Statement of Consultation for Local Plan Update

Contents

1 Introduction 3
Purpose 3
Background 4
Structure of Statement 5

2 Local Plan Phases - Summary 6

3 Local Plan Issues 10
Sustainability Appraisal Scoping and Statement of Community Involvement 11
Consultation Process 11
Responses to Consultation 12
Settlement Hierarchy and Land Availability Assessment Methodologies 18
Consultation Process 18
Responses to Consultation 19
Call for Sites 31
Consultation Process 31
Responses to Consultation 32
Issues Engagement Papers 36
Consultation Process 36
Responses to Consultation 37

4 Further Issues and Options 141
Consultation Process 141
Further Issues and Options Paper 145
Land Availability Assessments 170
Area 1 - Northern Huntingdonshire 171
Area 2 - North East Huntingdonshire 199
Area 3 - Northern Central Huntingdonshire 228
Area 4 - Western Huntingdonshire 258
Area 5 - Central Huntingdonshire 282
Area 6 - Eastern Huntingdonshire 302
Area 7 - Southern Huntingdonshire 331
Sustainability Appraisal 345
Additional Sites Land Availability Assessments 360
Additional Sites Sustainability Appraisal 394

5 Preferred Options 400
Consultation Process 400
Preferred Options Draft Local Plan 402
Preferred Options Sustainability Appraisal 521
Additional Site Allocations for Local Plan 531

Appendix 1 Consultation Material - Issues Phase 541

Appendix 2 Consultation Material - Further Issues and Options Phase 554

Appendix 3 Consultation Material - Preferred Options Phase 570

Glossary 588

1 Introduction

Purpose

What is the Statement of Consultation?

1.1 The Statement of Consultation is a record of the consultation and public engagement carried out as part of the development of a Local Plan. It also includes summaries of the main issues raised by the public and statutory consultees, how comments have been taken into account, and any actions the Council has taken as a result.

Why do we need a Statement of Consultation?

1.2 There are specific legal requirements that need to be followed when producing a local plan. These include but are not limited to: at what stage consultations should take place, who should be consulted and what documents the Council is legally required to produce.

1.3 One particular piece of legislation is The Town and Country Planning (Local Planning) (England) Regulations 2012. One of the requirements in it sets out what documents the Council must submit to the Secretary of State when it is time for the Local Plan to be examined by a Planning Inspector. The Statement of Consultation is one of these documents.

1.4 Specifically, Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), asks that the Council provides a document to demonstrate how the plan has been shaped (this will be known from now on as the Statement of Consultation). The extract from the Regulations (below), shows what the Council must include in this document. Regulation 18 - referred to in the box below - is an early stage of plan preparation and consultation and Regulation 19 is often used to refer to consultation on a Pre-Submission Plan (a full version of the Local Plan), immediately before it is sent to the Secretary of State for examination. It is important to note that the Statement of Consultation should be a summary of the main issues raised and is not intended to address each individual comment specifically. Full responses to consultations can be found on our online consultation portal. On submission of the Local Plan to the Secretary of State the Council will also fulfil criteria v and vi once comments have been made to the Pre-Submission Plan.

Submission of documents and information to the Secretary of State

22. —(1) The documents prescribed for the purposes of section 20(3) of the Act are— ...

...(c) a statement setting out—

(i) which bodies and persons the local planning authority invited to make representations under regulation 18,

(ii) how those bodies and persons were invited to make representations under regulation 18,

(iii) a summary of the main issues raised by the representations made pursuant to regulation 18,

(iv) how any representations made pursuant to regulation 18 have been taken into account;

(v) if representations were made pursuant to regulation 20, the number of representations made and a summary of the main issues raised in those representations; and

(vi) if no representations were made in regulation 20, that no such representations were made;

(Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012)

1 Introduction

1.5 Huntingdonshire District Council's Corporate Plan 2023–2028 identifies the priority of "***Improving quality of life for local people***", this includes an action to "***Listen to local residents and respond to their input on service delivery***".

1.6 In addition the Corporate Plan highlights the Council's ambition to embed their iCare values into the organisation. These values should drive improvement on a continuous basis, help guide decision-making and help to deliver the Corporate Plan. The iCare values include five values:

- Inspiring
- Collaborative
- Accountable
- Respectful
- Enterprising

1.7 As the Council's Corporate Plan and iCare values stress the importance of accountability, collaborative working and listening to local residents it has been decided that the Statement of Consultation will not only report on the regulatory stages of consultation, but will also provide additional information on other local plan engagement activities and stages. This will allow the document to demonstrate an additional layer of transparency and accountability regarding local plan engagement.

