

DEVELOPMENT MANAGEMENT COMMITTEE 19th January 2026

Case No: 25/00892/OUT

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

Location: Land West Of Peterborough Road Farct

Applicant: Hallam Land and Persimmon Homes East Midlands

Grid Ref: 520045 295395

Date of Registration: 16th May 2025

Parish: FARCET

RECOMMENDATION - APPROVE

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

1. DESCRIPTION OF SITE AND APPLICATION

Site and Surroundings

1.1 The application site is an 8 hectare, broadly rectangular, parcel of agricultural land, that is bound by the A605 to the North. This forms a robust physical edge to the site, and the City of Peterborough City lies beyond. The western boundary is defined by Stanground Lode, which provides a natural buffer to Stanham Way and the Peterborough South Logistics Park, Kingston Park, including an Amazon distribution centre (logistics warehouses) immediately beyond. Stanground Lode and the associated habitat also connects to Crown Lakes Country Park located approximately 450m south of the site and a wider woodland corridor. There are residential properties on Peterborough Road in the village of Farct to the east, with arable fields further beyond. There are also residential properties on Throstlenest to the south of the site as well as equine pastures. Land immediately to the southeast has planning permission for 12 assisted living apartments under reference 23/02502/FUL.

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

Proposal

- 1.4 This application seeks outline permission with all matters reserved except for access via Peterborough Road for the demolition of 107 Peterborough Road, and the development of up to 185 dwellings (Use Class C3), public open space and associated infrastructure.
- 1.5 Vehicular access to the site would be via a new priority junction to be formed on Peterborough Road, approval for which is sought within this application. The proposed access would be off Peterborough Road, as No.107 would be demolished to provide the access provision. The access would comprise of a 5.5m wide carriageway, a 2m footpath on the south side, and a 2.5m cycle path and 2m footpath on the north side. An emergency access would be provided in the northeast of the site between 135 and 137 Peterborough Road. The emergency access would also be used as a footway and cycleway link into the site. A recreational route is also proposed, linking the new development with the A605.
- 1.6 The dwelling mix has not been prescribed at this stage, being deferred to be considered as a reserved matter. Matters of layout, scale, appearance and landscaping would all also be considered at the reserved matters stage.
- 1.7 The proposal includes 40% of the dwellings to be affordable for either rent or shared ownership.
- 1.9 This application has been accompanied by the following drawings and documents:
 - Location plan & parameter plan
 - Planning, Design & Access and Affordable Housing Statement

- Flood Risk Assessment and Surface Water Drainage Strategy
- Foul Sewerage and Utilities Assessment
- Odour Impact Assessment
- Noise Impact Assessment
- Transport Statement
- Arboricultural Statement
- Preliminary Ecological Appraisal
- Biodiversity Net Gain Assessment

- 1.11 An illustrative masterplan has been provided to assist in assessing the scheme but is a reserved matter as it relates to the detailed layout etc, and therefore will not be an approved plan.
- 1.12 Officers have scrutinised the plans and have familiarised themselves with the site and surrounding area.

Environmental Impact Assessment (EIA)

- 1.10 With regard to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 the development meets the criteria within Schedule 2 to require a detailed screening opinion, as the application proposes more than 150 dwellings and is over 5 hectares.
- 1.11 Officers have therefore screened the proposal as part of this application and considered the Characteristics of development, Location of development, types and characteristics of the potential impact. A high level appraisal of potential in-combination effects has been undertaken alongside a consultation and detailed review of the submitted documents. No relevant consultees have raised any significant effects to any receptors. Suitable mitigation is also proposed as part of the application for any effects that may rise.
- 1.21 The proposal is considered to be Schedule 2 development that is unlikely, having regard to the nature, location and other characteristics of the development, to give rise to significant environmental effects. As such, it is not considered to be EIA development.

2. NATIONAL GUIDANCE

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

2.2 The NPPF 2024 sets out the Government's planning policies for (amongst other things):

- delivering a sufficient supply of homes;
- building a strong, competitive economy;
- achieving well-designed, beautiful and safe places;
- conserving and enhancing the natural, built and historic environment

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

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

3. PLANNING POLICIES

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

- LP1: Amount of Development
- LP2: Strategy for Development
- LP3: Green Infrastructure
- LP4: Contributing to Infrastructure Delivery
- LP5: Flood Risk
- LP6: Waste Water Management
- LP7: Spatial Planning Areas
- LP9: Small Settlement
- LP10: The Countryside
- LP11: Design Context
- LP12: Design Implementation
- LP14: Amenity
- LP15: Surface Water
- LP16: Sustainable Travel
- LP17: Parking Provision and Vehicle Movement
- LP25: Housing Mix
- LP28: Rural Exceptions Housing
- LP30: Biodiversity and Geodiversity
- LP31: Trees, Woodland, Hedges and Hedgerows
- LP37: Ground Contamination and Groundwater Pollution

3.2 Supplementary Planning Documents (SPD) and Guidance:

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

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

3.3 The National Design Guide (2021):

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

For full details visit the government website.

4. RELEVANT PLANNING HISTORY

4.1 None relevant.

5. CONSULTATIONS

Summary of consultation responses

5.1 Farcet Parish Council - Objection

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

1. Conflict with the National Planning Policy Framework (NPPF)
 - a. Sustainable development
 - b. Highway safety (unacceptable impact)
 - c. Infrastructure capacity
 - d. Ecology and biodiversity
 - e. Prematurity
2. Conflict with the Huntingdonshire Local Plan to 2036 (Adopted Plan)
 - a. LP2 – outside settlement boundary, unallocated
 - b. LP11 / LP12 – inadequate design certainty
 - c. LP14 – unsafe access, no suitable transport mitigation
 - d. LP19 – insufficient flood/drainage evidence
 - e. LP30 – bat corridor not secured
3. Site NOT included in the updated Local Plan allocations
4. Highway Safety, Traffic Impact & Access — Concerns NOT Mitigated

- a. The proposed 4 m wide cycleway/footpath on St Mary's Street offers very little benefit
- b. Narrowing the Gazeley Gardens junction is unnecessary and makes the junction more hazardous
- c. Traffic analysis does NOT consider existing or potential developments
- d. Parish Council was NOT consulted — contrary to how the application is presented
- e. Farset Business centre → Cardea footpath link would provide real benefit

5. Scale and Impact on Village Character
6. Ecology, Lighting and Bat Corridor
7. Flooding and Drainage
8. Local Services Capacity
9. Prematurity & Reliance on Reserved Matters

5.2 HDC Housing Officer – Supports

- supports provision of affordable housing as a general principle, subject to conforming with the Council's planning policies. Notes potential constraints relating to odour nuisance.

5.3 HDC Urban Design Officer – Supports

- Recommends condition compliance with parameter plan.

5.4 HDC Landscape Officer – No objection.

5.5 HDC Ecology Officer – No objection in principle.

- Futher info required. Recommends condition for bat corridor, BNG etc.

5.6 HDC Tree Officer – No objection.

- Recommends conditions for tree info to be submitted with reserved matters.

5.7 HDC Environmental Health – No objection.

- Recommends conditions regarding contamination, CEMP, noise etc.

5.8 Cambridgeshire Constabulary Designing Out Crime Office – No objection.

5.9 Cambridgeshire County Council (CCC) Archaeology – No objection.

- Recommends a written scheme of investigation condition.

5.10 Cambridgeshire County Council (CCC) Highways – Defer for updated information.

Paragraphs 7.34-7.57 address this. Revised information has been received. Officers have confidence that the submitted information will address outstanding concerns. Officers will update members on this matter in due course.

5.11 Cambridgeshire County Council (CCC) Transport Assessment Team – No objection.

- Recommends conditions regarding off site highway improvement works, travel plan and S106 contribution.

5.12 Cambridgeshire County Council Development & Policy Team – No objection.

5.13 Cambridgeshire County Council (CCC) Lead Local Flood Authority (LLFA) – Objection.

Paragraphs 7.58-7.67 address this. Revised information has been received. Officers have confidence that the submitted information will address outstanding concerns. Officers will update members on this matter in due course.

