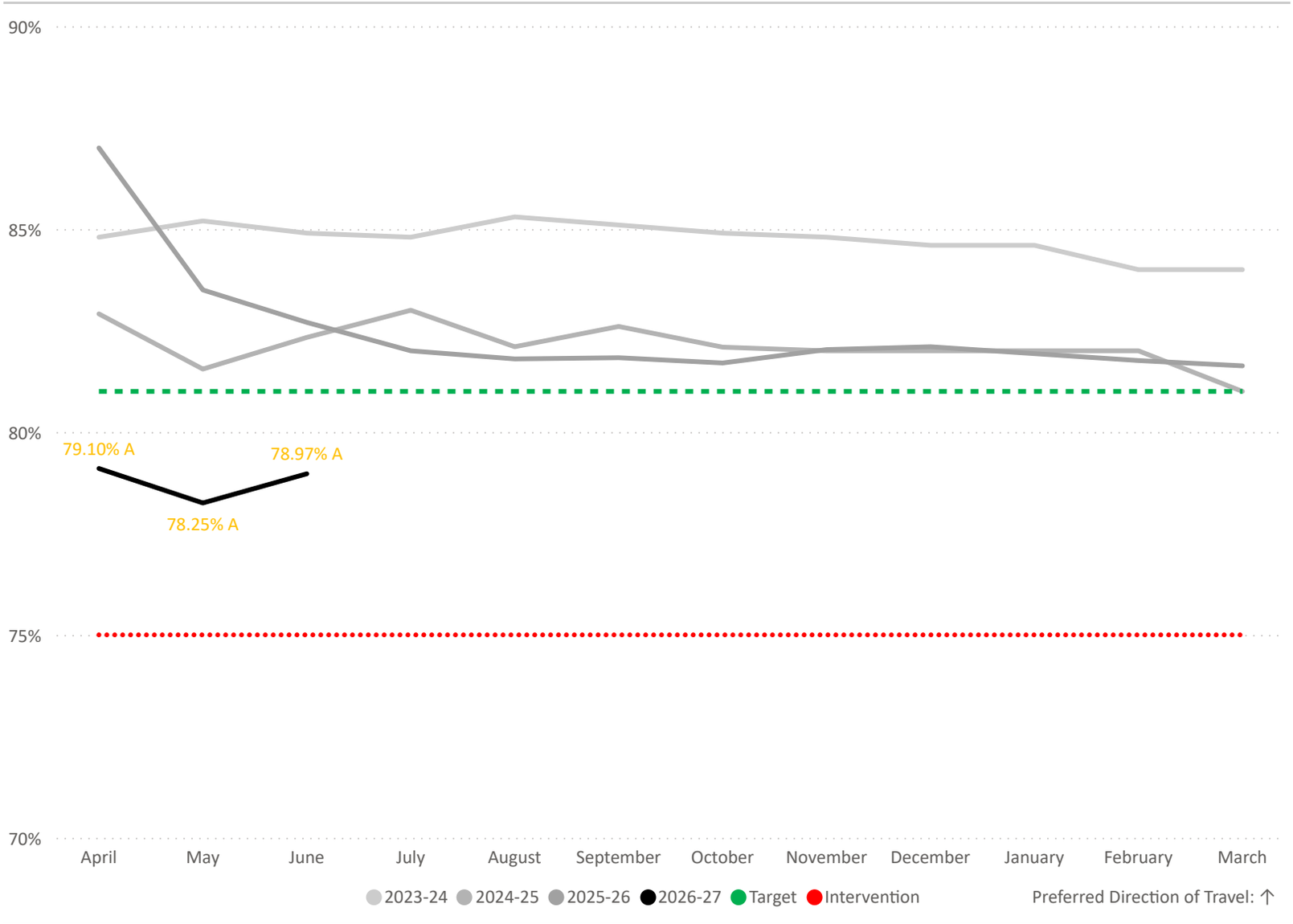
Latest projected outturn:

G

Outcome: Lowering carbon emissions

PI 18: The efficiency of vehicle fleet driving – Energy Efficient Driving Index Score for the waste service

The cumulative efficiency score of HGV drivers as determined by the Energy Efficient Driving Index. A higher score indicated more efficient driving practices such as smoother braking and less harsh acceleration.



Latest Commentary from Service:

Due to some errors with the systems and software that record this data, a new system is scheduled to be installed across the fleet during July. It should be noted that the implementation of the new system will require a period of adjustment to ensure all parameters are correctly configured. As a result, it is expected that some fine-tuning will be required over the coming months before the system is fully optimised. However, any significant issues for individual users are being identified, investigated, and resolved as they arise.

PATH TO GREEN - the identification of issues and their resolution will drive the performance of this metric towards target. Additionally, the implication of bug-free software and systems will allow for more accurate data and hence more ability to identify and rectify issues.

Latest year-end forecast:

81.00%

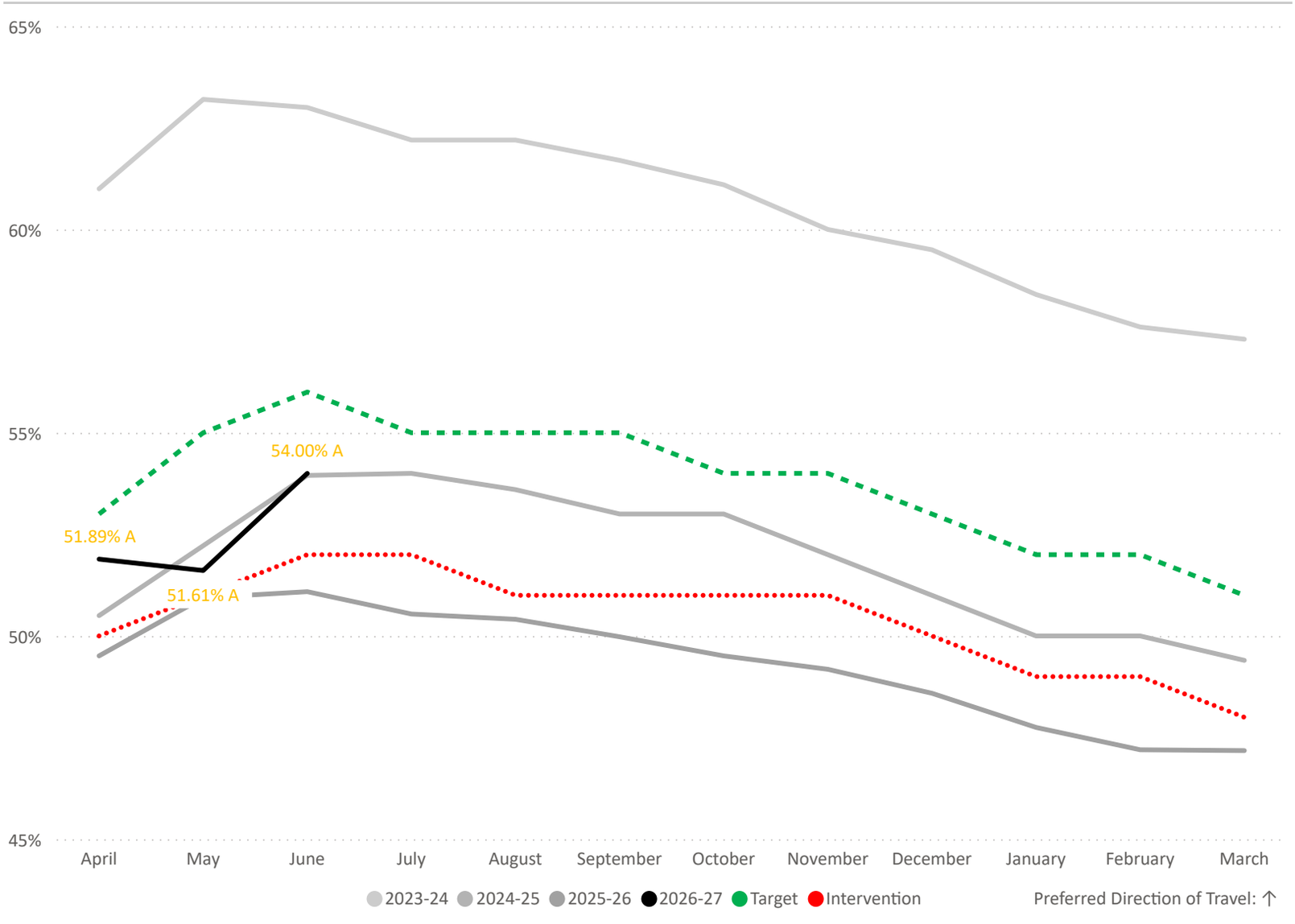
Latest projected outturn:

G

Outcome: Delivering good quality, high value for money services

PI 19: The percentage of household waste reused / recycled / composted (excluding food waste collections) (cumulative year to date)

The percentage of residential household waste that is reused, recycled or composted after being collected by HDC refuse crews. This is calculated as the total amount of recycling and garden waste divided by the total waste collected (excluding food waste collections).



Latest Commentary from Service:

In total for quarter 1, 15152.76 tonnes of residual waste, dry recycling and garden waste were collected from domestic properties across the district, with 54% either recycled or composted.

Positive performance in June drove performance for this metric upwards, with 56% of waste recycled or composted (2973.96 tonnes out of 5280.70 tonnes).

In quarter 1, 6962.70t of residual waste, 4022.26t of dry recycling, 4167.80t of Garden waste, and 1298.40t of food waste were collected, and with 9488.4 tonnes either recycled or composted, the recycling rate for Q1 is 58%

PATH TO GREEN - The Waste Minimisation Team continues to work with residents to encourage full use of the weekly food waste collection service. This helps to reduce the amount of food waste disposed of through the residual waste stream, contributing to improved recycling performance . The team also continues to promote the benefits of reducing food waste, supporting residents to minimise waste at source.