1.8 In addition to the Statement of Consultation ,Huntingdonshire District Council also produced other documents which relate to engagement:

- Statement of Community Involvement - which identifies how the Council will consult on planning related matters and required through regulation 18 of the Planning and Compulsory Purchase Act 2004; and
- Duty to Cooperate Statement of Compliance - A document outlining how the local authorities have maintained effective cooperation with each other and other prescribed bodies on strategic matters that cross administrative boundaries as set out in paragraphs 24 to 28 of the National Planning Policy Framework.

This Statement of Consultation meets Regulation 22 (1)(c)(i to iv) and demonstrates that consultation on the preparation of the Local Plan has been undertaken in accordance with the relevant regulations and the adopted Statement of Community Involvement (SCI) 2023.

Background

1.9 Huntingdonshire District Council agreed at Cabinet on 24th January to:

- the preparation of a full update to the adopted Local Plan,
- the commencement of work to compile an updated local evidence base to inform and support preparation of the full update to the adopted Local Plan, working with partners and consultants as necessary; and
- prepare an updated Local Development Scheme to formally outline the scope of the update to the adopted Local Plan and an indicative timetable for its preparation.

1.10 The Local Development Scheme was agreed at Cabinet on 21 March 2023 and updated and approved at Cabinet on 11 February 2025 before being submitted to the Ministry of Housing Communities and Local Government. The Local Development Scheme was updated again in May 2026 to slightly defer the public engagement on the pre-submission Local Plan to 2046. The Local Development Scheme provides a

summary of the plan-making process and an indicative timetable highlighting the nature of engagement during preparation of the Local Plan Update. Updates on the progress against the Local Development Scheme will be published in Huntingdonshire's Annual Monitoring Report.

1.11 The Local Plan will set out the strategic vision, objectives and spatial strategy for the district. It will help guide future development in the District and set out planning policies and sites for development. Once adopted, it will replace Huntingdonshire District Council's Local Plan to 2036.

Structure of Statement

1.12 To meet the regulatory requirements and to support the development of Huntingdonshire's Local Plan, this statement of consultation provides a record of:

- how the Local Plan consultation processes have been carried out;
- a summary of responses received; and
- how the responses received have been taken into account.

1.13 The consultation process that the Council has followed in preparing the Local Plan is governed by:

- The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended); and
- Huntingdonshire District Council's Statement of Community Involvement (2023) (SCI). This document sets out how the Council will engage with the community on planning matters.

1.14 This Statement of Consultation comprises five sections:

- **Section 1** - an introduction.
- **Section 2 -** a table summarising the consultation stages during the Local Plan preparation, the approval process and any regulations that are relevant to that stage of engagement.
- **Section 3** - a summary of all engagement undertaken at the Issues phase of consultation including: a list of documents and summary of content, how the documents were approved, details of consultation and engagement, a summary of consultation responses and how the comments have been taken into account/any changes made to the documents as a result.
- **Section 4** - a summary of all engagement undertaken at the Further Issues and Options phase of consultation including: a list of documents and summary of content, how the documents were approved, details of consultation and engagement, a summary of consultation responses and how the comments have been taken into account/any changes made to the documents as a result.
- **Section 5** - a summary of some of the engagement that the Council will undertake at the Preferred Options phase of consultation, including: a list of documents and summary of content, how the documents were approved, and details of some consultation and engagement activities. This section will be updated after the consultation with more information.
- **Appendix 1**- A sample of consultation materials used during the Local Plan Issues consultations
- **Appendix 2 -** A sample of consultation materials used during the Local Plan Further Issues and Options consultation phase
- **Appendix 3 -** A sample of consultation materials used during the Local Plan Preferred Options consultation phase
- **Glossary -** a glossary of terms.

2 Local Plan Phases - Summary

2.1 The tables below set out the consultation stages which the Local Plan process has undertaken and is split into different engagement 'phases'. It identifies:

- **Consultation Documents** - the documents connected to the local plan consultation phase.
- **Process** - the Committees that the documents were sent to for approval.
- **Dates of public engagement** - the dates when the documents were open for public consultation.
- **Relevant Regulation*** - the relevant regulation or section from the Council's Statement of Community Involvement that the documents or engagement process relate to.