5.14 Peterborough City Council (PCC) Lead Local Flood Authority (LLFA) – Objection.

Paragraphs 7.58-7.67 address this. Officers have confidence that the submitted information will address outstanding concerns. Officers will update members on this matter in due course.

5.15 Peterborough City Council (PCC) Highways – Objection.

Paragraphs 7.34-7.57 address this. Officers have confidence that the submitted information will address PCC Highways outstanding concerns. Officers will update members on this matter in due course.

5.16 Anglian Water – No objection. This site is within the catchment of Peterborough (Flag Fen) Water Recycling Centre (WRC), which currently can accommodate the additional flows generated by the proposed development. Peterborough (Flag Fen) WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025- 2030.

6. REPRESENTATIONS

6.1 Summary of letters of objection received from 85 addresses:

- Will worsen congestion especially during peak times as this is key road connecting Yaxley and Stanground.
- The addition of 185+ cars onto local roads will detrimentally affect highway safety especially for pedestrians and cyclists.
- Safety of proposed access
- Access Alternatives: No viable options, such as Stanham Way or the A605, have been explored. The cited toucan crossing (incorrectly labelled A405) offers no relief to Peterborough Road
- Too many homes proposed for this size of village (27% increase). The proposed development is out of proportion

with Faracet's character as a small rural village. Such large-scale expansion threatens the village's identity and overwhelms existing infrastructure

- Impact on village character
- Lack of services and facilities
- Doctors and schools are oversubscribed.
- A similar development on the other side of Peterborough Road has recently been declined due to similar concerns.
- 17 homes are already being built on Cross Street
- Lack of meaningful consultation
- Lack of local support
- Inconsistent with local plan policies
- Loss of green space and buffer between Faracet and warehouses
- Impact on wildlife
- Noise and air pollution from vehicles
- Loss of view
- Loss of value to neighbouring properties.
- The proximity and height of the new homes may overlook existing properties, leading to significant loss of privacy for current residents.
- The scale and positioning of the new buildings risk overshadowing neighbouring homes, reducing natural light.
- Directional light shining into 80 Peterborough Road from cars exiting the new junction/access.
- Properties at 105 & 109 Peterborough Road will be impacted by the access road into the new development.
- Impact of construction and demolition on neighbouring properties
- Drainage and flooding concerns

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

7. ASSESSMENT

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

7.2 As set out within the Planning and Compulsory Purchase Act 2004 (Section 38(6)) and the Town and Country Planning Act 1990 (Section 70(2)) in dealing with planning applications the Local Planning Authority shall have regard to have provisions of the development plan, so far as material to the application, and to any other material considerations. This is reiterated within the NPPF

(2024). The development plan is defined in Section 38(3)(b) of the 2004 Act as “the development plan documents (taken as a whole) that have been adopted or approved in that area”.

7.3 In Huntingdonshire the Development Plan (relevant to this applications) consists of:

- Huntingdonshire's Local Plan to 2036 (2019)
- Cambridgeshire & Peterborough Minerals and Waste Local Plan (2021)

7.4 The statutory term 'material considerations' has been broadly construed to include any consideration relevant in the circumstances which bears on the use or development of the land: Cala Homes (South) Ltd v Secretary of State for Communities and Local Government & Anor [2011] EWHC 97 (Admin); [2011] 1 P. & C.R. 22, per Lindblom J. Whilst accepting that the NPPF does not change the statutory status of the Development Plan, paragraph 2 confirms that it is a material consideration and significant weight is given to this in determining applications.

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

- The principle of development, including its impact on the character and appearance of the area
- Access, Transport, Highway Safety & Parking Provision
- Flood Risk, Surface Water and Foul Drainage
- Parameter Plans, Indicative Layout, Landscaping, Trees and Open Space
- Biodiversity
- Residential Amenity
- Affordable Housing
- Accessible Housing
- Water Efficiency
- Other Matters
- Developer Contributions

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

Housing Land Supply

7.6 NPPF paragraph 78 requires the Council to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against our housing requirement. A substantially revised methodology for calculating local housing need and the reimposition of this as a mandatory approach for establishing housing requirements was introduced on 12th December 2024 in the revised NPPF and associated NPPG (the standard method).

7.7 As Huntingdonshire's Local Plan to 2036 is now over 5 years old it is necessary to demonstrate a five-year housing land supply

(5YHLS) based on the housing requirement set using the standard method. NPPF paragraph 78 also requires provision of a buffer to ensure choice and competition in the market for land. As Huntingdonshire has successfully exceeded the requirements of the Housing Delivery Test, a 5% buffer is required here. The 5-year housing land requirement, including a 5% buffer, is 5,907 homes. The current 5YHLS is 4,345 homes, equivalent to 3.68 years' supply.

7.8 As a result of this, the presumption in favour of sustainable development is applied for decision-taking in accordance with paragraph 11 (d) and footnote 8 of the NPPF in relation to applications involving the provision of housing. This is generally referred to as 'the titled balance'. While no 5YHLS can be demonstrated the Local Plan policies concerned with the supply and location of housing as set out in the Development Strategy chapter (policies LP2, LP7, LP8, LP9 and LP10) of Huntingdonshire's Local Plan to 2036 are considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications. Each planning application will be considered on its own merits and the degree of weight to be attached is a matter for the decision maker. Where an application is situated within a parish with a made Neighbourhood Plan NPPF paragraph 14 should also be taken into account.

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

7.9 The application seeks outline planning permission for up to 185 dwellings (40% affordable dwellings) on a site within Farcet.

7.10 Policy LP2 of the Huntingdonshire Local Plan to 2036 (the Local Plan) sets out the overarching development strategy for Huntingdonshire through the plan period. The main objectives are:

- Concentrate development in locations which provide, or have the potential to provide, the most comprehensive range of services and facilities;
- Direct substantial new development to two strategic expansion locations of sufficient scale to form successful, functioning new communities;
- Provide opportunities for communities to achieve local development aspirations for housing, employment, commercial or community related schemes;
- Support a thriving rural economy;
- Protect the character of existing settlements and recognise the intrinsic character and beauty of the surrounding countryside;
- Conserve and enhance the historic environment; and
- Provide complementary green infrastructure enhancement and provision to balance recreational and biodiversity needs and to support climate change adaptation.

7.11 Policy LP2 directs approximately a quarter of the objectively assessed need for housing (together with a limited amount of employment growth) to sites dispersed across the Key Service Centres and Small Settlements in order to support the vitality of these communities and provide flexibility and diversity in the housing supply. In addition, rural exception, small and windfall sites will be permitted on sites which are in conformity with other policies of the plan, thereby providing further flexibility in the housing supply.

7.12 Policy LP2 is within the Development Strategy chapter of Huntingdonshire's Local Plan to 2036, and is therefore considered to be out-of-date and can no longer be afforded full weight in the determination of planning applications for residential development. Notwithstanding this, weight should still be given to Policy LP2 given that it directs development in locations which provide, or have the potential to provide, the most comprehensive range of services and facilities which is consistent with the NPPF.

7.13 Local Plan Policy LP9 identifies Faracet as a Small Settlement, one of many settlements across Huntingdonshire which have limited or no available services and facilities. Small Settlements are less sustainable than those in the Spatial Planning Areas or the Key Service Centres, and inherently involve a greater need to travel on a regular basis to access services and facilities elsewhere. Consequently, the Local Plan does not make any development allocations in the Small Settlements, instead allowing only for a limited amount of sustainable development in order to contribute to the settlements' social and economic sustainability.

7.14 Policy LP9 states:

'Development Proposals within the Built-up Area

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

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

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

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

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

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

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

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

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

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

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

Principle - Agricultural land, woodland, meadow, areas of water and natural habitats that penetrate the built form or sections of

large residential curtilages where the character of the land primarily relates to the countryside.