Latest year-end forecast:

51.00%

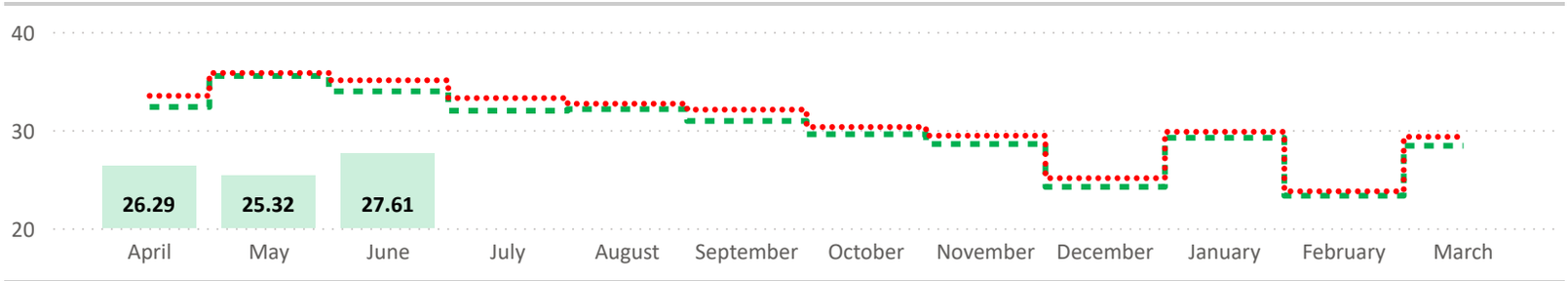
Latest projected outturn:

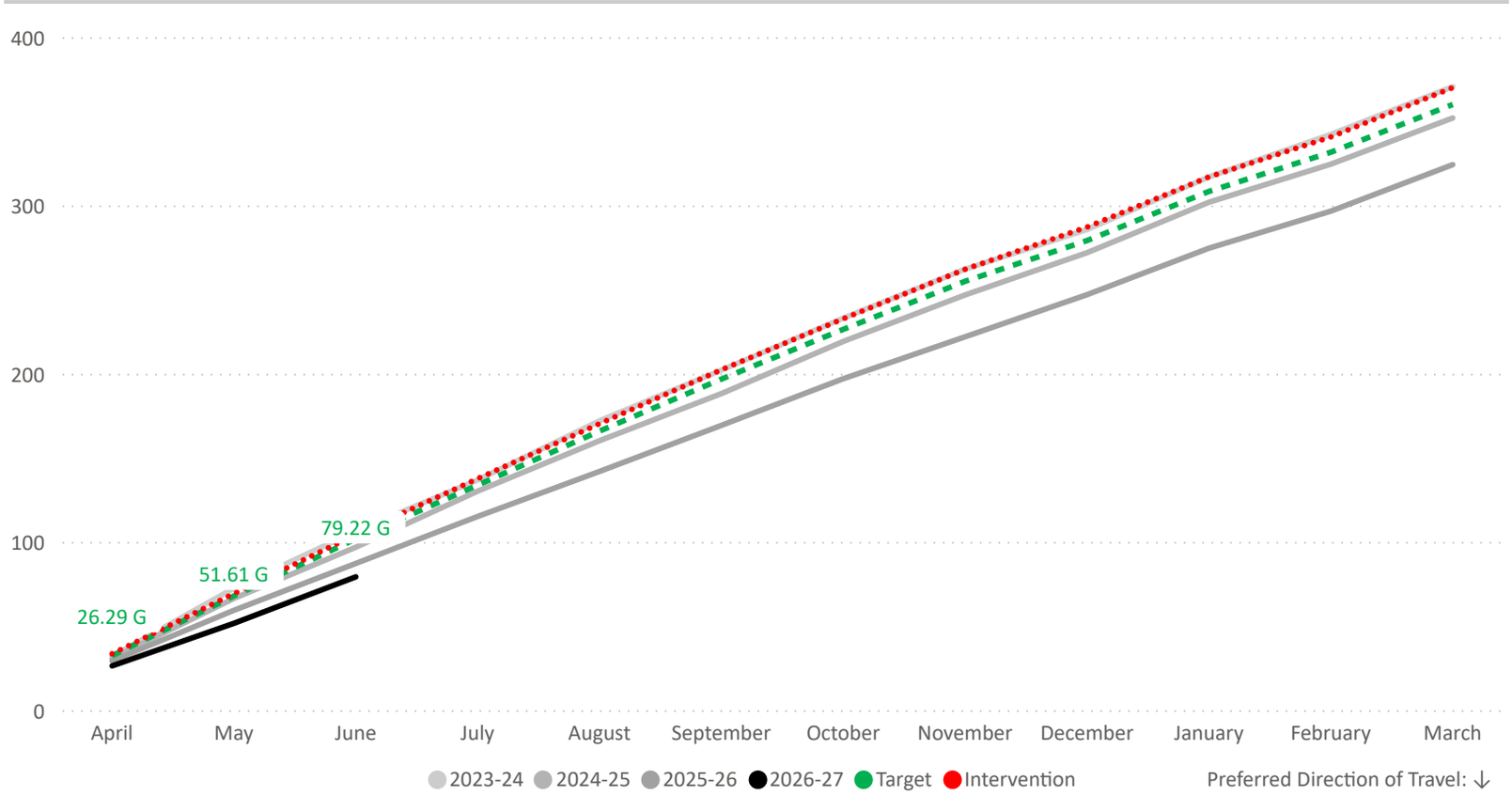
G

Outcome: Delivering good quality, high value for money services

PI 20: The collected household waste per person (kilograms, excluding food waste collections) (cumulative year to date)

The total amount of waste collected from residential households, divided by the total population of Huntingdonshire. The total waste collected is the sum of residual waste, recycling waste, and garden waste)





Latest Commentary from Service:

Household waste generation per person for June 2026 was 27.61 kg, based on the total residual waste, dry recycling and garden waste collected. This is 79.22 kg per person for the entirety of quarter 1.

In addition, 2.24 kg of food waste per person was collected during the month. Including food waste collections, the total household waste generated per person in June was 29.85 kg.

This remains below the UK monthly average of 34 kg per person.

With the inclusion of food waste, a total of 86.01kg per person has been collected in Quarter 1, with the monthly average sitting at 28.67kg/person.

Latest year-end forecast:

360.00

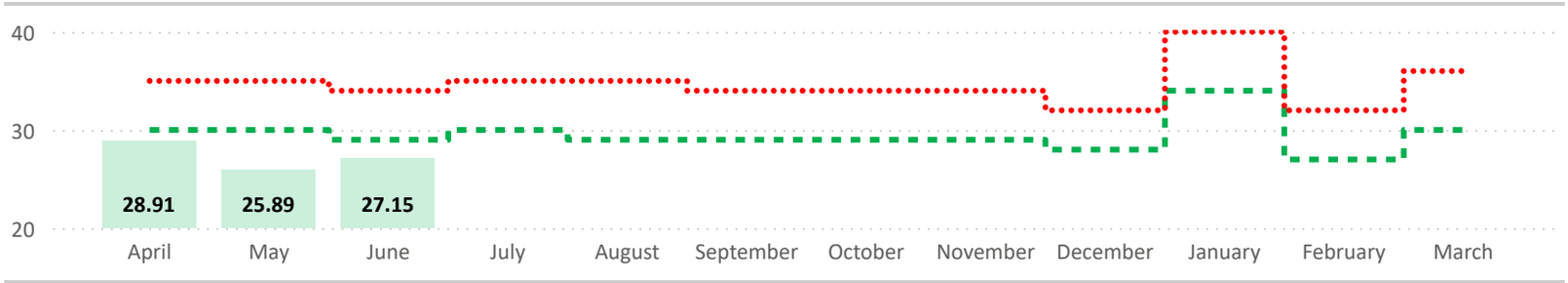
Latest projected outturn:

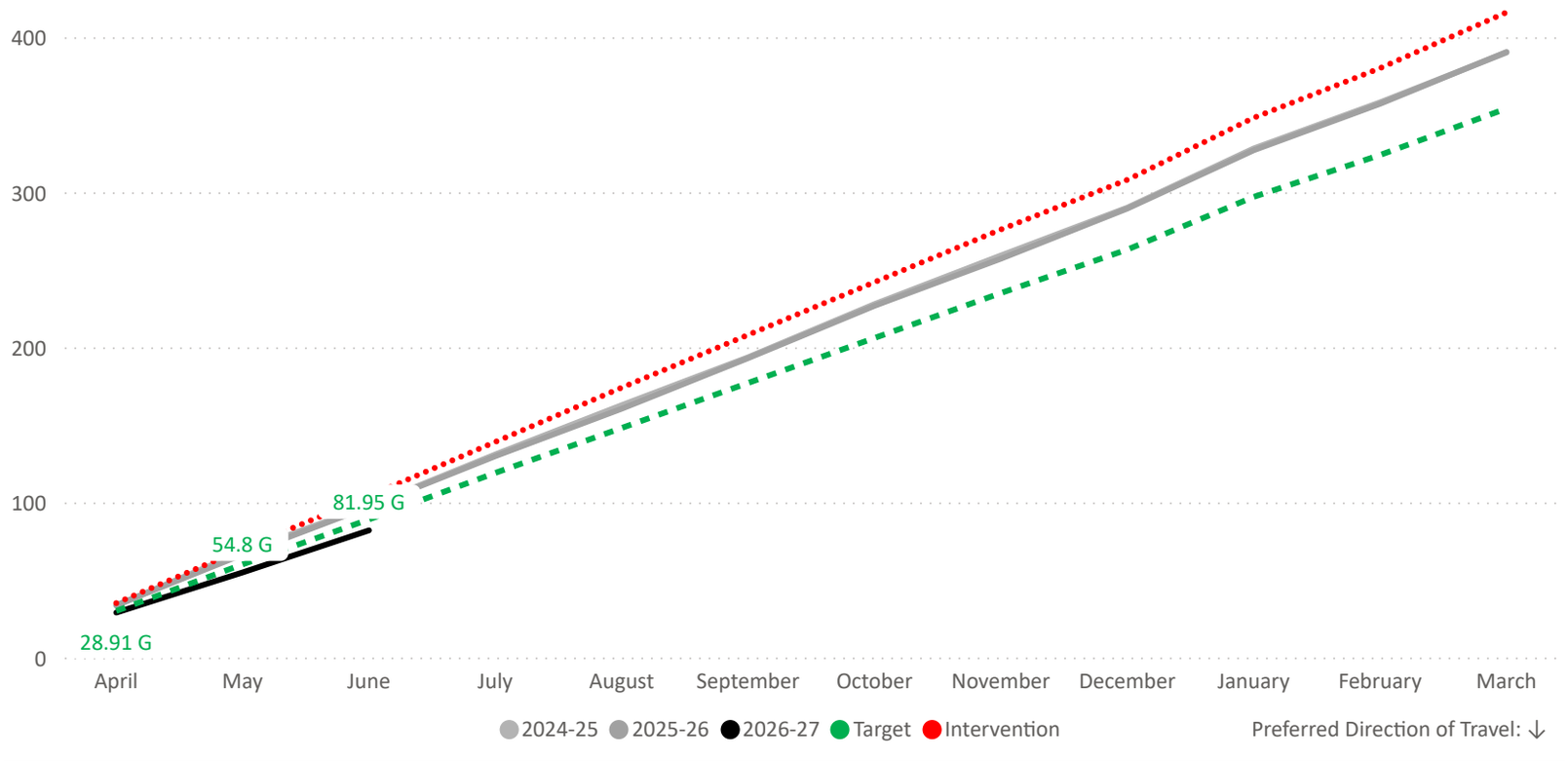
G

Outcome: Delivering good quality, high value for money services

PI 21: The residual waste collected per household (kilograms) (cumulative year to date)

The total weight of residual household waste collected from domestic kerbside collection divided by the number of households in Huntingdonshire. Residual waste is non-recycled and non-composted waste.





Latest Commentary from Service:

Residual waste collected per household in June was 27.15 kg, which is 1 kg more than last month, but is 3.71kg lower than the same period last year.

A further 5.05 kg per household was diverted through the weekly food waste collection service in June.

Performance continues to compare favourably against the UK average of 74 kg of residual waste per household per month.

In quarter 1, a total of 81.95kg of residual waste was collected per household.