Local Plan Issues Consultation Phase

2.2 Further detail on the Local Plan Issues consultation phase including the consultation process and responses to the consultation can be found in Section 3 'Local Plan Issues' of this document.

2.3 Further detail on the Local Plan Further Issues and Options consultation phase including the consultation process and responses to the consultation can be found in Section 4 'Further Issues and Options' of this document.

2.4 Further detail on the Local Plan Preferred Options consultation phase including the consultation process and responses to the consultation can be found in Section 5 'Preferred Options' of this document.

Table 1 Local Plan Issues Phase

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
Huntingdonshire Local Plan Review and Proposed Update	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 January 2023 before being approved at Cabinet on 24 January 2023.	N/A	Section 7 SCI
Statement of Community Involvement (SCI)	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 January 2023 before being approved at Cabinet on 24 January 2023.	1 February 2023 to 15 March 2023	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 & 7 SCI
Local Development Scheme March 2023	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 1 March 2023 before being approved at Cabinet on 21 March 2023.	N/A	Section 15 PCPA Section 3 SCI
Local Development Scheme February 2025 (Update)	Approved at Cabinet on 11 February 2025 before being submitted to the Ministry of Housing, Communities and Local Government.	N/A	Section 15 PCPA Section 3 SCI
Local Plan Issues			
Sustainability Appraisal Scoping Report (SASR)	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 January 2023 before being approved at Cabinet on 24 January 2023.	1 February 2023 to 15 March 2023	Reg 18 PCPA EAPP & Section 19 and 39 PCPA

Local Plan Phases - Summary 2

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
			Section 3 & 7 SCI
Draft Settlement Hierarchy Methodology Draft Land Availability Assessment Methodology	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 1 March 2023 before being approved at Cabinet on 21 March 2023.	29 March 2023 to 10 May 2023	Regulation 18 TCPA Section 3 SCI
Call for Sites Form	A request to issue a Call for Sites. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 1 March 2023 before being approved at Cabinet on 21 March 2023.	29 March 2023 to 7 June 2023	Regulation 18 TCPA Section 3 SCI
SASR, Draft Settlement Hierarchy Methodology, Draft Land Availability Assessment Methodology, Call for Sites responses, Issues papers	Initial meeting of LPAG meeting was held in May 2023 to consider progress to that point.		
Issues Engagement Paper, Issues Paper Summary, and Easy Read Version	Assessed by Overview and Scrutiny (Performance and Growth) Panel on 5 April 2023 before being approved at Cabinet on 18 April 2023. LPAG meeting in June 2023 to consider key themes around employment and the economy and local plan timeline.	26 April 2023 - 5 July 2023	Regulation 18 TCPA Section 3 SCI
Further Issues and Options			
Further Issues and Options 2024	LPAG meetings were held in March, June and July 2024 to discuss preparation of the Further Issues and Options stage of the Local Plan Update. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 September 2024 before being approved at Cabinet on 10 September 2024.	18 September - 27 November 2024	Regulation 18 TCPA Section 3 SCI

2 Local Plan Phases - Summary

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
Land Availability Assessments (LAA): • Northern Huntingdonshire • North Eastern Huntingdonshire • Northern Central Huntingdonshire • Western Huntingdonshire • Central Huntingdonshire • Eastern Huntingdonshire • Southern Huntingdonshire	LPAG meetings were held from April to August 2024 to discuss land availability assessments.. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 September 2024 before being approved at Cabinet on 10 September 2024.	18 September - 27 November 2024	Regulation 18 TCPA Section 3 SCI
Sustainability Appraisal	LPAG meetings were held from April to August 2024 to discuss sustainability appraisals. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 4 September 2024 before being approved at Cabinet on 10 September 2024.	18 September - 27 November 2024	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 SCI
Additional Sites Land Availability Assessment	LPAG discussed the additional sites in March 2025. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 2 April 2025 before being approved at Cabinet on 15 April 2025.	23 April 2025 - 4 June 2025	Regulation 18 TCPA Section 3 SCI
Additional Sites Sustainability Appraisal	LPAG discussed the additional sites in March 2025. Assessed by Overview and Scrutiny (Performance and Growth) Panel on 2 April 2025 before being approved at Cabinet on 15 April 2025.	23 April 2025 - 4 June 2025	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 SCI
Preferred Options			

