

DEVELOPMENT MANAGEMENT COMMITTEE – 23rd March 2026

LATE REPRESENTATIONS SUMMARY

2(a) 25/01922/OUT - Outline Planning Application with all matters reserved except for site access for construction of Storage and Distribution (Use Class B8), General Employment (Use Class B2), Bus Depot (Sui Generis) floorspace with ancillary offices and gatehouses, provision of landscaping, access infrastructure (including new and improved vehicular access from the A141, highway, parking, cycle and pedestrian access), utilities (including gas, electricity, water, sewerage, telecommunications), sustainable drainage systems, and all associated engineering works (including demolition of existing structures and buildings, breaking-up and reuse of hardstanding and ground remodelling and enabling works). The proposed development is phased with each phase being a separate and severable part of the development - Brookfield Farm, Ermine Street, Great Stukeley, Huntingdon, PE28 4AB.

1. **County Council (Transport Assessment Team):** No objection subject to conditions.

Notes that the A141 between the proposed site access and the A141/B1514 roundabout (the “BP Garage” roundabout where the A141, Main Street and Huntingdon Road meet) is heavily congested with extensive queuing. After observing traffic conditions in person, the County Council advises that the applicants transport assessment has significantly under-representing congestion and delay on the local transport network in the base case and is therefore not appropriate for use in the assessment of the traffic impacts of the development proposals. This renders any “monitor-and-manage” approach inappropriate.

Following numerous discussions the Local Highway Authority has confirmed that the only acceptable option would be for the applicant to

deliver mitigation prior to any occupation and not leave this to a later date. The applicant's modelling of the proposed mitigation (i.e. the three junction capacity improvements on the A141 set out in the main report) shows to the County Council's satisfaction that this would have a positive impact on traffic flows through the three junctions. Planning rules require a development to mitigate its impact only and not fix existing problems.

Consequently, whilst agreement has not been reached over the base model and what it shows, the Local Highway Authority is content that the mitigation proposed by the applicant would mitigate the development's impact at the three junctions on the A141.

Officer note: The Transport Assessment Team's recommended conditions are already including within those listed in the main report. Offsite highway improvement works, bus service provision and footway/cycleway links are proposed to be secured by Section 106 agreement, as set out in the main report.

2. County Council (Highway Development Control): No objection subject to conditions.

Confirms that Stage One Road Safety Audits have demonstrated acceptable improvements could be accommodated within the adopted highway boundary. Recommends additional conditions.

Officer note: The Local Highway Authority's recommended highway development management conditions are already including within those listed in the main report. Offsite highway improvement works are proposed to be secured by Section 106 agreement, as set out in the main report.

3. County Council (Rights of Way): No objection subject to a condition.

Officer note: An additional condition is recommended accordingly to safeguard the existing public right of way that crosses the site.

4. County Councillor Liam Beckett: Objects on four main grounds, which can be summarised as:

- Excessive building heights and unacceptable visual/amenity harm
- Transport Assessment is incomplete and unreliable
- Severe impacts on Hinchingsbrooke Park Road, emergency access and the A141 corridor
- Unassessed impacts on the A1 Buckden roundabout and wider strategic network

If Members are minded to grant outline permission, requests conditions in respect of:

- Reduced building heights (to 18m)
- Restrictions on operating hours, limited to 07:00 to 21:00 Monday to Friday and 08:30 to 20:00 weekends and bank holidays
- A continuous acoustic barrier along the eastern (A141) site boundary
- Upgrades to the Views Common Road/Hinchingsbrooke Park Road junction
- Blue light impact assessment prior to commencement
- ANPR enforcement of the existing 7.5T weight limit on Views Common Road
- Full new Transport Assessment

Officer note: The late representation raises no new material considerations not already assessed within the main report, other than the request for a “Blue light impact assessment” which has not been sought by any of the emergency services.

5. Hinchingsbrooke Residents Association: Continues to object on the grounds set out in the main report, which can be summarised as:

- Conflict with Local Plan and Irreversible Damage to Landscape Character
- Acoustic Reflection and Noise Pollution
- Technical Failures and Cumulative Impact
- Public Safety and Fear of Crime
- Impact on Hinchingsbrooke Country Park
- Traffic Impact, Access to Hinchingsbrooke Hospital and Public Safety

If Members are minded to grant outline permission, continues to request conditions in respect of:

- Reduced building heights (to 15m)
- Reduction in the size and height of Unit 2E
- Restrictions on operating hours, limited to 07:00 to 21:00 Monday to Friday and 08:30 to 20:00 weekends and bank holidays
- Omission of the proposed A141 footway/cycleway underpass
- Traffic enforcement measures, including ANPR on Views Common Road
- Noise Reduction, including restrictions on reversing beepers

Officer note: The late representation raises no new material considerations not already assessed within the main report. Officers note that the Residents Association circulated their letter direct to Development Management Committee members on Wednesday 18th March, and that the detailed wording of the conditions recommended in the main report was sent to the Residents Association last week.