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

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

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

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

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

7.23 With regard to Policy LP10 part (a) the application site comprises an undeveloped arable field which is classified as Grade 3 agricultural land, nationally considered as amongst the best and most versatile agricultural land.

7.24 Some 98% of the district comprises land within Grades 1 to 3, with 15% being Grade 1 and an estimated 77% of land falling within the definition of best and most versatile land. The proposal would result in the irreversible loss of some of this best and most versatile agricultural land. The site is disconnected from the wider countryside and other agricultural fields. However, the irreversible loss of agricultural land which can be used for food or crop production would conflict with Policy LP10 part (a)(i).

7.25 In terms of Policy LP10 part (b), as discussed above, the site is considered to be well-related to the built up area of Faracet. A Landscape & Visual Appraisal has been submitted in support of the application. This has been reviewed by the Council's Landscape Officer who agrees with the methodology and the conclusions that as the site is not visually prominent, the proposed development would have limited impact on landscape character and therefore would be acceptable in visual terms in principle. However, its location on Faracet's northwestern edge could reduce the perceived separation from Peterborough. With a 10m westward slope, higher ground is visible from the east and north, so sensitive landscaping is needed to soften visual impacts. The applicant has provided a landscape strategy to show how this could be achieved.

7.26 Whilst layout is not for considered under the remit of this application, nonetheless the applicant's illustrative layout plan shows one potential way in which 185 dwellings could be accommodated on the site. Both the Council's Landscape Officer and Urban Design Officer are content that, in principle, a scheme of 185 dwellings could be designed in a manner that accords with the Huntingdonshire Design Guide SPD 2017. The parameter plan will be discussed below.

7.27 Policy LP10 part (c) requires proposals to avoid giving rise to noise, odour, obtrusive light or other impacts that would adversely affect the use and enjoyment of the countryside by others. These objectives could be secured by conditions and would remain controlled at reserved matters stage, such that in principle compliance with Policy LP10 part (c) would appear possible.

7.28 As outlined above, Faracet is a small settlement. Smaller settlements are, by their nature, considered less sustainable than those locations identified higher up the settlement hierarchy under Policy LP2.

7.29 However it is considered that this site is in a highly sustainable and accessible location for residential development, as it has local

shops and services within reasonable walking and cycling distance, including a bus stop, convenience store, supermarket, playing fields, and a village hall. Further amenities include Farcet C of E Primary School, Stanground Academy Secondary School, and Stanground GP Surgery. Employment opportunities are available at the nearby Kingston Park. The Site is well served by other employment and leisure opportunities within the immediate vicinity given its proximity to Peterborough. Indeed, the Site is located within walking distance to bus stops located on Peterborough Road served by the 5 and 5A services, offering frequent services from Yaxley to Peterborough twice per hour.

- 7.30 NPPF Para 84 states: Planning decisions should avoid the development of isolated homes in the countryside.
- 7.31 NPPF Para 110 states: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
- 7.32 It is considered that the development would have access to services and facilities within Farcet, and also the means to access the City of Peterborough through sustainable modes of transport. The development would therefore not result in the development of isolated homes in the countryside nor would the future occupiers have to have an over-reliance on the private motor vehicle.
- 7.33 Therefore Officers consider in this instance that the site is sustainable for the amount of development proposed.

Access, Transport, Highway Safety & Parking Provision

Access, Transport & Highway Safety

- 7.34 Policies LP16 and LP17 of the Local Plan to 2036 seek to ensure that new development incorporates appropriate space for vehicle movements, facilitates access for emergency vehicles and service vehicles and incorporates adequate parking for vehicles and cycles.
- 7.35 Paragraph 116 of the NPPF states: 116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

7.36 The application seeks outline planning permission for up to 185 dwellings with all matters reserved except for access. Extensive objections have been received by local residents and the Parish Council regarding the amount of additional cars that would serve the proposed additional 185 dwellings and their impact on the local traffic network, the existing congestion issues and highway safety concerns.

7.37 Given the site location on the Cambridgeshire/Peterborough border, the proposals would have an impact on the highway network in both Cambridgeshire and Peterborough. The Highway Authority (Cambridgeshire County Council (CCC)) have been consulted as part of the application and deals with the aspects that impact the network under the control of CCC Highway Authority. Comments have been received from CCC in relation to the highway safety element of the access etc and also from the Transport Assessment Team (who deal with impact upon the wider strategic traffic network. Peterborough City Council (PCC) Highways have also been consulted separately regarding the aspects that impact the network under the control of PCC Highway Authority and have provided comments on such matters.

7.38 The applicant submitted a Transport Assessment and then subsequent Technical Notes in response to comments from CCC Transport Assessment Team and PCC Highways.

7.39 There appears to be a crossover of information between the PCC objection being received and CCC removal of their objection to the proposal. For clarity, the applicant has provided a revised Technical Note to address this which is being reviewed by PCC. Officers have confidence that the recently submitted information will address PCC Highways outstanding concerns given that CCC are content. Officers will update members on this matter prior to DMC.

7.40 The proposed access would be located off Peterborough Road, as the residential property No.107 would be demolished to make way for this access provision. The access would comprise of a 5.5m wide carriageway, a 2m footpath on the south side and a 2.5m cycle path and 2m footpath on the north side. An emergency access would be provided in the northeast of the site between 135 and 137 Peterborough Road. The emergency access would also be used as a footway and cycleway link into the site. These access arrangements are considered to be acceptable subject to conditions.

7.41 The site is located within walking and cycling distance of a range of key facilities and amenities. The applicant proposes to deliver a 3m wide shared use path along the western side of the B1091 Peterborough Road between the site access junction and the new toucan crossing to be provided opposite 195 Peterborough Road. The works would facilitate pedestrian and cycle access from the

site to the new toucan crossing. Such provision would improve pedestrian and cycle access to the facilities to the north of the site for both future residents of the site and existing residents of Farct. Whilst the works proposed within the Cambridgeshire boundary are acceptable to CCC Highways, the works within the Peterborough boundary are still to be agreed with PCC Highways.

- 7.42 The applicant now proposes to provide the new toucan crossing opposite 195 Peterborough Road to replace the existing uncontrolled pedestrian and cycle crossing on the B1091. The new toucan crossing location facilitates better connection to the existing shared use walking and cycling route in Cardea, offering a more direct link to local facilities such as Stanground Academy and the Morrisons supermarket and avoids an additional crossing point on the B1091. Whilst the location of the new toucan crossing is acceptable to the CCC Highway Authority, the works within the Peterborough boundary are yet to be agreed with PCC Highways.
- 7.43 The new 3m wide shared use path to be delivered on the western side of the B1091 Peterborough Road as part of the proposals would provide a new desire line for pedestrians and cyclists to access facilities and amenities north of the site and in the Cardea estate from Farct.
- 7.44 The applicant also proposes to provide a new 3m wide lit shared use path of bound surfacing from the site, across Persimmon's-owned land, to the existing shared use path situated south of the A605 which routes east-west from Peterborough Road to Stanham Way. The new shared use path would facilitate access from the site by active travel modes to employment destinations to the west. A letter from Persimmons has been provided confirming Persimmons' agreement to this new shared use path. The principle of the new 3m wide shared use path is agreed with CCC Highways. The new shared use path would be secured as a planning condition should approval be given to this planning application with detailed design to be agreed at the reserved matters stage.
- 7.45 Additionally, the applicant would provide a physically defined footway along the short section fronting Farct Hand Car Wash where the existing provision is currently not separated from the carriageway.
- 7.46 To further improve routes to Farct CofE Primary School for pedestrians and cyclists, the applicant proposes to widen the existing footway on the northern side of Vicarage Gardens between the raised table crossing on the B1091 Peterborough Road and Farct CofE Primary School to a 4m wide segregated footway/cycleway to better facilitate travel to Farct CofE Primary School from the site by active travel modes. Such works are acceptable subject to their detailed design.

