

Houghton & Wyton Parish Council	33		144	Section 5 refers to opportunity to define urban edge. St Ives already had a defined urban edge on west side and proposals will worsen the definition.	Text altered to remove ambiguity, as follows: 'to achieve a suitable urban edge and a definitive limit of development to the west of St Ives.'	1
			145	Section 5 refers to preservation of landscape gap. Proposals do precisely the opposite. Proposals would result in ribbon of development.	The three sites are allocated for housing. The UDF seeks to protect the landscape gap that remains and ensure that the development acknowledges the area's character as much as possible.	3
			146	Section 9.1 – questionable whether proposals are sustainable, particularly with impact on highway infrastructure.	The principle of development, and its associated highway impact was considered acceptable at the Local Plan Inquiry, leading to the allocation. The provision of the bus lane and additional bus stops to serve the development will assist in promoting non-car options.	3
			147	Request traffic figures for with and without development scenarios, and with and without single carriageway	These figures are the responsibility of the Highway Authority. The highway authority has been asked to supply these figures.	3
			148	Are there comparative accident forecasts available?	These figures are the responsibility of the Highway Authority. The highway authority has been asked to supply these figures.	3
			149	Any development on the Grange site must be supported by a comprehensive ecological assessment.	The council is aware of the wildlife interests on the site and will consider the imposition of an appropriate condition to the outline applications. See comment in Annex 2 reference 3	1
			150	Rumour of contamination on site	Proposals will have to meet the requirements of PPS23 with regard to contamination	3
			151	Pleased that footpath to rear of Grange is parallel to CC wildlife site, not diagonal	noted	3
			152	Recommend 35 advisory limit is replaced by obligatory 40mph limit from Sawtry Way to Hartford roundabout.	Noted. Suggestion passed to CCC although this does not fall within the remit of the document	3

English Nature	34		153	Houghton Meadows SSSI is not included in Figure 2.1. County Wildlife site to south of Houghton Meadows should also be included	Agreed. Information added to figure 2.1	1
			154	Support provision of greenspaces advocated by Accessible Natural Green Space Standards	noted	3
			155	Development may impact on County Wildlife site. Guidance for protection is included in PPG9.	noted	3
			156	EN does not have comprehensive list of legally protected species in this area. Recommend contact be made with Cambridgeshire Wildlife Trust for more information.	Contact made as advised. Findings to be incorporated into new ecology section under para 4.1 where relevant. See comment 3 in annex 2.	1
Mr Broadbank	35		157	Lack of good quality detached bungalows for down-sizing occupants. Recommend provision of such units on one or all of the new sites.	Bungalows are not promoted on the basis of density and urban form.	3
Cllr J. Davies	36		158	Supports principle to protect green corridor but concerned about loss of trees. All trees should be replaced plus new planting.	noted	3
			159	Supports principles of maintaining green separation between St Ives and Houghton	noted	3
			160	Safe and efficient access must be achieved in sympathy with the landscape, including safe access to schools across A1123 and to Wyton-on-the-hill.	As part of the Market Town Strategy, improvements to this junction will provide for safe access and crossing in this location.	3
			161	A1123 has become a very busy road. It is essential that CCC take this into account when designing highway layout	Agreed	3
			162	Possible increase in rat-running through Green leas should be addressed at an early stage of development	Noted. This issue will be considered as part of the Market Town Transport Strategy for St Ives, funded by these developments.	3