Latest year-end forecast:

354

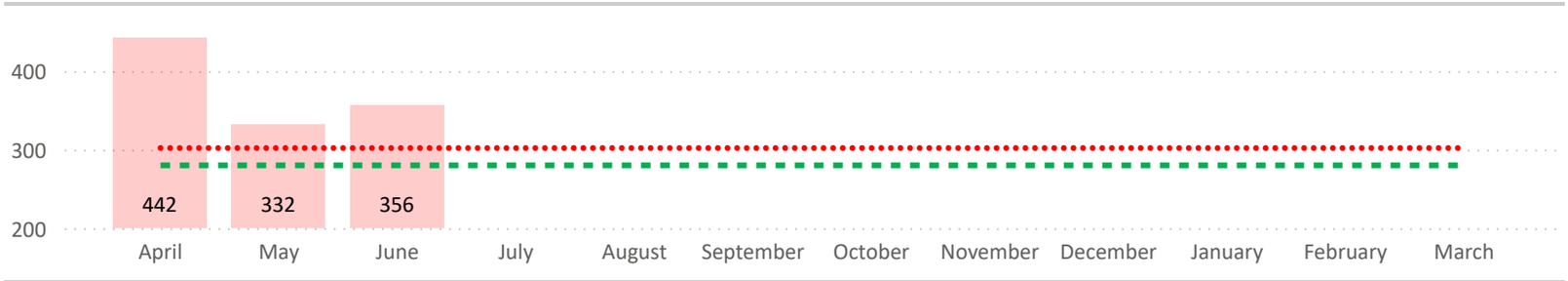
Latest projected outturn:

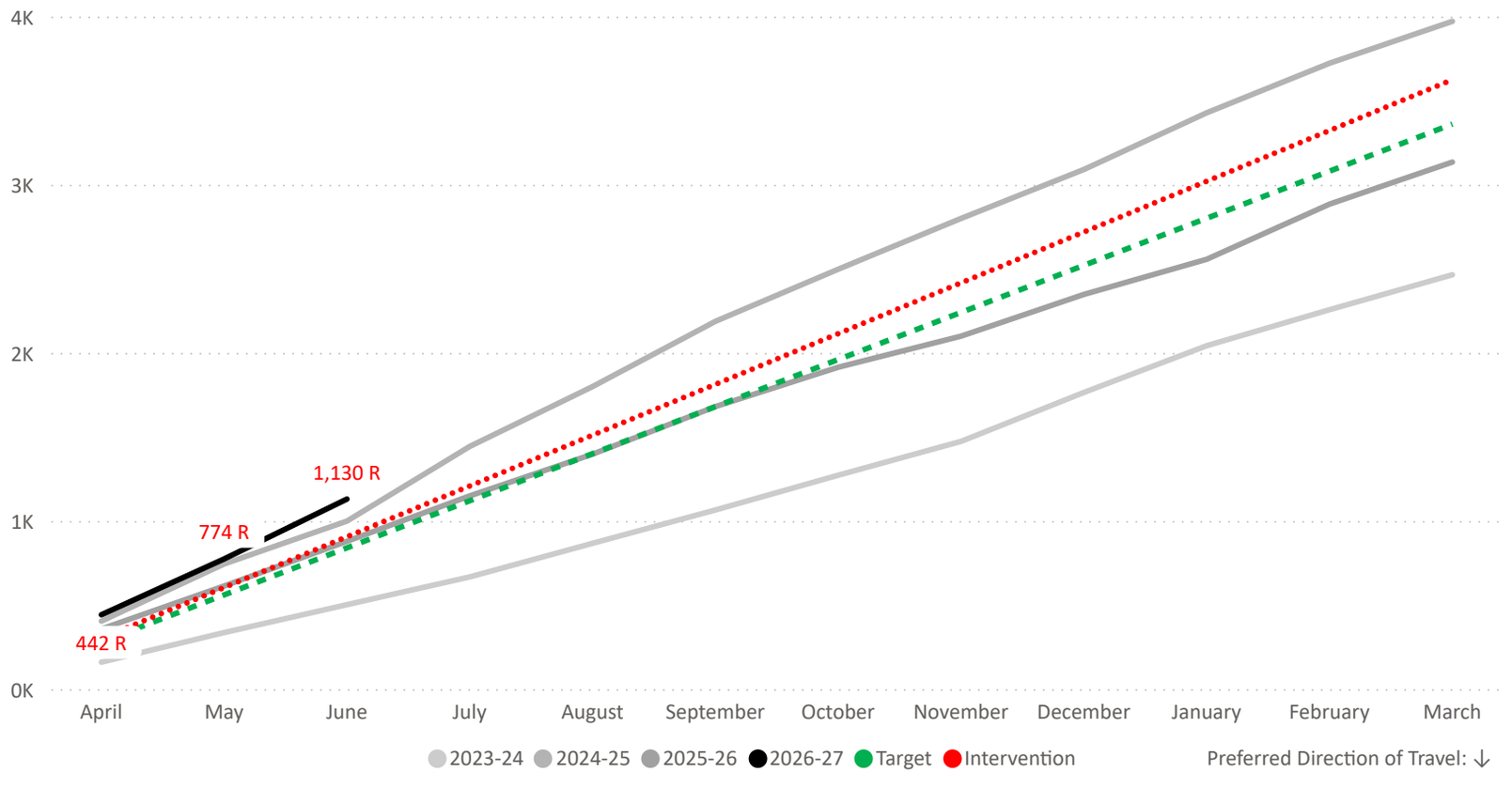
G

Outcome: Delivering good quality, high value for money services

PI 22: The number of missed bins (excluding Food Waste collections)

The number of resident bins that were reported as missed by residents, excluding food waste bins.





Latest Commentary from Service:

A total of 1,130 residual waste, dry recycling and garden waste collections were missed in quarter 1, with a missed collection rate of ~0.065%. This performance remains better than the APSE benchmark average of 0.076%, reflecting continued operational reliability and service quality.

We have experienced long-term sickness on all waste streams, so reliance is on agency staff, without knowledge of the rounds/areas. Whilst we do our best to mitigate this as much as possible, this has had an impact on the missed bins.

In quarter 1, a further 1,398 food waste collections were reported as missed; however, it must be noted that 1,038,081 collections were scheduled, as these collections are weekly. The missed rate equates to 0.13% of all collections made for the food waste service. Support for the teams continues to ensure the number of missed bins is reducing over the coming months.

PATH TO GREEN - Managers continue to work closely with the collection teams to monitor and reduce missed collections, and implement improvements where necessary. As agency staff continue to gain experience and become more familiar with collection routes and procedures, and as permanent staff return from periods of sickness absence, performance is expected to improve further, resulting in a continued reduction in missed collections.

Latest year-end forecast:

3,360

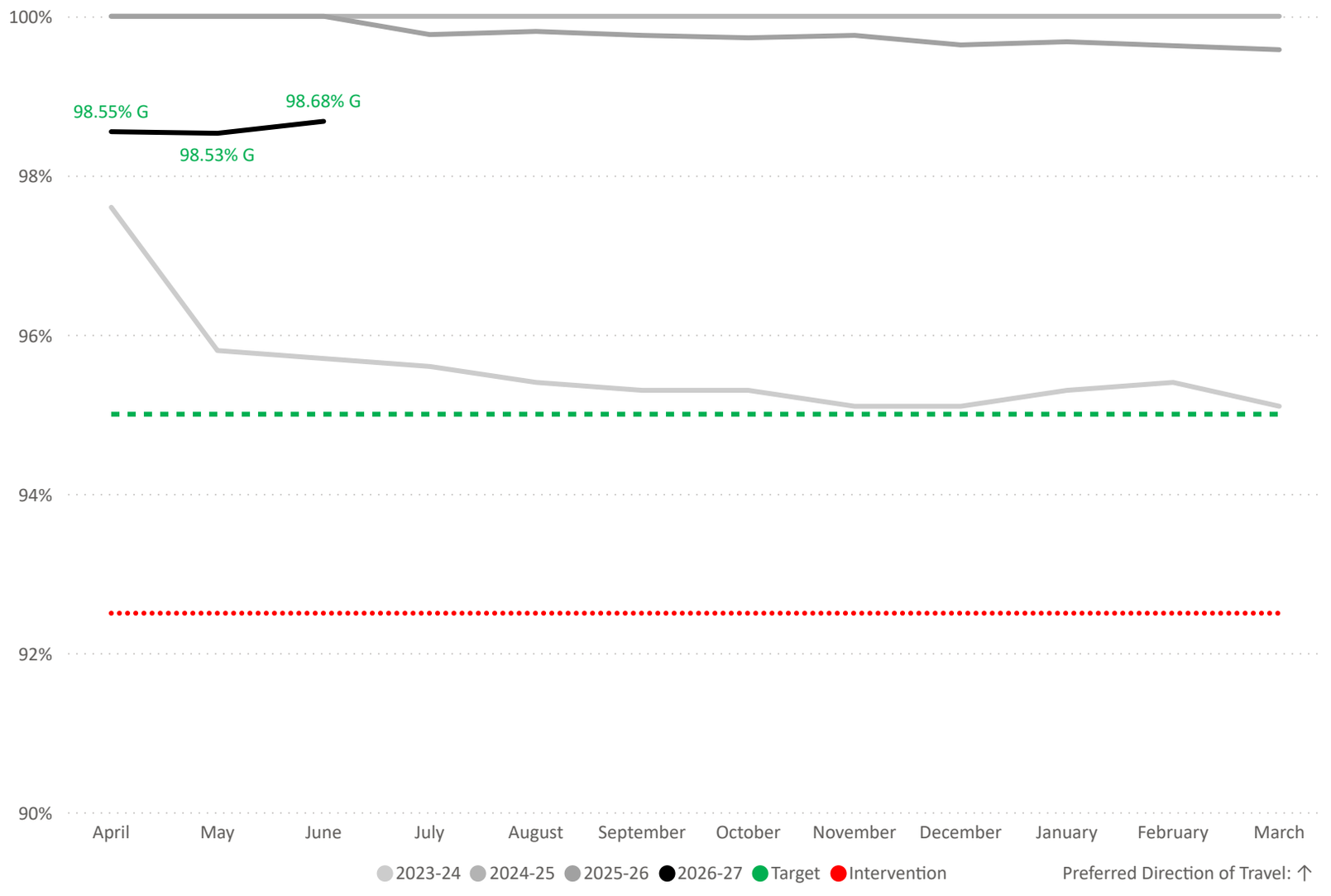
Latest projected outturn:

G

Outcome: Delivering good quality, high value for money services

PI 23: The percentage of sampled areas clean or predominantly clean of litter, detritus, graffiti, flyposting or weed accumulations

The percentage of sampled areas that are graded A or B by official APSE measurements, when considering for litter, detritus, graffiti, flyposting, and weed accumulations.



Latest Commentary from Service:

607 inspections were completed in quarter 1, with 8 failures. All of these failures were graded as Grade C under the street cleansing inspection grading system, which measures cleanliness on a scale from Grade A (very good) to Grade D (poor). A Grade C indicates that the area required attention to restore the expected standard but was not assessed as being in the lowest condition. Following the inspections, all identified issues were addressed and have since been rectified.