Local Plan Phases - Summary 2

Consultation Documents	Process	Dates of public engagement	Relevant Regulation*
Preferred Options Local Plan	Approved at Cabinet on 21 October 2025. LPAG meetings were held from March to October to consider preparation and selection of the Preferred Options Draft Local Plan.	5 November 2025 - 17 December 2025	Regulation 18 TCPA Section 3 SCI
Sustainability Appraisal	Approved at Cabinet on 21 October 2025.	5 November 2025 - 17 December 2025	Reg 18 PCPA EAPP & Section 19 and 39 PCPA Section 3 SCI
Additional Proposed Site Allocations	LPAG meeting 13 April 2026 consider proposed additional draft site allocations and agree for public consultation and to consider and comment upon the changes proposed to the preferred options site allocations	13 May 2026 - 10 June 2026	Regulation 18 TCPA Section 3 SCI

Note: The Local Plans Advisory Group (LPAG) and terms of reference were approved at Cabinet on 21 March 2023. The purpose of LPAG is to provide a cross party group of members to advise on preparation and content of the Council's statutory development plan. LPAG is the key advisory and recommendation Group to the Cabinet on all Local Plan policy matters, including the testing of its alignment with other Council strategies. The membership is made up of seven Councillors. Their primary responsibilities are:

- to understand and advise on the significant issues relating to planning policy formulation the District;
- to make recommendations to the Executive Councillor with responsibility for oversight of the local plan and for advice on reports being presented for determination through normal decision making process in relation to the content of any draft development plan document covering all or any part of Huntingdonshire;
- to inform the public engagement process for preparation of any development plan document, and
- to support effective communication with the broader membership of the Council, local communities or stakeholders to facilitate successful preparation of any development plan document.

*** Acronyms**

EAPP - Environmental Assessment of Plans and Programmes Regulations 2004

LPAG - Local Plans Advisory Group

PCPA - Planning and Compulsory Purchase Act 2004

SCI - Statement of Community Involvement (SCI) 2023

TCPA - Town and Country Planning (Local Planning) (England) Regulations 2012

3 Local Plan Issues

3.1 This section addresses the Issues phase of local plan preparation. The issues phase is focused on initial survey and identification of the scope and subjects to be covered in the local plan, potential methodologies to be employed which will contribute towards the creation of a development strategy and the identification of land with the potential to be allocated for future development.

3.2 The Issues phase of engagement took place during Spring 2023 in compliance with the timetable set out in Huntingdonshire District Council's Local Development Scheme 2023 (Table 2 Local Plan preparation timetable).

3.3 Engagement was undertaken in compliance with Huntingdonshire District Council's Statement of Community Involvement 2023

3.4 Consultation procedures were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 & The Environmental Assessment of Plans and Programmes Regulations 2004 (where applicable).

3.5 The section is split into the following subsections to reflect the different consultation stages as follows:

- **Section 3.1: Statement of Community Involvement and Sustainability Appraisal Scoping Report** - consultation period 1 February 2023 to 15 March 2023
- **Section 3.2: Draft Settlement Hierarchy and Land Availability Assessment Methodologies** - consultation period 29 March 2023 to 10 May 2023
- **Section 3.3: Call for Sites** - consultation period 29 March 2023 to 7 June 2023
- **Section 3.4: Issues Engagement Papers** (Issues Engagement Paper, Summary Paper and Easy Read Version)- consultation period 26 April to 5 July 2023

3.6 Each section includes the following information:

- The **Consultation Process** - This outlines the Summaries of the documents consulted on, their approval process and information on details on the consultation and engagement processes undertaken.
- **Responses to the Consultation** - This outlines the number of representations made to the consultation, a summary of the key issues raised and how the representations have been taken into account.

Sustainability Appraisal Scoping and Statement of Community Involvement

Consultation Process

Document Summaries

3.7 This section addresses the following documents:

- **Statement of Community Involvement 2023** - which sets out how the Council will engage on planning related matters.
- **Sustainability Appraisal Scoping Report 2023** - which sets baseline information for Huntingdonshire to inform the development of sustainability objectives to test the Local Plan against.