			163	Supports principle of affordable housing	Noted	3
			164	Drainage must be carefully designed on each site independently and should not rely on existing inadequate drainage systems.	Noted	3
County Archaeologist	37	Box ELH 1108 Castle Court	165	Sites are located within an area of high archaeological potential. Planning applications should be accompanied by the results of an archaeological field assessment.	Noted	3
Mr J. M. Page	38	Claytiles, Houghton Road, St Ives	166	Three housing sites will result in increased traffic volumes, failure of utilities and environment degradation, including noise and atmospheric pollution.	The three sites are allocated for housing. It is important that this document and subsequent negotiations ensure that negative impacts are minimised and services are adequately provided.	3
			167	West bound traffic will be slowed by additional traffic lights	This may not be the case if the lights are properly sequenced.	3
			168	Exit from drives on north side of Houghton Road will be virtually impossible	Access from the driveways will be considered as part of a safety audit on any future detailed highway schemes. The concern has been passed to the LHA	3
			169	Tailbacks will worsen, especially with additional volumes from A14.	See response to comment 84.	3
			170	Emergency vehicles will not be able to make their way through traffic jams.	Not agreed.	3
			171	Junction into High Leys is extraordinary and will be chaotic at peak school times.	The junction is proposed for improvement to allow for improved pedestrian crossing and safer vehicle manoeuvres. Improvements to the wider cycle and footway network are intended to encourage reduced car usage at peak school times.	3
			172	Guided bus project is flawed, by reason of design, cost and limited benefit.	Not within remit of document. The bus lane is proposed to promote public transport use, whether or not the guided bus proceeds.	3
			173	Drainage infrastructure will not be able to	The detail of drainage provision will be	3

				cope with additional development	presented at a later stage. This will be provided to the satisfaction of the relevant authority	
			174	Footpath/cycleway infrastructure is inadequate. This should be improved before development starts.	Improvements are proposed as part of the benefits negotiated with development.	3
			178	St Ives by-pass is needed before development commences	These sites have been allocated on the basis of the existing infrastructure	3
			179	Lack of collective thinking in terms of resolving issues eg drainage, traffic	Not agreed. The Council will take the advice of appropriate authorities at the appropriate time and will ensure that suitable provision is made for infrastructure, on the basis that these sites have already been allocated.	3
			180	Proposed housing is not in keeping with the existing residential nature of the area.	Not agreed. The UDF proposes development that respects the character of the existing area.	3
			181	Reply to letter of 2002 has not been received.	Noted. Matter passed to Development Plans Manager for response	3
			182	Plans show Houghton and St Ives virtually joined up. This contradicts the principles to retain rural identity.	Not agreed. In the event that these sites are already allocated for housing, the UDF proposes to ensure that the remaining unallocated land is promoted as an important landscape gap.	3
St Ives Town Council	39		183	Supports principle to protect green corridor but concerned about loss of trees. All trees should be replaced plus new indigenous planting.	agreed	3
			184	Strongly supports principles of maintaining green separation between St Ives and Houghton	noted	3
			185	Safe and efficient access must be achieved in sympathy with the landscape, including safe access to schools across A1123 and to Wyton-on-the-hill.	See response to comment 160.	3
			186	A1123 has become a very busy road. It is	noted	3

				essential that CCC take this into account when designing highway layout		
			187	The resulting increase in traffic may strengthen the case for provision of a northern bypass	Noted but not within remit of this document	2
			188	Possible increase in rat-running through Green Leas. Proposals for traffic calming should be included in Framework.	Noted, but this will be addressed through negotiations with site owners over contributions towards community benefits, secured as part of development.	2
			189	Supports principle of affordable housing	noted	3
			190	Secure long-term management plan should be put in place for wetland area to south of Houghton Grange	Assuming that this comment relates to the area to the south of the Thicket, this falls outside the study area.	3
			191	Drainage must be carefully designed on each site independently and should not rely on existing inadequate drainage systems.	agreed	3
			192	Case for additional bus lane has not been proven	Noted. It is the highway authority's intention to provide a bus lane to promote public transport use.	3
Countryside Agency	40		193	Refer to CA current strategy and planning policy statement.	noted	3
Roger Sargent	41	RPS Group	194	Why is access to Golf course site from a side road whereas other two sites meet Houghton road at a roundabout?	This has been done to protect the planted, green edge to the golf course and to avoid urbanising this area. Roundabouts are not shown at the other junctions: the key explains them as 'signalled junctions'. A roundabout does not allow for easy pedestrian and cycle crossing	3
			195	Logical solution to golf course access would be to form a signalled cross-roads with High Leys.	Not agreed, as comment 194.	3
			196	New access to golf course site from High Leys is likely to cause more traffic problems, particularly at peak school	Improvement to footway, cycleway and crossing provision is intended to reduce car use at peak times.	3