Latest year-end forecast:

95.00%

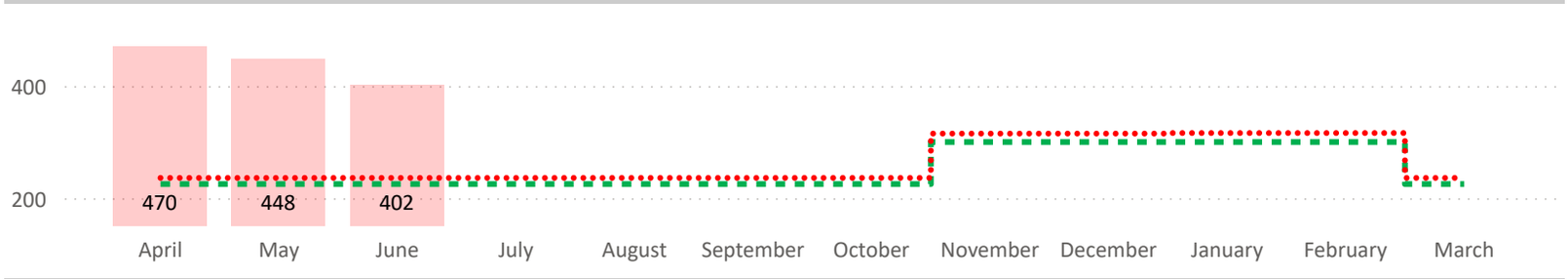
Latest projected outturn:

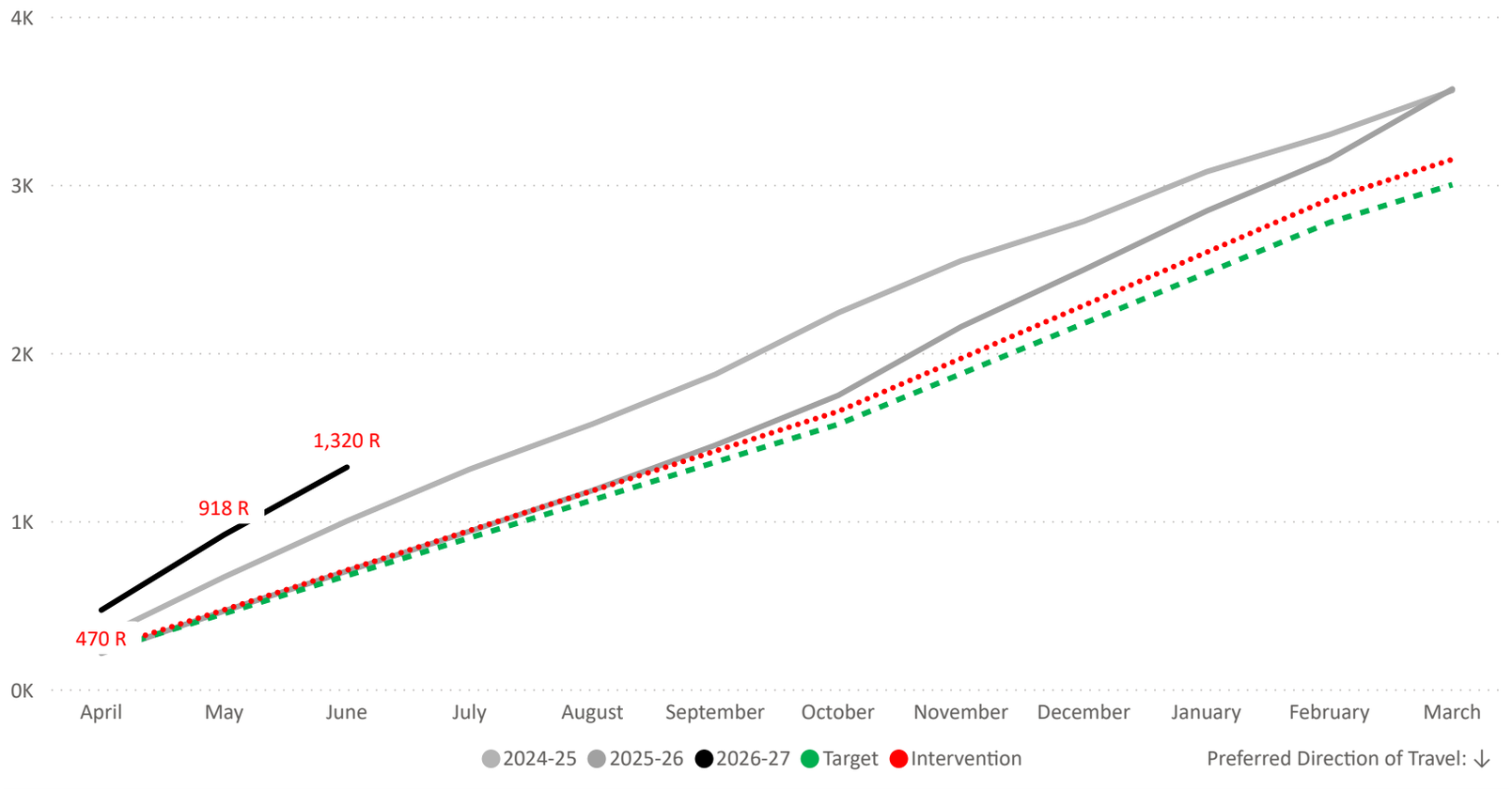
G

Outcome: Delivering good quality, high value for money services

PI 24: The number of flytips reported

The number of unique flytipping incident reported to HDC, with a flytip being the illegal dumping of liquid or solid waste on land or in water.





Latest Commentary from Service:

A total of 1320 flytips have been reported and cleared up in quarter 1.

The service continues to observe high numbers of small flytips, car bootloads or less, and mainly in residential areas.

PATH TO GREEN - Processes have been revised to strengthen our approach to identifying and tackling fly-tipping. We have reviewed previous data to identify trends and recurring patterns, enabling the creation of a list of fly-tipping hotspot locations. This list will be reviewed and updated monthly and shared with the Enforcement Team to support targeted prevention and intervention work.

In addition, fly-tipping and evidence-gathering procedures have been rolled out with the teams. This has reinforced the importance of consistently identifying, recording and handling any evidence found, helping to ensure a more effective and coordinated response to fly-tipping incidents.

Latest year-end forecast:

3,000

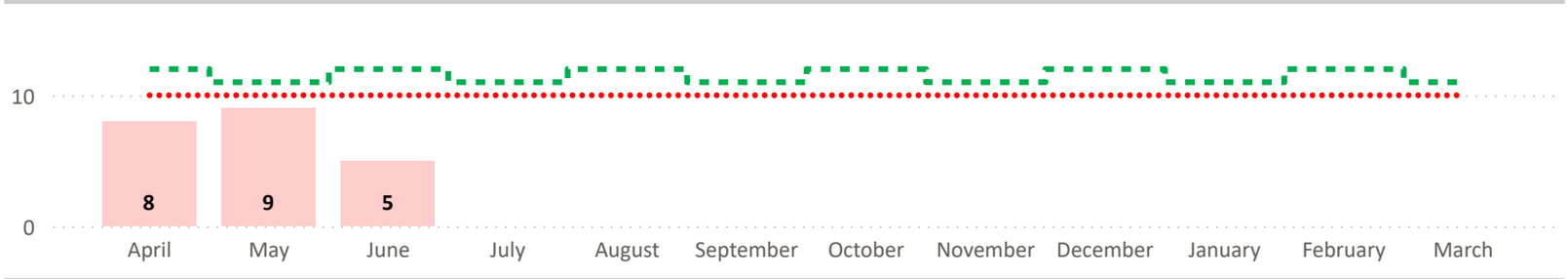
Latest projected outturn:

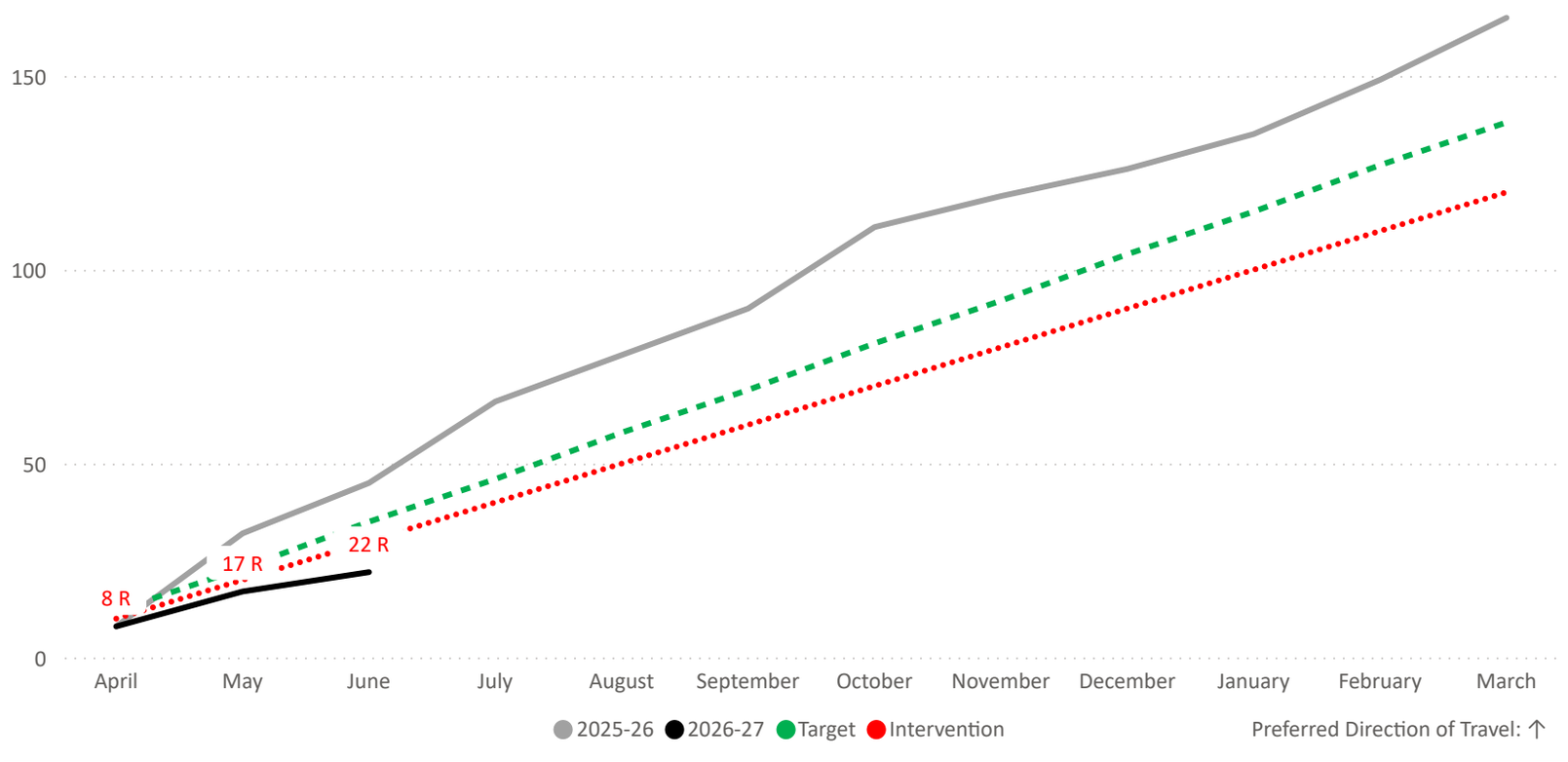
G

Outcome: Delivering good quality, high value for money services

PI 25: The number of sanctions against environmental crimes and anti-social behaviour

The total number of sanctions implemented by the Community Action Team. This includes all Intervention and Enforcement. The team aims to work with residents and the community to ensure that a Prevention before Intervention, Enforcement is used. The sanctions included within this KPI include CPW/CPN, Breaches of PSPO, FPNS's and Prosecutions.





Latest Commentary from Service:

Quarter 1 saw below-target sanctions against environmental crimes and ASB each month. The service continues to prioritise preventive actions compared to reactive actions.

PATH TO GREEN - The service will continue to complete fixed penalty notices and sanctions where there is sufficient means to, with no different action plan compared to 2025/26.