7.47 The closest two bus stops are situated less than 100m north of the site access on the B1091 Peterborough Road. Both bus stops comprise a bus flag and pole with timetable information and serve the Stagecoach No.5 bus service which provides a frequent service between Dogsthorpe and Yaxley via Peterborough. To enhance passenger transport provision within the site vicinity, the applicant proposes to upgrade these bus stops to include RTPI provision. CCC Highways are therefore seeking a S106 contribution £21,000 (twenty-one thousand pounds) towards maintenance of the two new Real Time Passenger Information (RTPI) units to be delivered by the applicant at the two closest bus stops to the site on the B1091 Peterborough Road.

7.48 The CIL regs for S106 contributions sets out 3 statutory tests a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

7.49 Officer's consider the required S106 contribution for maintenance of the new RTPI units to be justified and CIL compliant.

7.50 CCC Transport Assessment Team are content with the Baseline Traffic Surveys and Assessment Study Area under the control of CCC Highway Authority. This includes the turning count, queue length, and ATC surveys undertaken to inform the baseline turning counts, queue lengths, and traffic flows. The baseline traffic flows are agreed with CCC.

7.51 The development is anticipated to generate 139 two-way vehicle trips (30 inbound/109 outbound) in the AM peak and 121 two-way vehicle trips (82 inbound/39 outbound) in the PM peak. The development is also anticipated to generate 21 pedestrian, 8 cycle, and 7 bus trips in the peaks. It is anticipated that 73% of development trips will route to/from the north of the site access whilst 27% will route to/from the south of the site access.

7.52 All committed developments have been considered in future year traffic flows. The CCC Highway Authority is satisfied with the junction capacity assessment models submitted for Junctions 1 and 2 located on the Cambridgeshire network. Both these junctions are anticipated to operate within capacity under all future year assessment scenarios. Peterborough City Council Highways will comment separately with regards to the junction capacity assessment models submitted for Junctions 3, 4, and 5 located on the Peterborough network.

7.53 The following wider infrastructure improvements are proposed to be delivered by the applicant:

- A new toucan crossing opposite 195 Peterborough Road to connect to existing cycleway provision within the Cardea Estate.
- 3m wide shared use provision on the western side of the B1091 Peterborough Road between the site access junction and the new toucan crossing to be provided opposite 195 Peterborough Road to improve pedestrian and cycle access to the facilities to the north of the site.
- A new 3m wide lit shared use path of bound surfacing from the site, across Persimmons-owned land, to connect to the existing east-west cycleway south of the A605.
- A village gateway feature on entry to Faracet from the north including speed signage roundel.
- A new physically defined footway with dropped kerb along the short section fronting Faracet Hand Car Wash where the existing provision is currently not separated from the carriageway.
- Narrowing the Gazeley Gardens junction bellmouth to facilitate pedestrian movement.
- Upgrade the two closest bus stops to the site on the B1091 Peterborough Road to include RTPI provision.
- 4m wide segregated footway/cycleway provision between the raised table crossing on the B1091 Peterborough Road and Faracet CofE Primary School to better facilitate travel to Faracet Primary School from the site by active travel modes.

7.54 The CCC Highway Authority is satisfied with the above mitigation proposed by the applicant. Peterborough City Council Highways will comment separately with regards to mitigation on the Peterborough network.

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

7.56 Subject to the confirmation of PCC Highway Authority that their objection has been overcome, it is considered that a safe means of access can be achieved for the development and the traffic generated by the proposal would not have a severe impact upon the highway network. The development would connect to existing networks of sustainable transport to encourage travellers to use the sustainable travel opportunities within the development and the surrounding areas. Therefore, in accordance with paragraph 116 of the NPPF (2024, the development should not be refused on transport grounds. Subject to the inclusion of the recommended conditions, the proposed development complies with the NPPF 2024, policies LP16 and LP17 of Huntingdonshire's Local Plan to 2036.

Parking

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

Flood Risk, Surface Water and Foul Drainage

Flood Risk & Surface Water

7.58 National guidance and Policy LP5 of the Local Plan to 2036 seek to steer new developments to areas at lowest risk of flooding and advises this should be done through application of the Sequential Test, and if appropriate the Exceptions Test (as set out in paragraphs 170-179 of the NPPF 2024).

7.59 The site is located in Flood Zone 1 (less than 1 in 1000 annual probability of river or sea flooding) as identified by the Huntingdonshire Strategic Flood Risk Assessment (SFRA) 2024 and the Environment Agency Flood Map for Planning. There is some surface water flooding on the far eastern element of the site, close to the backs of the properties on Peterborough Road. There is a risk of surface water flooding in relation to the Site accesses. The site slopes gently from approximately 16m AOD in the centre to 7m AOD along the western edge.

7.60 Paragraph: 027 Reference ID: 7-027-20220825 of Planning Practice Guidance outlines that: In applying paragraph 175 a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.

7.61 A Flood Risk Assessment and Drainage Strategy has been submitted with this application which demonstrates that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development, without increasing flood risk elsewhere. The sequential test therefore does not need not be applied in accordance with PPG.

- 7.62 The concerns over Flood Risk, Surface Water and Foul Drainage raised by the Parish Council and local residents are carefully noted.
- 7.63 In regard to surface water flooding, The CCC Lead Local Flood Authority (LLFA) and the PCC LFFA have both been consulted given that surface water will be discharged into Peterborough's administrative boundary. Both the CCC and PCC have raised concerns.
- 7.64 The applicant has provided additional information for review which sets out that the surface water drainage strategy for the site incorporates on plot attenuation by a number of methods such as attenuation tanks and permeable paving etc which is a matter for the detailed design stage (reserved matters), as well as two connected attenuation ponds on the western boundary on the lowest points of the site to capture surface water which is then discharged into the watercourse on the western boundary. The ponds sizes have been designed to get the maximum volume possible from the ponds.
- 7.65 Officers have confidence that the submitted information would address both CCC and PCC LLFA's outstanding concerns. Officers will update members on this matter in due course.
- 7.66 Subject to the comments of both LLFAs, the proposal would be acceptable with regard to its impact on both flood risk and surface water, and would not result in flooding on the site or elsewhere. The proposal therefore accords with Policies LP5, LP6 and LP15 of Huntingdonshire's Local Plan to 2036 and Section 14 of the National Planning Policy Framework in this regard.

Foul Drainage

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

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

Parameter Plans & Indicative Layout

- 7.68 As previously highlighted, the application is for outline consent with matters relating to appearance; landscaping; layout; and

scale being reserved for future applications. The application is accompanied by a Site Access drawing, Parameters Plan and an Illustrative Masterplan. These plans allow full evaluation and consideration of the development and assist in determining whether the proposed amount of development could be satisfactorily accommodated within the site.

- 7.69 Policy LP11 of the Local Plan states that a proposal will be supported where it is demonstrated that it responds positively to its context. Policy LP12 states that new development will be expected to be well designed and that a proposal will be supported where it can be demonstrated that it contributes positively to the area's character and identity and successfully integrates with adjoining buildings and landscape.
- 7.70 Section 12 of the NPPF (2024) seeks to achieve well designed places, noting that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.
- 7.71 The National Design Guide (2020) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It covers the following: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. Of particular note to the current proposals is guidance relating to design and how this understands and relates well to the site within its local and wider context, how the history of the place has evolved and that local sense of place and identity are shaped by local history, culture and heritage, how a proposal responds to existing local character and identity, whether proposals are well designed, high quality and attractive and whether they are of an appropriate building type and form.
- 7.72 The HDC Design Guide (2017) is relevant to the current application proposals, in particular chapter 4 and sections 3.7 and 3.8. The guide states that the size, shape and orientation (the form) of a building can have a significant impact upon its surroundings. The form of new buildings should generally reflect traditional built forms found in Huntingdonshire. The scale, massing and height of proposed development should be considered in relation to that of adjoining buildings, the topography, pattern of heights in the area and views, vistas and landmarks.
- 7.73 The guide notes that with regard to building detailing, the district has various architectural styles and materials which reflects the local vernacular. It is noted that new buildings should be designed in harmony and proportional to each other, complimenting the overall street character of the place. Appropriate spaces between buildings helps to create an interesting streetscape. Detailed guidance is also provided relating to roofs, eaves and ridge lines

and chimneys. With regards to materials, these should complement the successful parts of any surrounding developments in order to conserve or enhance the distinctive character of the various parts of the district and to ensure that buildings sit comfortably within the landscape.