				times.		
			197	Proposed access from High Leys would cause additional rat-running through Green Leas and Paragon Road	The High Leys/Houghton Road junction is to be improved to reduce this likelihood. Also, rat running will be addressed with contributions secured to the Market Town Transport Strategy.	3
			198	Additional rat-running through Green Leys area where there is already insufficient off-street parking would cause a highway danger.	Rat-running will be considered as part of the Market Town Transport Strategy.	3
			199	Creation of signalled crossroads opposite Hill Rise would remove only small, non specimen trees.	This may be the case, but it would also add a large area of hard surface, be too close to the High Leys junction and generally result in further 'urbanisation' of this area	3
			200	Additional prohibitive measures in High Leys/Green Leas would include a 20mph speed limit and other speed restraint measures (ramps, pinch-points etc) to deter through traffic.	Noted. Detailed proposals will be considered as part of the Market Town Strategy.	3
Mrs L. Barnes	42		201	Traffic problems along A1123 will worsen as a result of developments, access and speed limit proposals.	The sites were allocated on the basis that additional capacity exists.	3
			202	What measures are proposed to prevent the use of the A1123 when the A14 is closed?	This does not fall within the remit of this document but the issue will be considered as part of the Market Town Transport Strategy. The sites were allocated on the basis that additional capacity exists.	3
			203	Additional pressure on the A1123 will cause greater danger to residents.	Improvements to junctions, footways and crossings are proposed to assist residents and other users. The implications for safety will influence the detailed design of highway improvements.	3
			204	Additional numbers of secondary children cannot be provided for at St Ivo. Is there consultation with LEA? What are the	Consultation is taking place with the LEA and will continue to take place when detailed applications are received. The LEA	3

				proposals for coping with these numbers?	will advise the council of requirements and financial contributions.	
			205	What plans are in place with the EA for drainage and flood prevention? How will the plans affect lower parts of St Ives?	Consultation is taking place with EA and will continue to take place when detailed applications are received. EA will advise the council of requirements and will negotiate adequate provision with the developers	3
			206	Green edge along Golf course appears to have a road proposed along it	This is a misunderstanding of the legend. Only footpaths or improvements to footpaths are proposed within the green edge area.	3
Huw Nicholas	43	CCC	207	UDF contains surprising amount of detail which may be prejudicial to eventual delivery of developments	The information provided is appropriate to the advanced stage of outline applications. It is not considered that this will compromise future adjustments or more detailed assessments.	3
			208	Supports area-wide development principles for each site	Noted	3
			209	Supports movement frameworks for each site	Noted	3
Jenny Carlile	44	English Heritage	210	The site analysis and proposed framework for development adequately reflect the historic asset	Noted	3
Cambridge Water	45	41 Rustat Road, Cambridge	211	Welcomes new development within its area of supply	Noted	3
			212	St Ives Booster station (located immediately to the east of Houghton Grange site) will require upgrading	Noted	3
Huntingdonshire Primary Care Trust	46	The Priory, Priory Road, St Ives	213	Importance of S106 agreements to ensure delivery of health services	S106 agreements are already being negotiated to ensure that this requirement will be met in the future	3
			214	Document proposes developments of good layout and open space, with access to walking and other leisure activities	noted	3
			215	Preservation of footway and cycleways	noted	3

				encourages physical activity		
			216	Bus links will be needed to avoid isolation, especially for young families and old people	Bus stops are planned as part of the developments	3
			217	Guided bus may reduce safety and green leisure areas	The implications for safety will be a principal consideration of the bus lane's detailed design. Any additional land-take to provide the bus lane will not be permitted to reduce the depth of the green areas around the housing developments.	3
			218	Support provision of 'peppered' affordable housing at 29% for development of a community	noted	3