Latest year-end forecast:

120

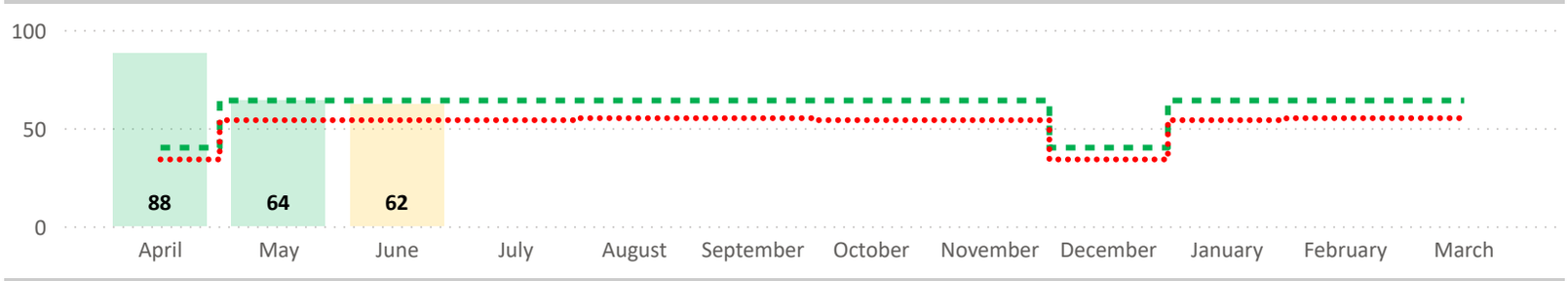
Latest projected outturn:

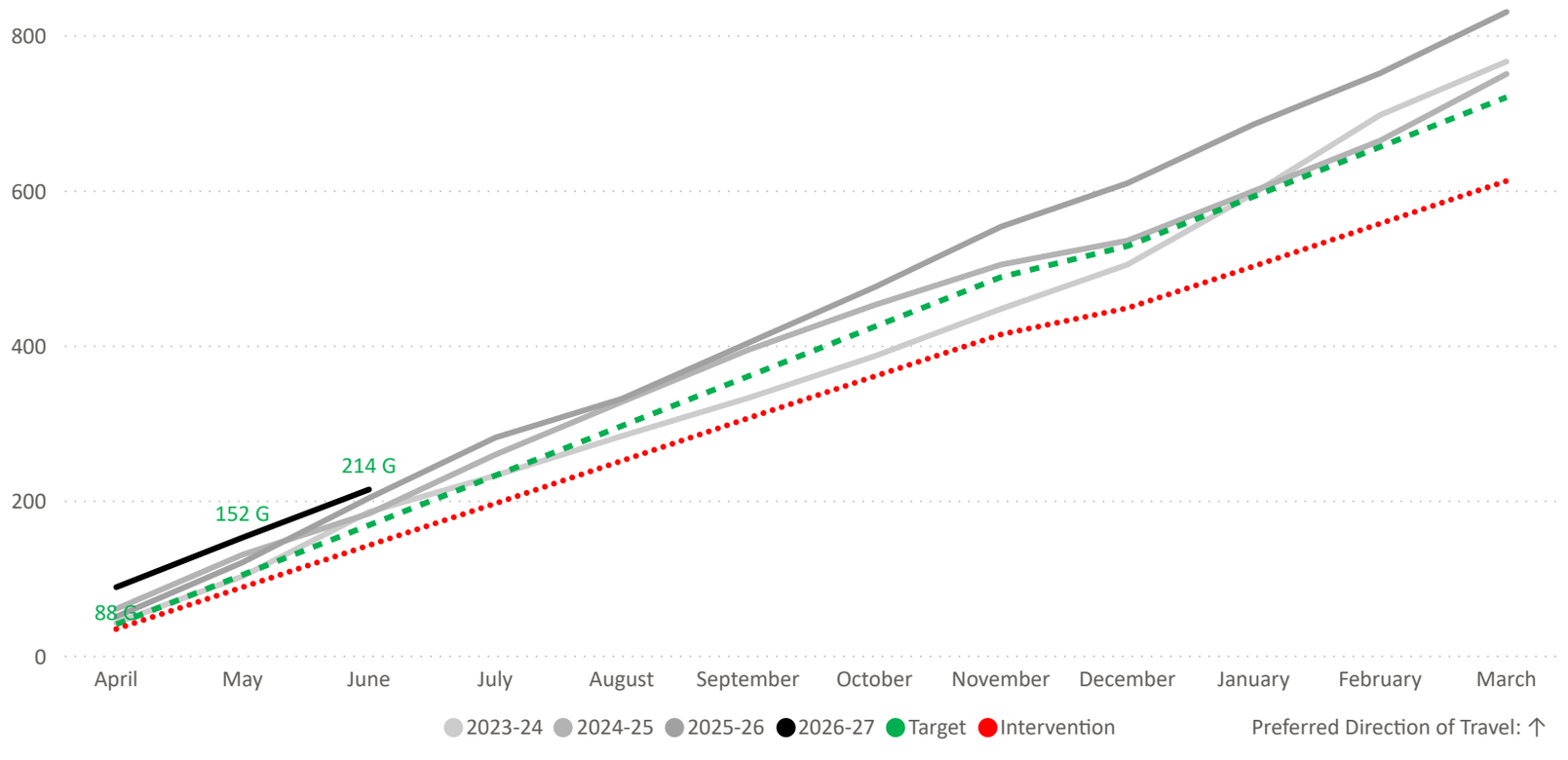
A

Outcome: Delivering good quality, high value for money services

PI 26: The number of programmed food hygiene inspections undertaken

The cumulative number of programmed food hygiene inspections that have taken place each month. This includes all full and partial programmed inspections due in year 2026/27 and any outstanding from previous years. Aborted inspections and closed premises inspections are also included in the figure but interventions using the alternative enforcement strategy are not included.





Latest Commentary from Service:

The number of food hygiene inspections is exceeding the target and the previous year's performance despite resource absence. The team continues to follow standards set out in the Food Law Code of Practice to ensure premises are inspected within 28 days of their inspection being due.

Latest year-end forecast:

856

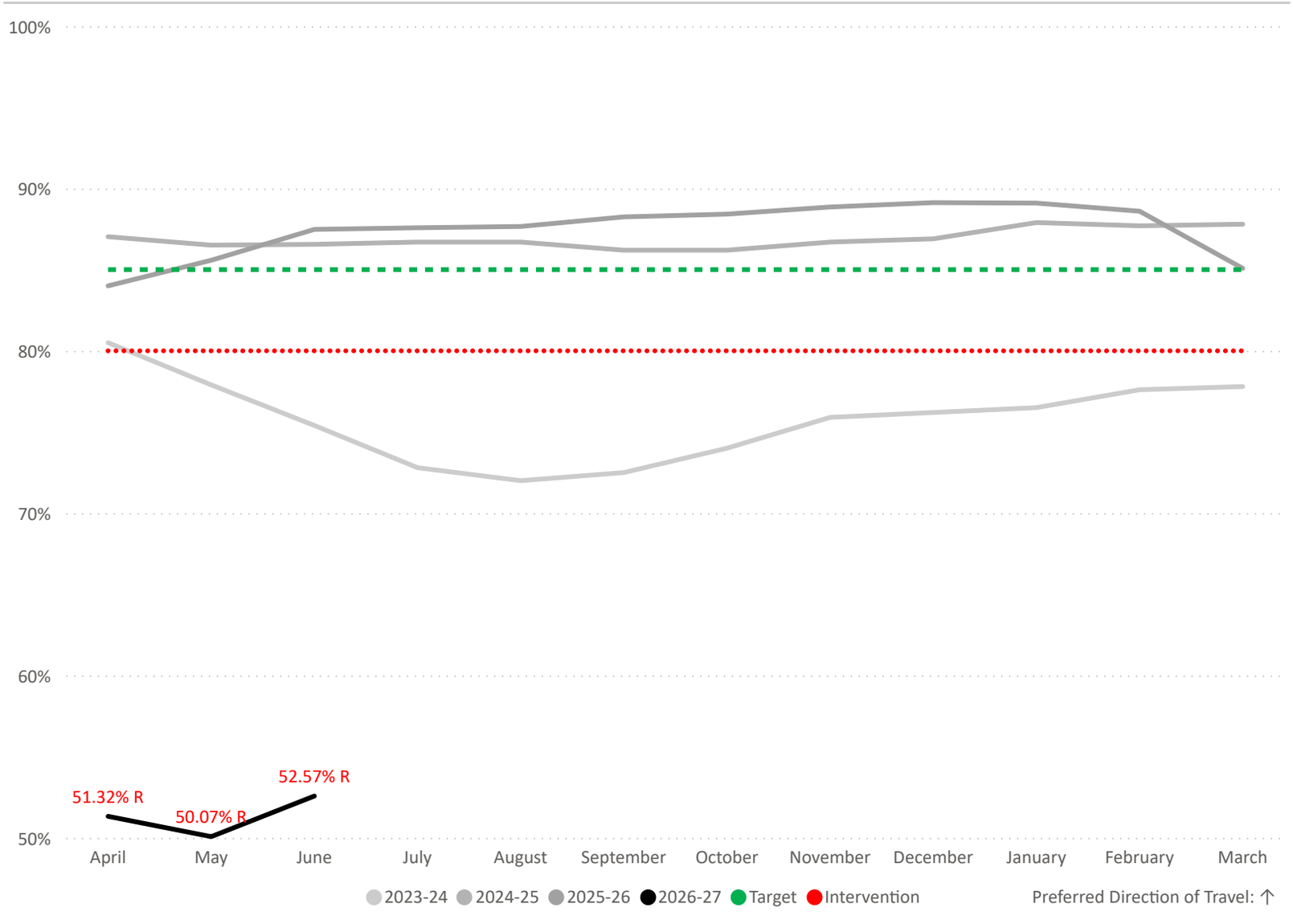
Latest projected outturn:

G

Outcome: Delivering good quality, high value for money services

PI 27: The percentage of calls to the Contact Centre answered

The answer rate of calls directed to Huntingdonshire District Council Contact Centre. This is calculated by the number of calls answered divided by the number of calls received. This is cumulative throughout the year.



Latest Commentary from Service:

Q1 performance was impacted by a short-term combination of increased customer demand, more complex enquiries and reduced available capacity. Call volumes were 25% higher than the same period last year with longer call durations, driven by several concurrent service pressures including implementation of the food waste service, garden bin renewals, annual billing, the new Citizen Portal, Council Tax text messaging and May elections.

These pressures were compounded by vacancies and sickness absence within Customer Services and service teams, together with the short-notice loss of the temporary support brought in to manage additional food waste contact.

Mitigating action was taken throughout the quarter. Lower-priority work was paused and email response times temporarily extended to ensure resources prioritised call handling. Live performance data was used to deploy staff where demand was greatest, and the team worked closely with back-office services to improve customer messaging, support demand planning and reduce avoidable contact where possible.

PATH TO GREEN - The position is expected to improve from August, with vacancies filled and staff undergoing training, and sickness absence has reduced significantly. While demand will continue to see peaks around monthly Council Tax reminder and summons activity, the service expects to return to the 85% answered-calls target from September and will continue to champion clear communication and digital self-service.