7.74 Whilst all matters are proposed to be reserved (accept for access), an illustrative masterplan has been submitted to illustrate how 185 dwellings could potentially be accommodated on the site. The outline application is accompanied by a Parameters Plan which covers the proposed extent of residential development, building heights, movement hierarchy, access points, open space locations, green infrastructure, structural landscaping, hedgerows, attenuation ponds and location of community orchards and equipped play. The Parameter Plan has been revised to show development would be a Max 2.5 storeys (11m ridge heights) with max 2 storeys (8.5m ridge height) to the rear of properties fronting Peterborough Road. A condition is recommended to ensure reserved matters applications follow the design principles set out in the Parameter Plan.

7.75 Urban Design have been consulted as part of the proposal and have provided feedback on the indicative site layout. The proposed access would be off Peterborough Road, as No.107 would be demolished to provide the access. The access would comprise of a 5.5m carriageway, 2m footpath on the south side and 2.5m cycle path and 2m footpath on the north side. The illustrative Masterplan and Parameter Plan indicate the Primary Street would include street trees within a grass verges to both sides further west within the site, however the specific details would be matters for any future reserved matters proposals.

7.76 Whilst the Illustrative Masterplan will not be an approved plan, it demonstrates how an acceptable scheme could be designed. The Illustrative Masterplan shows the access from Peterborough Road connects to a 'Main Street' that extends westwards into the site. Within the site the Main Street connects to a central Secondary Street Loop Road creating a connected layout of blocks and improved legibility with raised tables proposed at junctions with Tertiary Street reducing vehicle speeds. Tertiary Streets extend towards the northern, western and southern site boundaries connecting to private drive 'Lanes' creating an outward facing development fronting the northern and western boundaries and proposed structural planting and attenuation basins. Tertiary Street Loop Road have been introduced adjacent to the northern and western site boundaries as shown on the Illustrative Masterplan. The principle of recreational routes within the northern structural landscaping belt, connecting to the A605 footpath and Peterborough Road (via the emergency access) and mown paths around the attenuation ponds are welcomed and improve pedestrian connectivity around the development.

7.77 The Parameter Plan now confirms that the Main Street and Secondary Street Loop Road will incorporate street trees within grass verges, with breaks permitted for access and private drives. The precise alignment of these streets will be determined at the detailed design stage. However the parameter plan, if Members are minded to approve the application, would form an approved plan on which future reserved matters would have to be based

7.74 Units are shown adjacent to the southern site boundary with the adjacent paddock, to the west of application ref 23/02502/FUL. However, the updated Illustrative Masterplan and Parameter Plan show a green corridor, ranging from 5m to 10m in width, along the southern site boundary. This is supported as it will help establish a 'dark corridor' to enhance ecological connectivity and biodiversity.

7.75 The revised Parameters Plan (dwg DR L 0005 P12) and Illustrative Masterplan (dwg DR L 0006 P11) now confirm that street trees within grass verges will be provided on both sides of the Primary Street and the Secondary Street Loop. The extent of frontage parking within the Secondary Street has also been reduced, with side drives provided both sides of the street, reducing breaks across the verge. This approach is strongly supported, responds positively to earlier comments, and effectively secures the principle of verge and tree planting for the future reserved matters application. Development fronting the northern edge is shown to include side drives, reducing the dominance of parking and creating a more informal character.

7.76 The Illustrative Masterplan demonstrates how the development could be arranged such to accommodate the maximum quantum of development proposed. The Illustrative Masterplan shows the potential for development of a mix of building forms including terrace, semi-detached and detached dwellings. The variety of built form shown would reflect the existing variety in the built form within the locality albeit the mix of housing, as detailed within policy LP 25 of Huntingdonshire's Local Plan to 2036, would be determined at reserved matters stage. Therefore the illustrative masterplan gives comfort that a scheme of 185 could acceptably be achieved on the site, and the Parameter plan details the key issues that any future reserved matters applications should follow.

Landscaping

7.77 Landscaping would be subject to a future reserved matters application; however the submitted plans do indicate the approach to the proposed boundary treatments.

7.78 The site is visually contained and not prominent within the wider landscape. In principle therefore, residential development is acceptable from a landscape impact perspective. The submitted

landscaping strategy sets out the required planting to help soften and integrate the proposed development.

- 7.79 Structural planting is proposed in the northern section of the Site, within an area of grassland scrub mosaic, existing hedgerows and trees. This part of the Site underwent significant modification in 2009 during the construction of the A605 Stanground Bypass, as illustrated in the aerial imagery from that period. The resulting landform comprises a steep-sided earth mound with a level plateau, bordered by sporadic perimeter tree planting. Since its alteration, the area appears to have been left unmanaged, allowing natural succession to take place. This has led to the development of a predominantly scrub and grassland mosaic habitat, which now defines the ecological character of the Site. The proposed additional tree planting in this area will be integrated into a mosaic of grassland, complementing the existing structural vegetation, which is to be retained. A network of mown paths is planned throughout this green infrastructure zone, enhancing accessibility and encouraging informal recreation. A recreational route is also proposed, linking the new development to the south with the A605, thereby improving connectivity for pedestrians and cyclists. Within this open space, a community orchard and an equipped play area are included. The submitted Parameter Plan shows the structural vegetation and orchard etc. The S106 will secure the amount of open space.
- 7.80 An emergency access route is proposed, incorporating pedestrian and cycle access, entering the site between 137 and 135 Peterborough Road. This route will pass through an area of structural planting, proposed in the northeast corner of the site, to the rear of the gardens at 135 to 119 Peterborough Road, approximately 40m wide. The planting will help mitigate visual impacts identified in the Landscape and Visual Appraisal in areas of higher ground visible from the east and north. Sensitive landscaping is required in this area to soften these visual impacts.
- 7.81 The dense structural landscaping recommended would provide privacy and security for the rear garden boundaries of existing properties at 119 to 135 Peterborough Road.
- 7.82 The updated Illustrative Masterplan and Parameter Plan now provides a 10-metre-wide green corridor incorporating tree and soft landscaping to help establish a 'dark corridor' and enhance ecological connectivity. The remainder of the southern boundary is vegetation and some small trees. A native mixed hedgerow with trees, accompanied by a grassland buffer, is to be established along this largely unvegetated stretch to enhance habitat connectivity and ecological value.

Trees

7.83 Policy LP31 of the Huntingdonshire Local Plan to 2036 requires proposals to demonstrate that the potential for adverse impacts on trees, woodland, hedges and hedgerows has been investigated and that a proposal will only be supported where it seeks to conserve and enhance any existing tree, woodland, hedge or hedgerow of value that would be affected by the proposed development.

7.84 This application is accompanied by a Tree Survey and a constraints report. The higher quality trees are located on the western boundary at Stanground Lode. Nothing of high value would be lost to accommodate the access, therefore this is considered to be acceptable. As all matters are reserved at this stage, with the exception of access, the impact the wider development would have upon existing trees has not been assessed. It is therefore recommended that a condition be imposed to secure the submission of a Tree Survey and Arboricultural Impact Assessment as part of any future reserved matters application for layout or landscaping.

Open Space

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

Summary

7.86 Overall, it is considered that the application site could satisfactorily accommodate 185 dwellings. Taking these points into account, and when considering the densities of development in the locality, it is considered that the density of development and mix of built form shown on the submitted Illustrative Masterplan would not be uncharacteristic to the area.

