

PLANNING CONSULTATION RESPONSE

<p>To James Croucher Huntingdonshire District Council Pathfinder House St Marys Street Huntingdon PE29 3TN</p>	<p>Place & Sustainability Highway Development Management Cambridgeshire County Council West Highways Division Huntingdon Highways Depot Stanton Way Huntingdon Cambs PE29 6PY</p>
<p>App Reference: 25/01922/OUT</p>	
<p>Date In: 16/03/26 Date Out: 18/03/26</p>	<p>Contact: Robin Hobbs</p>

RE: *Application description*

Proposal: 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)

Location: Brookfield Farm Ermine Street Great Stukeley Huntingdon PE28 4AB

Following the most recent submissions regarding the offsite works not associated with the access I would reiterate my previous comments below with additional comments regarding the remote mitigation measures proposed.

- I note that the rights of way team and transport assessment team have commented and have raised further requirements they will respond separately.
- The design is dependent on traffic regulation orders to reduce the speed details have been provided from Cambs Constabulary regarding the proposed changes to the surrounding roads speed limits to which they appear relatively supportive.

- That proposed is of such a complex nature with embankments, vehicle restraint system and an underpass. These details are relatively acceptable and the applicants are indicating that the in-detail elements such as drainage underpass and earthworks will be as part of the in-detail design and as such I would request a condition that no works are undertaken on site until the offsite works have been agreed in detail with the LPA in consultation with the Highway Authority. They have also indicated that they are willing to cover the cost of the 278 works vetting which will require specialist input.
- The stage 1 Audit and response have been supplied inclusive of the consultant's response to it, which does not indicate any issues which cannot be mitigated, and is therefore acceptable.
- Details have been provided for drainage of the proposed infrastructure in principle however as above the detail will need to be provided at during the stage 2 safety audit process inclusive of existing drainage and any proposal relating to it. The LLFA will comment regarding discharge rates etc and be satisfied that these are acceptable.
- Assessment of the existing layby usage has been provided along with reasons why they consider that this is no longer a requirement given the other facilities located within the location and that this is no longer a trunk road which are accepted.

Mitigation measures drawings have now been submitted, and I would make comment accordingly.

- The offsite mitigation measures have all been subject to stage 1 (in principle) safety audits in relation to the alterations proposed at Washingley Road, Kings Ripton junction and A141 Ermine Street Huntingdon.
- The stage one (in principle) safety audits have all been subject to internal reviews with The Highway Authorities own safety audit team, which concluded that while there were no major issues with that proposed, changes would be required to be acceptable. The changes required would all be within the current limits of the adopted highway and therefore could be provided by the applicant.

Because of the tight timescales subjected to this application it has not been possible to amend the drawings finalising the eventual amendments. This is not the recommended approach and does introduce risk which the LPA must be comfortable with. Our preference would be to defer determination until all issues are resolved and we have agreed drawings which are able to be conditioned.

- Given the above while the Highway Authority have no objections to the proposed offsite works a condition requiring them to be subject to a further stage 1/2 safety audit process, and detailed plans to be submitted and agreed by the Local Planning Authority in consultation with the Highway Authority prior to any construction on site taking place.

Providing that the Local Planning Authority is happy to append such a condition the highway Authority would have no objections to the proposed offsite mitigation works. It's important to note that the broad principle of the mitigation strategy is agreed but design layout changes would be required as a part of any such discharge of conditions application.

Following a review of the documents provided to the Highway Authority as part of the above planning application, the effect of the proposed development upon the Public Highway should be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal:

- HDMC 01 Prior to the commencement of the development full details (in the form of scaled plans and/or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:
- a) The layout of the site, including roads, footways, cycleways, buildings, visibility splays, parking provision and surface water drainage.
 - b) The siting of the buildings and means of access thereto.
 - c) Visibility splays
 - d) Parking provision
 - e) Turning Areas
 - f) Loading Areas

- HDMC 31 Prior to the construction of the development hereby permitted the off-site highway works related to the access of the site based on drawing STN_HGN_XX_DR_CH_0101 rev P3 shall be completed to the written satisfaction of the Local Planning Authority.

Reason: to ensure that the highway network is adequate to cater for the development proposed.

HDMC 31 Prior to the commencement of development, layout and design for the off-site highway improvement works at Ermine Street Roundabout, Washingley Road roundabout and A141 Kings Ripton signalised junction as shown indicatively on STN-HGN-A141RB-DR-CH-1000 rev P02, STN-HGN-A141RB-DR-CH-1001 rev P01 and STN-HGN-A141RB-DR-CH-0001 rev P03 respectively [insert plan references] shall be submitted to and agreed in writing by the Local Planning Authority. Such a submission must include a combined Stage 1 and 2 Road Safety Audit. The junction works shall be delivered on the ground within 12 months of the site access roundabout being completed.

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Reason: to ensure that the highway network is adequate to cater for the development proposed.

INFORMATIVES

The applicant should be informed that in order to carry out the works within the highway a short form **Section 278 agreement** will need to be entered into with the highway authority. [Highways development - Cambridgeshire County Council](#)

The applicant should be informed that in order to carry out the works within the highway, a **Stage 2 Road Safety Audit** will need to be carried out prior to any works being undertaken and that a **Section 278 Highways Agreement** will need to be entered into with the Highway Authority for the construction of the offsite alterations. [Highways development - Cambridgeshire County Council](#)