Latest year-end forecast:

75.00%

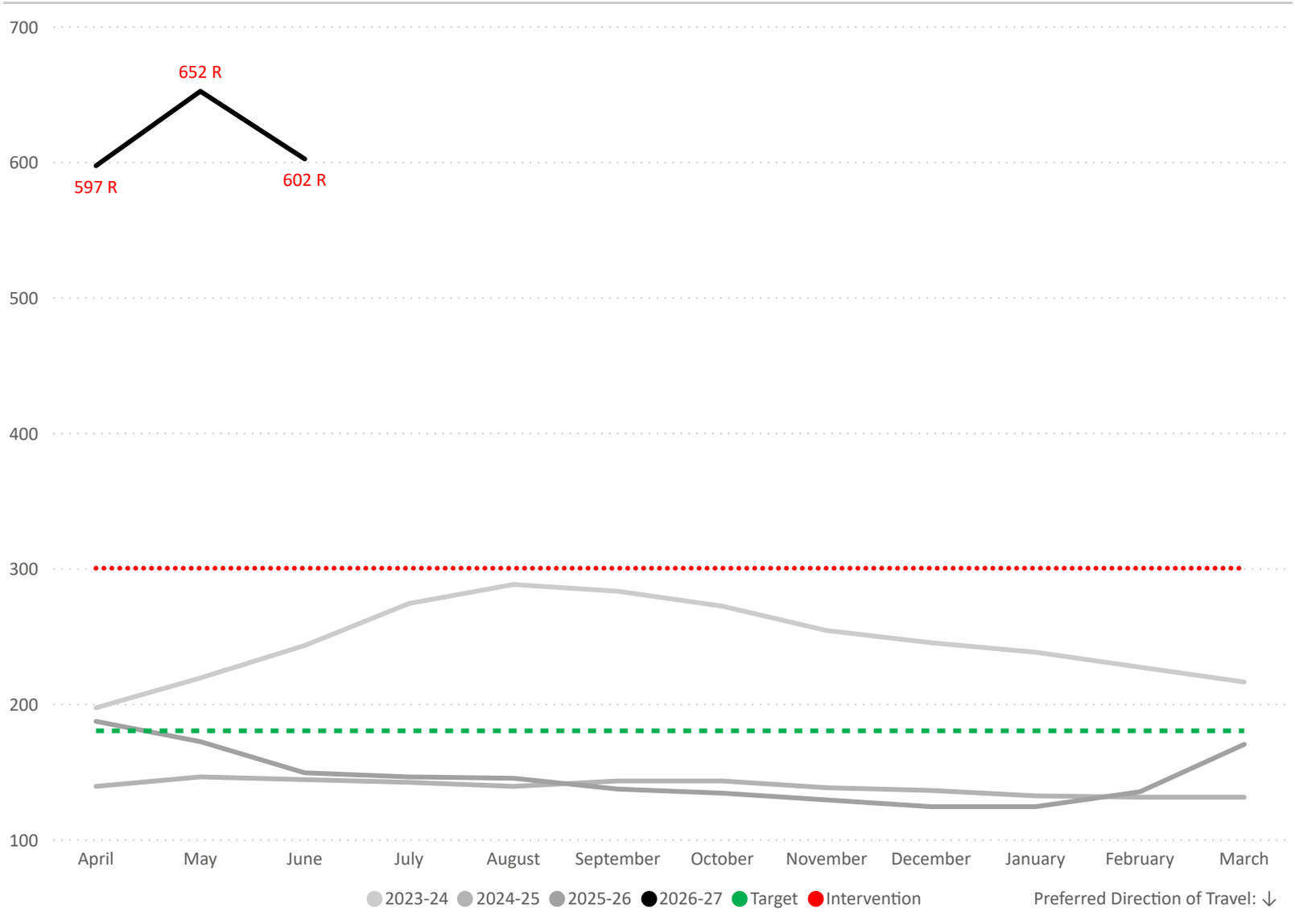
Latest projected outturn:

R

Outcome: Delivering good quality, high value for money services

PI 28: The average wait time for customers calling the Contact Centre (seconds)

The average queue wait time for customers calling the Customer Services contract Centre. Uses the built-in average 'Total Queue Wait Time' calculation from the Storm telephone system.



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Latest year-end forecast:

330

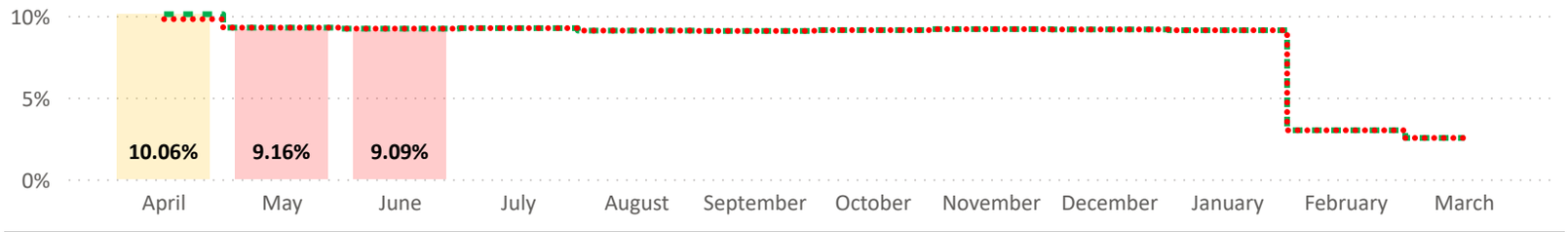
Latest projected outturn:

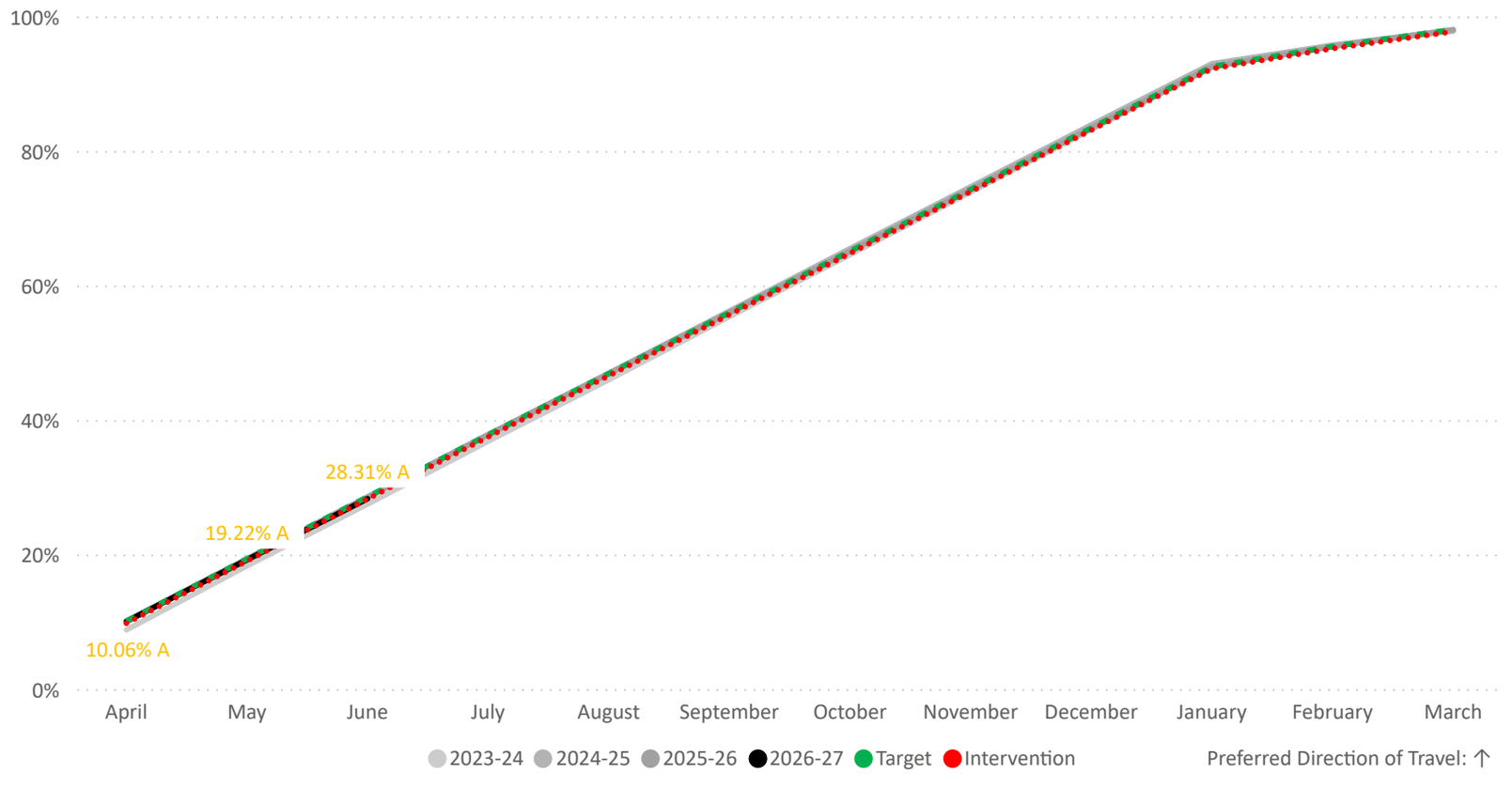
R

Outcome: Delivering good quality, high value for money services

PI 30: Council Tax collection rate

The percentage of Council Tax that has been collected compared to the total forecasted end-of-year Council Tax amount.





Latest Commentary from Service:

Council Tax collection rates do not always exactly follow the same trend as previous years and are influenced by a range of factors. Since the start of the financial year the net amount payable has increased by £450k, mainly as a result of 358 new properties being added to the Council Tax list as seen in PI10. Whilst the total annual Council Tax is added to the net collectable debit for the purposes of calculating the % collected, instalments may not yet be due for payment as at least 14 days notice of the first instalment must be provided. Residents have continued to opt to pay their Council Tax by 12months rather than 10, and the value of instalments due for payment in February and March 2027 has increased by £805k since the start of the financial year. The volume of reminders issued due to non-payment in Q1 reduced by 12% (858) when compared to the same period in the previous year, confirming that the slight reduction in collection is not due to non-payment, but reprofiling of instalments. This position will continue to be monitored throughout the year.