7.87 It is therefore concluded that the general layout could be made acceptable for any reserved matters applications, and would achieve the quantum of development proposed. Therefore, whilst the indicative layout shown on the Illustrative Masterplan may be subject to change, and subject to the above site constraints and site requirements being satisfied, the quantum of development proposed is considered to be achievable without causing a significant detrimental impact upon visual amenity or the character and appearance of the locality. The proposal is therefore considered acceptable in principle and the 'appearance', 'landscaping', 'layout' and 'scale'; would be considered in detail as

part of any future reserved matters applications should outline permission be granted. Conditions are recommended in terms of levels and compliance with the Parameter Plan (any deviation must be justified).

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

Biodiversity

7.89 Paragraph 187 of the NPPF (2024) states Planning policies and decisions should contribute to and enhance the natural and local environment. Policy LP30 of the Local Plan to 2036 requires proposals to demonstrate that all potential adverse impacts on biodiversity and geodiversity have been investigated and ensure no net loss in biodiversity and provide a net gain where possible, through the planned retention, enhancement and creation of habitats and wildlife features, appropriate to the scale, type, and location of development.

7.90 A preliminary ecological assessment (PEA) within the Habitat and Protected Species Suitability Report has been submitted as part of the application, and demonstrates that the proposal would not have an adverse impact on wildlife subject to recommendations outlined in the report.

7.91 The development envelope has been pulled back from the southern boundary to create a 5m dark commuting corridor and 10m dark foraging corridor and hedge and tree planting to southern boundary proposed. Lighting buffer zones have not been provided as part of the current proposal. While some improvements have been made to reduce potential light spill along the central section of the boundary, concerns remain regarding lighting impacts from private garden areas. Both issues can be effectively addressed through appropriate site layout and design measures within the development envelope at the reserved matters stage. A suitably worded condition will ensure a site-wide lighting scheme follows the industry standard ILP guidelines 'Guidance Note GN/08/23: Bats and Artificial Lighting at Night'. This represents protection as well as enhancement. The Ecology Officer is content with this approach.

7.92 In accordance with Schedule 7A of the Town and Country Planning Act 1990, as inserted by the Environment Act 2021 and amended by the Levelling Up and Regeneration Act 2023, this development is subject to the mandatory requirement to deliver at least a 10% Biodiversity Net Gain (BNG).

7.93 A Biodiversity Net Gain Assessment within the Habitat and Protected Species Suitability Report has been submitted as part of the application.

7.94 The site is an arable field with a mixture of mosaic of other neutral grassland in poor condition, bramble scrub and mixed scrub in moderate condition on the northern section.

7.95 There is significant scope onsite to provide biodiversity net gain through enhancements on the northern section and well designed SUD's features on the western boundary.

7.96 A BNG condition is recommended to secure this net gain. Due to the size and distinctiveness of habitat created onsite, a monitoring fee of £6,345 broken up into instalments is required to cover a period of 30 years. This would be required to be secured through a Section 106 agreement and is considered necessary to ensure the biodiversity net gain is achieved in accordance with Policy LP30 of the Local Plan and the NPPF 2024. The Ecology Officer is content with this approach.

7.97 Natural England have been consulted as part of the application process and raises no objection to the proposed development.

7.98 Subject to the imposition of the recommended conditions, the proposal is considered to broadly accord with the objectives of Policy LP30 of Huntingdonshire's Local Plan to 2036 and Section 15 of the National Planning Policy Framework in this regard.

Residential Amenity

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

Amenity of neighbouring properties

7.100 The closest neighbouring residential properties are on the western side of Peterborough Road, where gardens back onto the site and on the southern boundary where application ref 23/02502/FUL has planning permission (which hasn't been constructed yet). The Parameter Plan has been revised to show development would be a Max 2.5 storeys (11m ridge heights) with max 2 storeys (8.5m ridge height) to the rear of properties fronting Peterborough Road. This is acceptable, any future reserved matters application would need to establish a minimum 21m separation distances for the eastern and southern neighbouring properties in accordance with the HDC Design Guide SPD.

7.101 It is considered that a detailed layout could be designed to ensure that any future reserved matters application demonstrates no significant impact upon any neighbouring properties.

7.102 The Environmental Health Team (EH) have been consulted as part of the application and have not raised any concerns. Conditions to protect neighbouring properties during construction, conditions construction/delivery times and a construction environmental management plan are recommended to be imposed should Members be minded to approve the application.

7.103 In terms of lighting, the objections about directional light shining into 80 Peterborough Road from cars exiting the new junction/access are noted. However whilst it is considered there would be a degree of impact, given the urban context and that curtains are likely to be drawn when there would be the most impact, it does not warrant refusal of the application in this instance.

7.104 In terms of noise, the vehicle access is proposed from Peterborough Road via the demolition of No. 107. A further emergency access (with pedestrian / cycle access) is proposed in the northeast corner, between Nos. 135 and 137 Peterborough Road. Nos. 105 and 109 Peterborough Road are likely to be subject to a level of noise and disturbance associated with the comings and goings of up to 185 dwellings. For No.105, this would mostly be limited to first floor windows on the front and rear elevation as no windows exist on the side elevation, and there is a built in garage adjacent to the proposed access. For No.109, it would be limited to the front ground floor window adjacent to the access. These windows are already exposed to the noise and disturbance from Peterborough Road. The treatment of the side boundaries of these neighbouring properties would need to be considered as part of a future reserved matters application and must include robust brick boundary walls and soft landscaping to the front to help mitigate against noise and disturbance by providing a good quality buffer. There would be a degree of impact upon Nos. 105 and 109 Peterborough Road but it is considered this would be limited a small number of windows, and can be partially mitigated with good boundary design.

Amenity for future occupiers

7.105 The Environmental Health Team (EH) have been consulted as part of the application. An Air Quality Screening Assessment was submitted with the application. EH have advised that the proposals will not lead to a breach in national objectives or an unacceptable risk from air pollution. However, current advice from public health experts is that the health impacts of air pollution should be minimised, even if there is no risk that air quality standards will be breached. Measures such as sustainable modes of transport (cycles, electric vehicles etc). Cycle parking will be secured at

reserved matters stage and the provision of electric charging points for residential dwellings now falls within the Building Regulations requirements.

7.106 In terms of noise, a noise impact assessment (NIA) was submitted with the application. The report demonstrates acceptable internal and external noise levels could be achieved through careful consideration of the development layout (i.e placing gardens on the screened side of dwellings). Where this is not possible, alternative forms of mitigation have been recommended where appropriate to reduce external noise levels as much as practicable. A condition is recommended to ensure noise is addressed within the reserved matters.

7.107 In respect of the amenity of future occupants, it is considered that a detailed layout could likely be designed to ensure amenity of the future occupiers of the development is of a high quality. It is noted that, in any event, occupants would be aware of the layout and relationship of the site and would be able to make an informed decision on how that relationship would relate to their personal needs.

7.108 The proposed development is therefore considered to be acceptable in terms amenity to both existing neighbouring properties and future occupants of the proposed development in accordance with Local Plan Policy LP14, the Huntingdonshire Design Guide SPD and Section 12 of the National Planning Policy Framework.

Affordable Housing

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

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

Accessible Housing

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

Water Efficiency

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

Other Matters

Contamination

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

Health Impact Assessment

7.114 Local Plan Policy LP29 (Health Impact Assessment) requires large scale developments to be informed by the conclusions of a Rapid Health Impact Assessment (HIA). The land West of Peterborough Road qualifies as a large scale development defined by the Local Plan glossary, being a development for more than 50 dwellings. A rapid Health Impact Assessment has been submitted with this application, using the London Healthy Urban Development Unit Rapid Health Impact Assessment Tool. The results of the Rapid HIA indicate the development will either have positive or neutral impacts on the themes set out in the health impact matrix. Therefore the requirements of Policy LP29 have been satisfied.

Fire Hydrants

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

Archaeology

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

7.117 The Historic Team advise that due to the archaeological potential of the site a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary. A written scheme of investigation condition is therefore recommended.

