

Brookfield Farm Ermine Street Great Stukeley

25/01922/OUT

TRANSPORT COMMENTS

PREPARED BY: Transport Assessment Team

AUTHOR: Andrew Connolly

CHECKED BY: Jez Tuttle

DATE: 18 March 2026

Background

The applicant has sent over a number of emails containing additional information and TN05, TN06 and TN07.

Having reviewed the planning application and additional information, the Highway Authority has the following comments to make.

The Highway Authority has undertaken two site visits to observe traffic conditions at peak times on the A141, between the proposed site access and B1514 roundabout. It has been observed that this part of the network is heavily congested with extensive queuing. The reason the Highway Authority has concluded that this is a queue of vehicles is because vehicles cannot enter or exit the roundabout of the A141 with Washingley Road due to a queue of vehicles extending back from the A141 through the roundabout. This queue is caused by the next junction along the A141, which is the Ermine Street/Stukeley Road roundabout. There are no other junctions between these two roundabouts which take priority over the A141 that would cause queuing. If vehicles cannot enter or exit a roundabout in free flow due to vehicles in front of them, then they are likely in a queue. Queueing simply means flow is restricted and delay is accumulating.

The traffic count data and subsequent modelling work undertaken by the applicant and contained within the original TA says that this part of the network is not congested and there is little to no queuing. After observing traffic conditions in person, it is clear that the applicants transport assessment is 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.

The applicant was suggesting a monitor and manage approach but given the TA has not accurately shown the developments impacts, this is not an acceptable approach.

The network is already over capacity therefore its unclear what trigger(s) could be used for the commencement of the mitigation works.

Following numerous discussions with the applicant and the planning authority it was decided that the only option that would be acceptable to the Highway Authority would be for the applicant to deliver mitigation prior to any occupation and not be left to a later date.

Technical note 05 and 06 model various junctions and scenarios. Technical note 07 has undertaken new capacity testing of three junctions within the study area, the A141 with Ermine Street, the A141 with Washingley Road and the A141 with Kings Ripton Road. These three junctions and the A141 with Huntingdon Road junction, which hasn't been assessed are the main junctions which the development will have an impact at. TN07 has also assessment what effect the mitigation will have on the operation of the junctions. Due to the time pressure put on the Highway Authority, it has not been possible to assess the impact of this development on the highway network as thoroughly and robustly as the Highway Authority would have liked.

Due to the aforementioned time pressures, the Highway Authority has not been able to fully assess the modelling contained within TN07, but the base model (2025) does show queuing of 205 PCU's, which equates to around 1.2km of queuing on the A141 northern arm. The Highway Authority observed queuing of around 900m on this arm. The modelling is therefore much more robust when compared to the original base model which showed just a few vehicles, acknowledging that it now shows a potential 'overestimate'. When modelling the proposed mitigation, TN07 does show that the mitigation will 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.

Whilst agreement has not been reached over the base model and what it shows, the mitigation proposed by the applicant will mitigate the developments impact at the three junctions. This has been demonstrated by the modelling contained within TN07. The applicant has agreed to direct delivery of the mitigation, although it will need to stagger delivery on the ground, along with the construction of the proposed site access roundabout.

For the above reasons the Highway Authority does not wish to object to the planning application subject to the following -

1. Prior to first occupation of any units, the applicant shall deliver on the ground a grade separated crossing of the A141 to Hinchingbrooke, which shall include but not be limited to, access for walking and cycling, lighting and CCTV. Details shall be submitted to and approved in writing by the Local Planning Authority.

2. Prior to first occupation of any units, the applicant shall provide a bus service from the site to Huntingdon town centre. The bus service shall run from the agreed start date until the development is fully occupied. Prior to first occupation details on start date, routing and frequency shall be submitted to and approved in writing with the Local Planning Authority.
3. Prior to the commencement of development, the layout and design for the off-site highway improvement works at the junction of the A141 with Ermine Street/Stukeley Road as shown indicatively on drawing No. STN-HGN-A141RB-DR-CH-1000-P02, shall be submitted to and agreed in writing by the Local Planning Authority. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.
4. Prior to the commencement of development, the layout and design for the off-site highway improvement works at the junction of the A141 with Washingley Road/Latham Road as shown indicatively on drawing No. STN-HGN-A141RB-DR-CH-1001 P01, shall be submitted to and agreed in writing by the Local Planning Authority. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.
5. Prior to the commencement of development, the layout and design for the off-site highway improvement works at the junction of the A141 with Kings Ripton Road as shown indicatively on drawing No. 332611944-STN-HGN-A141-DR-CH-0001 Rev P03, shall be submitted to and agreed in writing by the Local Planning Authority. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.
6. Prior to first occupation of any units, the applicant shall be responsible for the provision and implementation of an Overarching Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include suitable measures and incentives to promote sustainable travel and shall be monitored annually with all measures reviewed to ensure targets are met. Further more Travel Plans will be required as each phase/unit comes forward on the site.