Latest year-end forecast:

98.05%

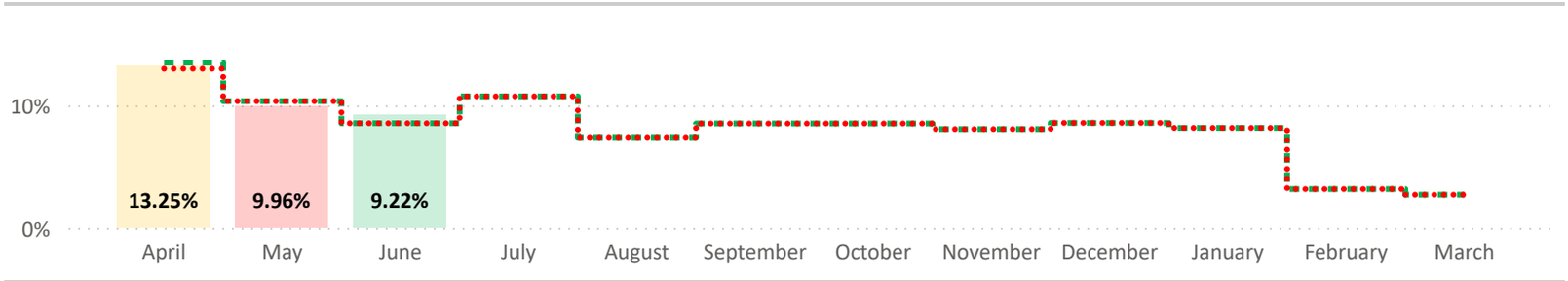
Latest projected outturn:

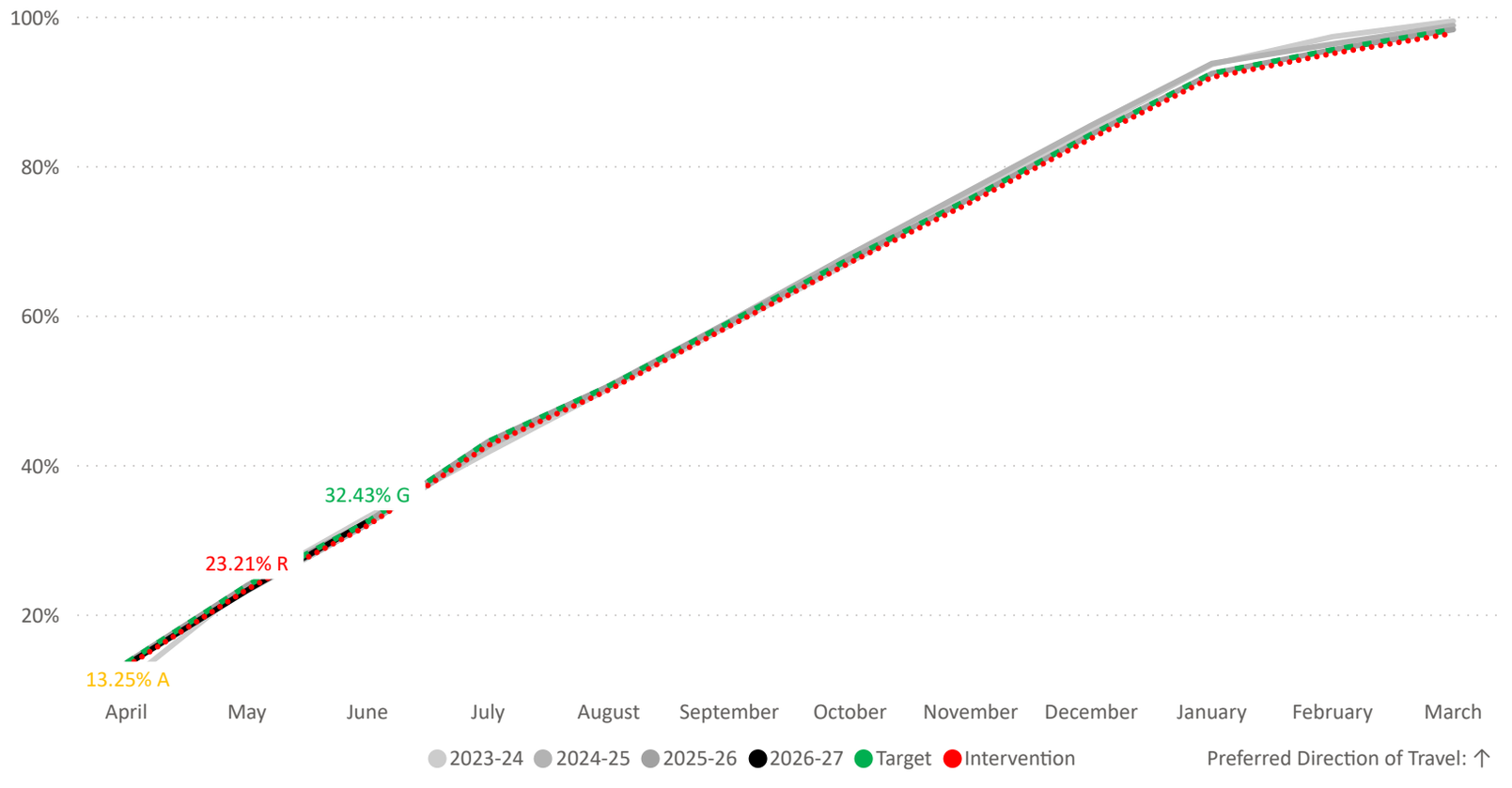
G

Outcome: Delivering good quality, high value for money services

PI 31: Business Rate collection rate

The percentage of Council Tax that has been collected compared to the total forecasted end-of-year Business Rates amount.





Latest Commentary from Service:

Software issues relating to Government-mandated changes that impacted collection in April and May have now been resolved, with performance now slightly above target for the end of Q1. As with Council Tax, monthly collection does not always follow previous trends exactly, and performance is continually monitored throughout the year.

Latest year-end forecast:

98.25%

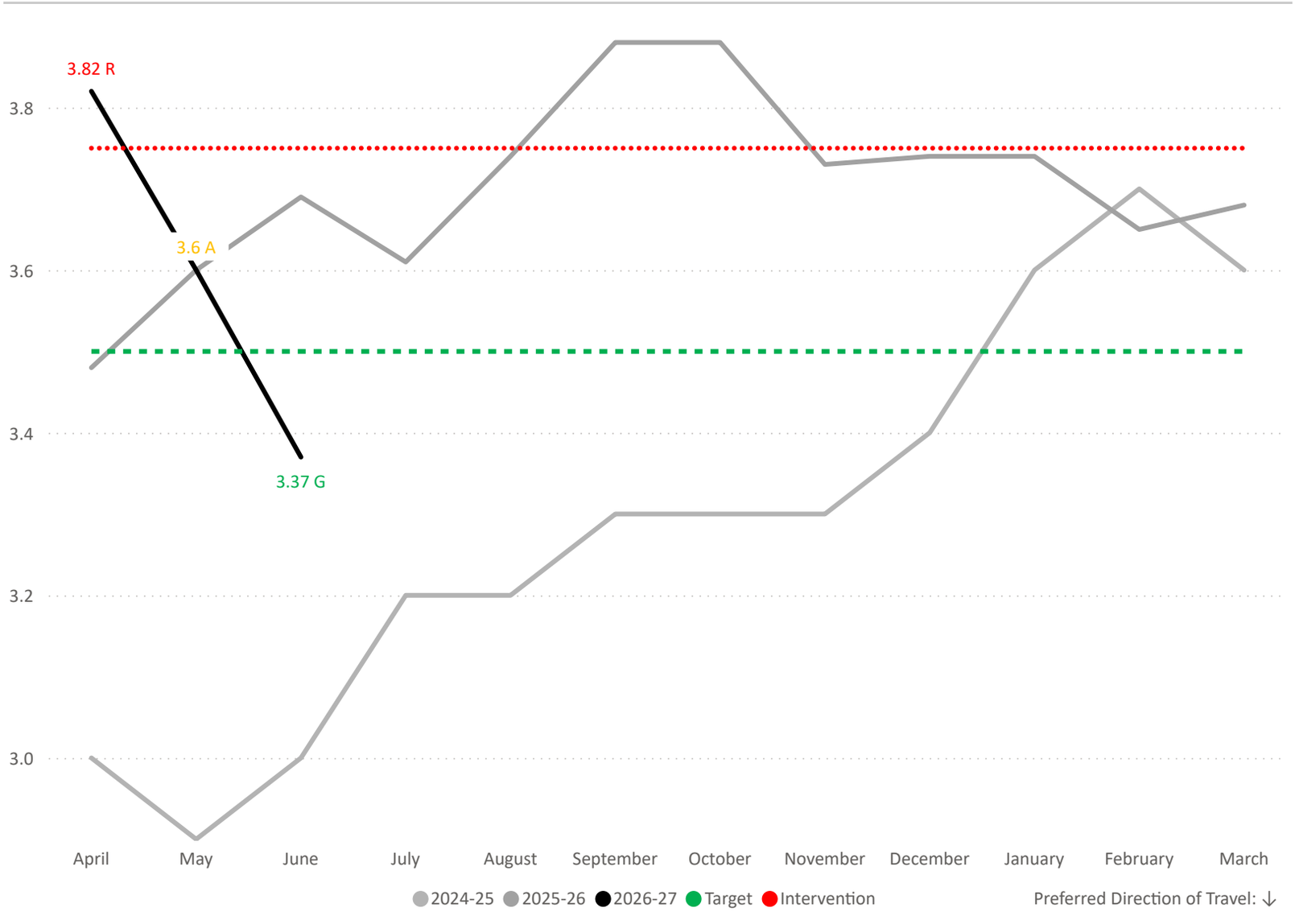
Latest projected outturn:

G

Outcome: Delivering good quality, high value for money services

PI 32: The number of short-term staff sickness days lost per full time equivalent (FTE) (rolling)

The number of short term sickness days taken per month, based on a 12 month rolling period, per Full Time Equivalent (37 hours). Short term sickness is defined as absences of less than 28 calendar days.



Latest Commentary from Service:

Extremely positive performance has occurred for short-term sickness, with 2 very positive months in May and June (as well as the removal of 2 quite negative months in May and June 2025, as it is a 12-month rolling average), which has meant that this metric is now within target. Coughs and Colds remain the highest reason for absence with 112 days taken in quarter 1. HR completed 10 As1's but had 23 outstanding. 5 probation sickness AS1's outstanding, and we completed 3 As2's with 15 outstanding. The sickness review group met and discussed what worked well and not so well with the sick absence process and any suggestions on how the process could be improved. HR have taken the feedback away and will be presenting a paper to CLT to consider in the next month.

Latest year-end forecast:

3.50

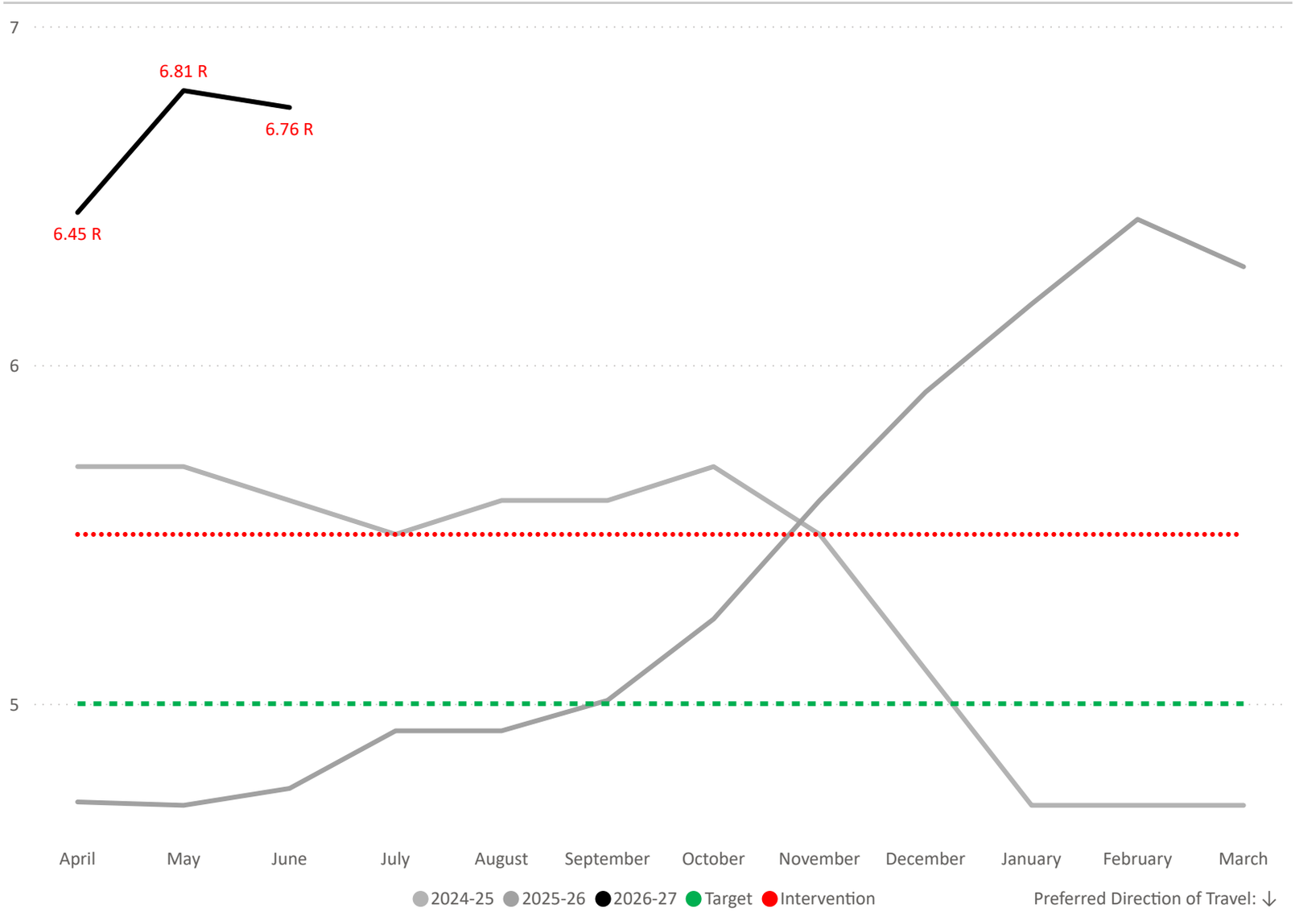
Latest projected outturn:

G

Outcome: Delivering good quality, high value for money services

PI 33: The number of long-term sickness days lost per full time equivalent (FTE) (rolling)

The number of long term sickness days taken per month, based on a 12 month rolling period, per Full Time Equivalent (37 hours). Long term sickness is defined as absences of over 28 calendar days.



Latest Commentary from Service:

Long-term absence is slowly reducing, losing 395 days in June compared to 460 in May; however, it has increased compared to March 2026. We had 19 live cases; 3 were managed out via the AS3 process, and 1 returned to work. We have 3 cases moving through the AS3 process and another case will leave next week on ill health retirement. Cases of 6 months or longer (8 cases) have reduced to 4, with 3 of those moving through the AS3 process and 1 hopefully returning to work next month. All remaining cases are being actively managed by HR.

PATH TO GREEN - The sickness review group met and discussed what worked well and not so well with the sick absence process and any suggestions on how the process could be improved. HR have taken the feedback away and will be presenting a paper to CLT to consider in the next month.

Latest year-end forecast:

6.00

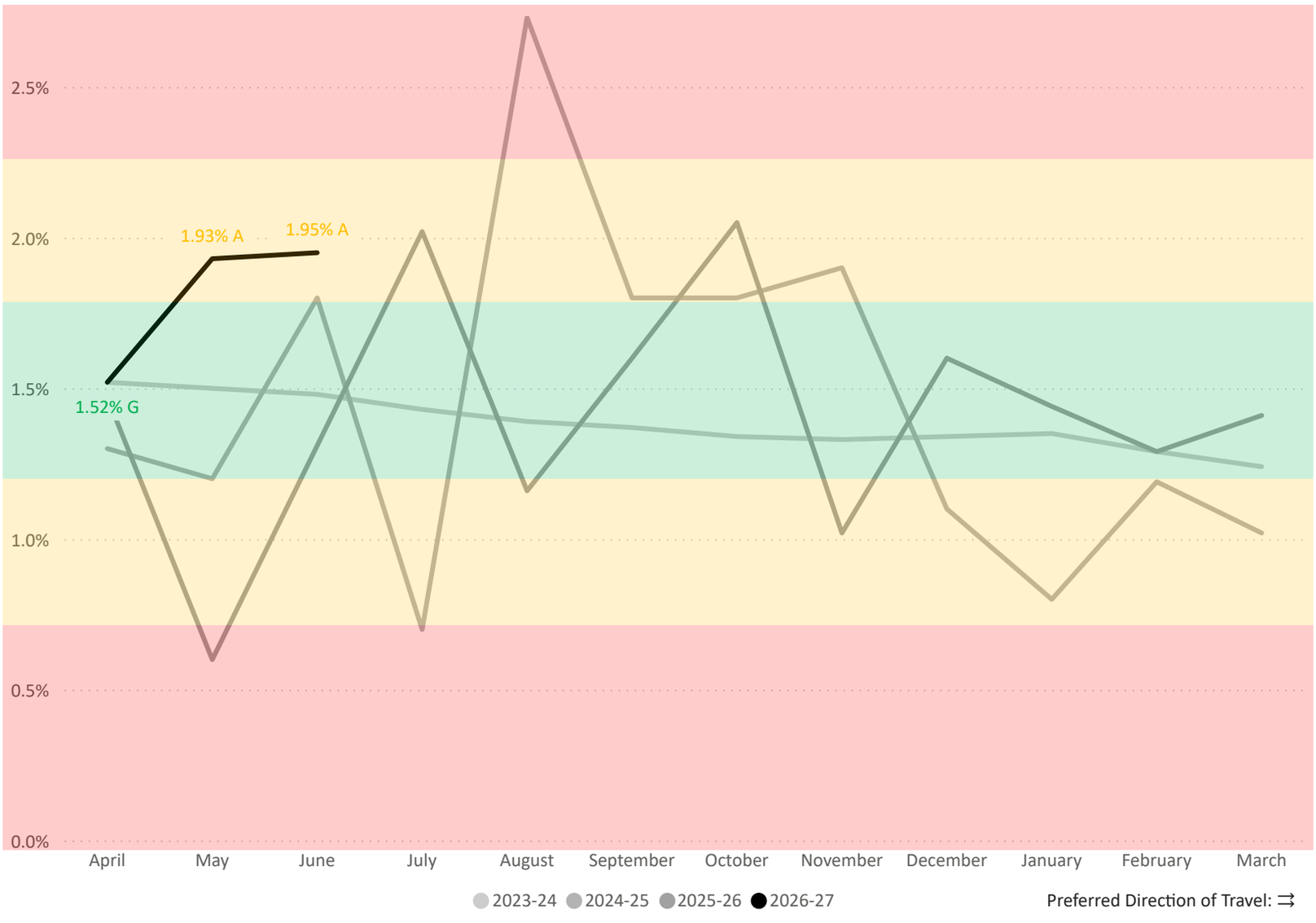
Latest projected outturn:

A

Outcome: Delivering good quality, high value for money services

PI 34: The percentage of staff Turnover (per month)

The number of contracted staff that have left the organisation compared to the average headcount of staff within the month. This includes terminations and resignations.



Latest Commentary from Service:

42 leavers were observed over the 3 months in quarter 1, with 35 of these being resignations for non-retirement purposes. This is slightly above a healthy turnover for the size of HDC, but would not be considered unhealthy. Completion of Exit questionnaires continues to be encouraged to source the root cause of officers leaving the organisation. No trend has been identified yet from the exit data, but HR will continue to monitor.

Latest year-end forecast:

1.50%

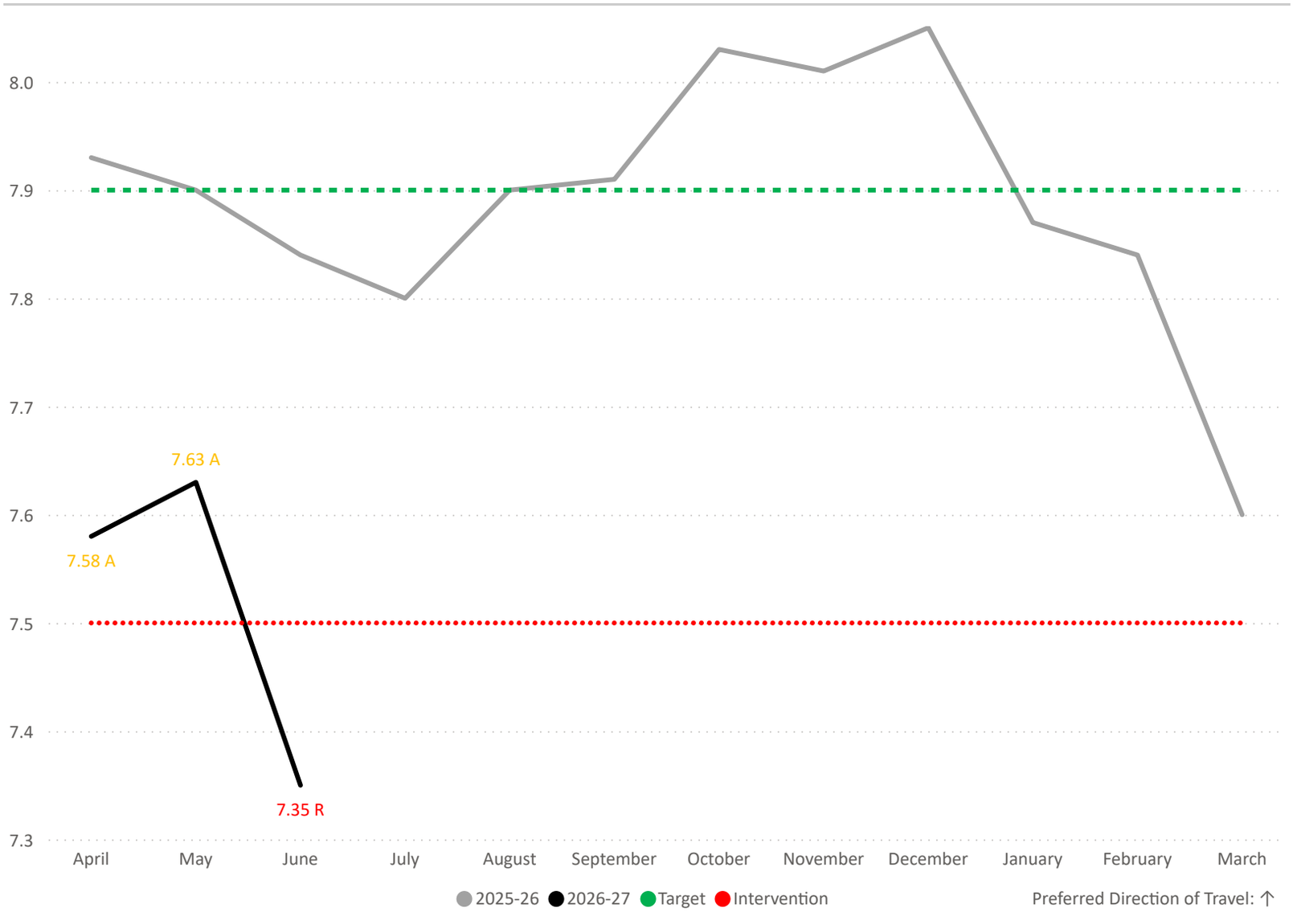
Latest projected outturn:

G

Outcome: Delivering good quality, high value for money services

PI 35: The average length of staff service (years)

The average length of service of all current HDC staff that are employed on a contract.



Latest Commentary from Service:

Length of service has slightly decreased again, due to 1 employee leaving with over 30 years of experience, as well as a number of new starters throughout June, which reduces the average.

Latest year-end forecast:

7.90

Latest projected outturn:

G