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

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

Developer Contributions

7.119 Statutory tests set out in the Community Infrastructure Regulations 2010 (Regulation 122) require that S.106 planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. S.106 obligations are intended to make development acceptable which would otherwise be unacceptable in planning terms. Without prejudice to the eventual determination of the planning application, negotiations have been held with the Applicant in order to determine the extent of the obligations required to make the development acceptable. These negotiations have been held in line with the advice within the Regulations and the outcome is summarised below.

7.120 Cambridgeshire County Council Development & Policy Team have provided a response outlining potential education and library impacts of the development. As the total number of dwellings falls below the 200 thresholds, no s106 developer contributions in relation to these matters have been sought in accordance with Huntingdonshire District Council policy. No exceptional circumstances or project have been put forward by CCC that warrants a contribution. It is envisioned that CIL may be used for such matters.

7.121 Open Space: Policies LP3 and LP4 of Huntingdonshire's Local Plan to 2036 and Part B of the Developer Contributions SPD requires proposals to provide land for informal green space. In accordance with the Developer Contributions SPD, 185 dwellings generates a requirement for open space of 0.859 Ha / 8589 sqm. The scheme is providing significantly more than this, at least double the required amount.

7.122 The Developer Contributions SPD details a cascade mechanism for future management and maintenance of informal green space with the land first offered to the Town/Parish Council for adoption, then the District Council and then taken on by a Management Company. The usual cascade mechanism in the SPD is to be included in the Section 106 in order to secure the long-term

management and maintenance of the areas of shared open space. A Landscape Maintenance contribution (using the updated costs for 2024/2025) will be secured through the Section 106 agreement in the event that the open space is to be transferred to the District or Parish Council.

7.124 Outdoor sports provision: As the scheme is for less than 200 dwellings, and provides sufficient open space on the site, no contributions are sought for this.

7.126 Biodiversity Net Gain: The proposal includes onsite habitat creation. Due to the size and distinctiveness of habitat created onsite, a monitoring fee of £6,345 broken up into instalments is required to cover a period of 30 years. This would be required to be secured through a Section 106 agreement and is considered necessary to ensure the biodiversity net gain is achieved in accordance with Policy LP30 of the Local Plan and the NPPF 2024.

7.127 Residential Wheeled Bins: In accordance with Policy LP4 of Huntingdonshire's Local Plan to 2036 and the Developer Contributions SPD (Part H) each dwelling will require the provision of one black and blue wheeled bin (green bins are payable separately per year as requested by occupiers). The current cost of such provision is £114 per dwelling. A total of £7,410 is recommended to be secured through a section 106 agreement and is considered necessary to ensure the development has adequate waste infrastructure, in accordance with policy LP4 and section H of the Developer Contributions SPD.

7.128 Affordable Housing: The application proposes a policy compliant level of affordable housing (40% = 26 dwellings). These would be a mix of 1, 2, 3 and 4 beds and the four units would be M4(3) wheelchair adaptable. Subject to final wording within the S106 Agreement, the scheme is supported with provision of on-site affordable housing in accordance with Policy LP24 and section A of the Developer Contributions SPD.

7.129 Community Infrastructure Levy (CIL): The development will be CIL liable in accordance with the Council's adopted charging schedule; CIL payments will cover footpaths and access, health, community facilities, libraries and lifelong learning and education.

7.130 All of the obligations are considered to meet the statutory tests and are compliant with relevant policies and the Developer Contributions SPD. The planning obligations set out above have been agreed by the Applicant and are considered to mitigate the development in accordance with policies LP3, LP4, LP24, LP30 and the Developer Contributions SPD.

Conclusion and Planning Balance

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

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

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

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

7.135 NPPF para 11 states:

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

For decision-taking this means:

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

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

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

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

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

and that it would not result in an over-reliance on the private motor vehicle. As such, the proposed development would comply with Framework Paragraph 109.

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

through the additional population assisting the local economy through spending on local services/facilities. Moderate weight is afforded to this.

7.150 In terms of the environmental dimension of sustainable development, the proposal offers potential for the incorporation of energy efficiency measures (to be considered in detail at reserved matters stage) as well as the delivery of green space and a 10% minimum net gain in biodiversity. The application site constitutes a sustainable location for the scale of development proposed in respect of access to local employment opportunities, services and facilities in the local area as well as the City of Peterborough; and is accessible by sustainable transport modes. The proposal also includes numerous off site highway improvements. Moderate weight is afforded to this.

7.151 Whilst some conflict/harm has been identified in relation to agricultural land, it is concluded that the identified harm would not significantly and demonstrably outweigh the identified benefits when taking all the positives and negatives of the proposal into account.

7.152 Having regard to all relevant material considerations, it is recommended that approval be granted for the outline planning with all matters reserved except access.

8. RECOMMENDATION - APPROVAL subject to the prior completion of a Section 106 obligation relating to affordable housing, highways offsite improvements, BNG monitoring, provision of open space and wheeled bins, and subject to conditions to include those listed below:

- Approval of Reserved Matters Time Limit and Time limit following last Reserved Matters (2 years)
- Timing of permission and submission of Reserved Matters (2 years)
- Approved Plans (site location and access)
- Reserved matters app accords with the broad layout principles established on parameter plan
- Site levels and finished floor levels detailed as part of any reserved matters for layout
- Submission of Noise Mitigation Scheme as part of any reserved matters for layout
- Submission of Tree Survey and Arboricultural Impact Assessment as part of any reserved matters for layout or landscaping
- External lighting scheme for dark bat corridor be provided as part of any application for reserved matters.
- Ecology
- Surface water drainage
- CEMP

- Fire Hydrants
- Access
- Off-site high improvement works
- Written scheme of investigation
- M4(2) dwellings
- Water efficiency
- Foul drainage

or

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

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

CONTACT OFFICER:

Enquiries about this report to **Lewis Tomlinson Development Management Officer** – lewis.tomlinson@huntingdonshire.gov.uk

Planning Application: 25/00892/OUT

Site: Land West of Peterborough Road, Farcet

Proposal: Outline application for up to 185 dwellings with access

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

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

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

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

- ¬ **Sustainable development**

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

- ¬ **Highway safety (unacceptable impact)**

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

“an unacceptable impact on highway safety.”

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

- ¬ **Infrastructure capacity**

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

- ¬ **Ecology and biodiversity**

Lighting and bat corridor protection remain unenforceable.

- ¬ **Prematurity**

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

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

The proposal conflicts with multiple adopted policies including:

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

3. Site NOT included in the updated Local Plan allocations

The Parish Council highlights again that:

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

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

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

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

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

The Parish Council objects because:

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

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

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

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

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

This proposal worsens safety rather than improving it.

c) Traffic analysis does NOT consider existing or potential developments

The transport evidence fails to include:

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

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

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

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

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

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

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

5. Scale and Impact on Village Character

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

6. Ecology, Lighting and Bat Corridor

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

7. Flooding and Drainage

No detailed modelling or drainage capacity evidence has been supplied.