6. HDC Economic Development Team: Reiterates their strong support.

Understands that the developer is currently in detailed and active discussions with five established local businesses seeking to expand within Huntingdonshire and relocate to the site, thus responding directly to identified and immediate business need. Enabling these businesses to expand locally is critical to maintaining economic momentum within the district and minimises the risk that they may need to relocate outside the District. The proposal represents a clear and immediate opportunity to support business expansion, safeguard and create jobs, and reinforce Huntingdonshire's position as a competitive location for investment and growth.

Officer note: The applicant has been asked for information on the local businesses who have expressed an interest in relocating to the site, but is under Non-Disclosure Agreements which currently prevent them from doing so.

7. Applicant: Has submitted a final pre-committee letter outlining that:

- National Highway's holding objection has been lifted
- The Local Highway Authority's holding objection has been removed
- The Rights of Way Officer's holding objection has been lifted
- The additional *Accurate Visual Representations* submitted in response to the Hinchingsbrooke Residents' Association's request demonstrate, in the applicant's opinion, that glimpse views of the development would not be out of character and that any visual effects would be "moderate adverse" as set out in their detailed Environmental Statement
- A recent report published by the British Property Federation (a not-for-profit membership organisation representing the UK real estate industry) titled *The Infrastructure of Everything* may be relevant

The applicant has also submitted a cross-section drawing which compares the separation distances in the proposed development to

those at a scheme a Tyldesley (Lancashire) cited as similar by the Residents Association in their recent leaflet-drop.

Officer note: No additional assessment is considered necessary in response to the applicant's letter. Hinchingsbrooke Residents Association had not had sight of the cross-section comparison drawing, which was received after their letter had been submitted.

7. Other

As a point of clarification, paragraph 7.2 of the main report should read:

7.12 Taking all the above into account, and noting the words “will be supported” in Policy LP18 compared with “where possible” in LP10, the proposed development is considered to comply with the spatial strategy of the Development Plan when read as a whole. Officers do not consider that loss of agricultural land overrides the support in principle conferred by Local Plan Policy LP18.

2(b) 25/00892/OUT - Outline application with all matters reserved except for access via Peterborough Road for the demolition of 107 Peterborough Road, and the development of up to 185 dwellings (Use Class C3), public open space and associated infrastructure – Land West of Peterborough Road, Farcet.

A representation has been received regarding the proposed off-site highway improvements works on St Marys and Vicarage Gardens, and how this would result in the loss of layby and green verges but also create conflict between users. Paragraph 7.45 of the report provides commentary on these works:

7.45 *To further improve routes to Farcet CofE Primary School for pedestrians and cyclists, the applicant proposes to widen the existing footway on the northern side of Vicarage Gardens between the raised table crossing on the B1091 Peterborough Road and Farcet CofE Primary School to a 4m wide segregated*

footway/cycleway to better facilitate travel to Farcet CofE Primary School from the site by active travel modes. Such works are acceptable subject to their detailed design.

All of the off-site highway improvements work that are proposed as part of the application fall within highway land. Members should note that the Highway Authority benefits from permitted development rights to carry out maintenance or improvements on land within ownership/control.

These particular off-site highway improvements works will further improve routes to Farcet Primary School. In this case, the works on Vicarage Gardens would result in the loss of a layby and green verges but this is balanced against the accessibility and safety improvements for the users (children and parents travelling to Farcet Primary School). The majority of properties have off-road parking in the form of driveways. Officers disagree that there would be any additional conflict between users, as currently car users have to be mindful of pedestrian and cyclists (given the fact they have to cross the pavement from driveways to the highway), and especially of children given that a primary school is located on the road. Officers consider that the benefits of the provision of the footway/cycleway outweigh any harm caused by the loss of the layby and green verge.

The applicant has carried out a Road Safety audit for the proposed mitigation on the Peterborough Road southern arm of the Whittlesey Road/ Peterborough Road/ A605 roundabout. Peterborough City Council have reviewed this and have confirmed they are happy.

The applicant has also provided clarification to the Ecology Officer on the BNG baseline. The Ecology Officer is now content on BNG matters. Given that this outstanding matter is resolved, Officers no longer request delegated authority on this.

The recommendation is therefore amended to:

RECOMMENDATION - APPROVAL subject to the prior completion of a Section 106 obligation relating to affordable housing, BNG monitoring, provision of open space and wheeled bins, and subject to conditions.

2(c) 25/00017/FUL - Installation of cooling pond with ancillary equipment, new bund and ground-mounted solar panels (Retrospective) - The Old Hangar, Sibson Airfield, Sibson, Peterborough, PE8 6NE.

There are no late representations for this item.