8. Local Services Capacity

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

9. Prematurity & Reliance on Reserved Matters

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

Conclusion

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

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

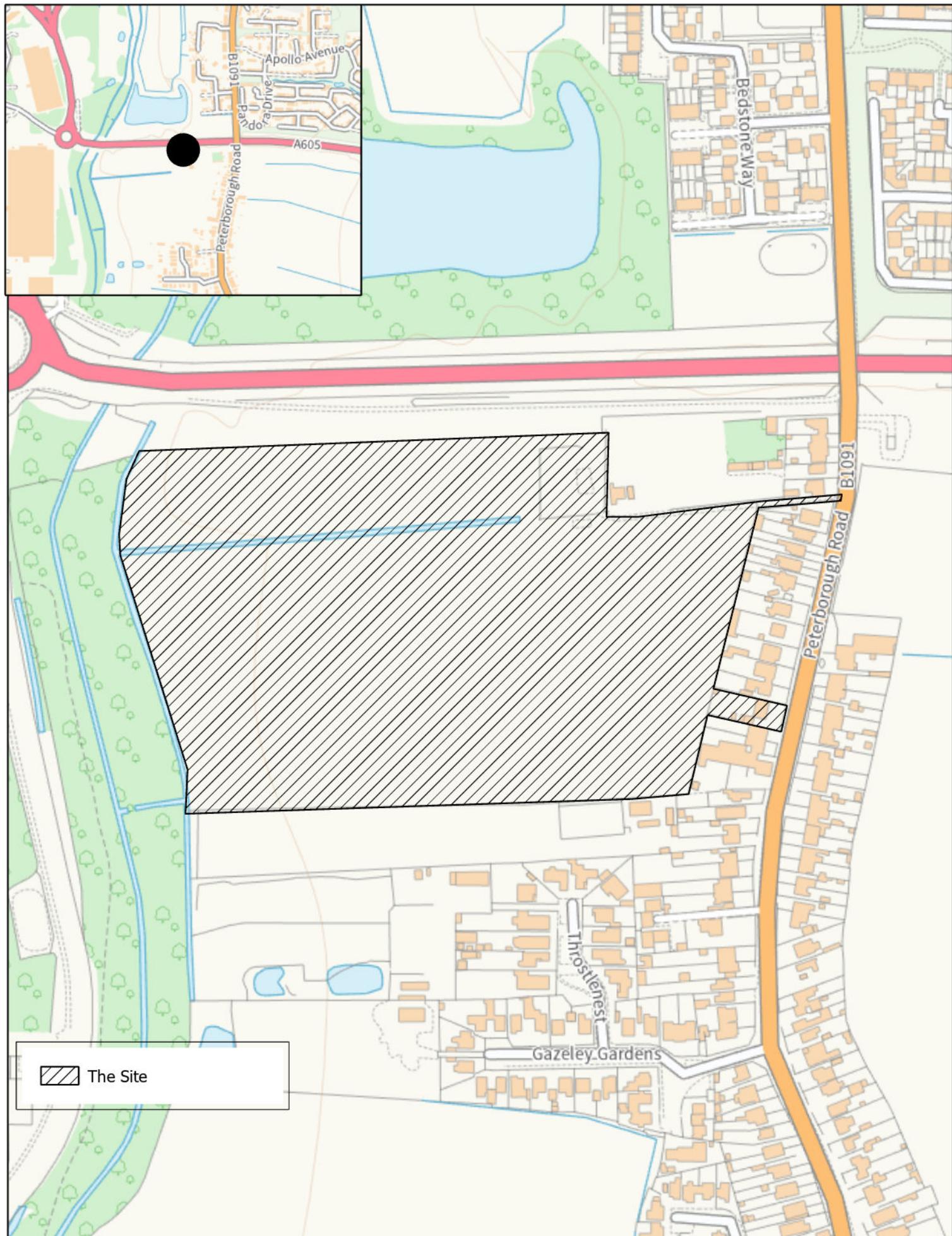
Development Management Committee

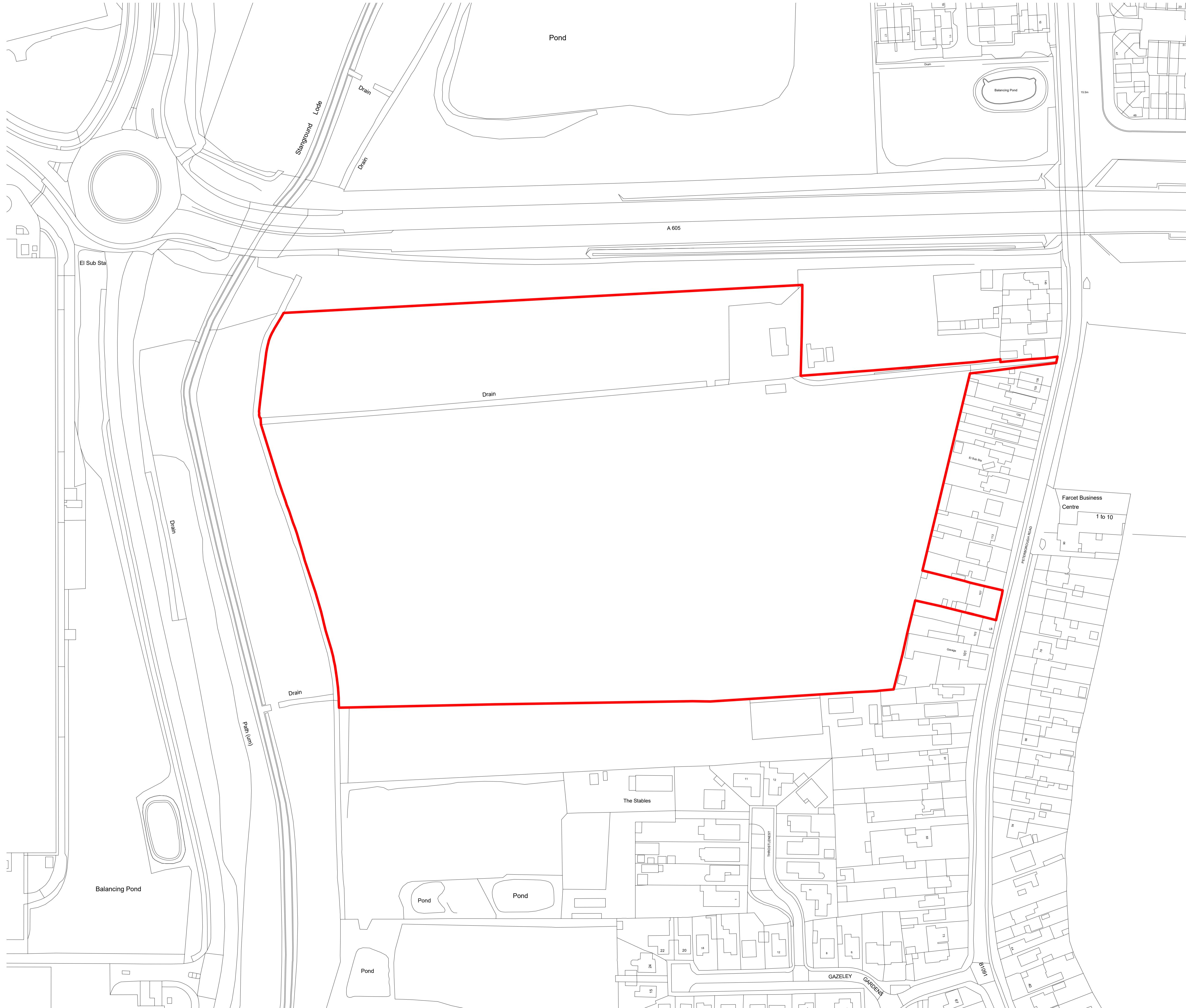
Application Ref: 25/00892/OUT



Scale = 1:3,000

Date Created: 08/01/2026



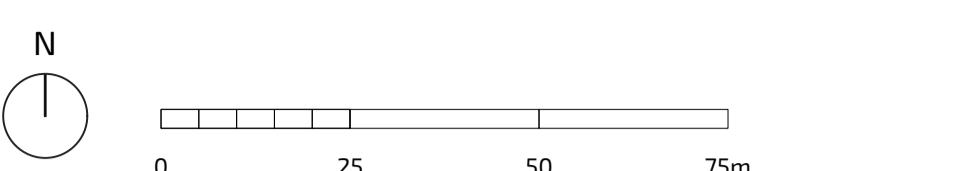


P04 27/03/2025 Amended on western edge.
rev date description

client
Hallam Land & Persimmon Homes
project
**Land West Of Peterborough Road,
Farcet, Huntingdonshire**

title
Site Location Plan
number
11710-FPCR-XX-XX-DR-L-0002
status
S3 P04

scale
1:1000 @ A1
rev



KEY

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

Access

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

Green Infrastructure

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

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

client Hallam Land & Persimmon Homes

project Land West of Peterborough Road, Farset, Huntingdonshire

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