Document Approval

3.8 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (04/01/23) - The Panel were invited to comment on the recommendations for the Statement of Community Involvement and the Sustainability Appraisal Scoping Report from the Cabinet repot. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing in February 2023 and running for 6 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 4 January 2023
- Cabinet Meeting (24/01/23) - The Committee were asked to approve the contents of the Statement of Community Involvement and the Sustainability Appraisal Scoping Report and to agree that they could be published for public consultation commencing in February 2023 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 24 January 2023

Consultation and Engagement

3.9 Consultation on the Statement of Community Involvement and the Sustainability Appraisal Scoping Report took place between 1 February and 15 March 2023. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the document by section, paragraph and tables. Hard copies of the documents were available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN for those who do not have internet access. The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

3.10 The documents were publicised as follows. Items marked with an * can be found in 'Appendix 1 Consultation Material - Issues Phase':

- On the Council's online consultation portal published on 1 February 2023.
- On the Council's Local Plan Update webpage published on 1 February 2023
- On the Council's homepage under the heading *Consultations* published on 1 February 2023.
- On the Council's Facebook Page published on 1 February 2023*.
- On the Council's Twitter account published on 1 February 2023*.
- Via Press Release published on 26 January 2023*

3.11 As part of the public engagement exercise the council undertook the following:

3.12 Emails were sent to

- Specific Consultation Bodies
- People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system

3 Local Plan Issues

- Town and Parish Councils, this included a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, this included a 'social media package' that could be used to spread the news to their local organisations and residents.

Other methods of engagement included:

- Internal notifications via the intranet to Huntingdonshire District Council staff to assist in information dissemination

There is no legal obligation consult on the SCI, however it is encouraged within National Planning Practice Guidance. The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), The Environmental Assessment of Plans and Programmes Regulations 2004 (where applicable)and section 3 of the SCI.

The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

Consultation Responses Summaries

3.13 The following table outlines a summary of the documents consulted on between 1 February and 15 March 2023:

Table 2 Responses to the Statement of Community Involvement and Sustainability Appraisal Scoping Report

	Statement of Community Involvement	Sustainability Appraisal Scoping Report
Number of Comments Made	67	91
Number of Individuals or Organisations that Responded	14	18
Number of Supports	12	23
Number of Objections	2	14
Number of Observations	53	54

3.14 People were able to comment on all aspects of the document by section, paragraph and tables. The sections below show the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Statement of Community Involvement Consultation Responses
- Sustainability Appraisal Scoping Report Consultation Responses

3.15 The Coal Authority Responded to the Statement of Community Involvement and Sustainability Appraisal Scoping Report they noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific

comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary from the Statement of Community Involvement (SCI)

3.16 The following provides a summary of the main issues raised during the consultation on the Statement of Community Involvement and how the Council has taken these into account.

Table 3 Statement of Community Involvement

Main Issues Raised	Council Response / How the Council has taken this into account
Statement of Community Involvement - General	
• General acknowledgement of receipt of consultation. • Support principle of the document. • General requests to be kept informed informally. • Request for inclusion of a summary sheet showing changes from previous document.	• General acknowledgement, no changes required. • Supportive comments, no changes required. • Noted, to be dealt with as part of Duty to Cooperate procedure. No changes required. • The SCI was completely re-written a summary sheet documenting these changes would result in duplication. Suggestion not carried forward.
1 - What is the Statement of Community Involvement?	
• Request to clarify document history and the reason for its update. • Request to be consulted in future stages. • Grammatical observation regarding use of the word you.	• Extra paragraph to be added to respond to request. • Request noted and organisation will be notified of future consultation. No change required. • Review of document and changes made where required.
2 - What is Planning?	
• No comments were made.	• No action required.
3 - Involving the Community in the Production of Planning Documents	
• General observations on readability regarding • General support for reference to specific consultation bodies. • General requests to be consulted on future documents. • Request for clarity of development plan documents and policies map • Request to add additional consultees to specific consultation bodies. • Request to provide further clarity around the Duty to Cooperate. • General requests for additional consultation and engagement methods, contact details to be included and more specificity on what will be done. • Requests for notifications of adopted documents and committee meetings	• General acknowledgement, no changes required. • Request noted and organisation will be notified of future consultation. No change required. • Amendment to description of development plan documents and policies map • Additional consultation bodies added. Reference to developers included under 'other people and organisations'. • Additional information added to 'When do we consult?' including changes to provide greater clarity on 'the Duty', NPPF, relevant bodies and Statements of Common Ground where within the legislative requirements. • Amendments made to add some additional consultation methods, clarity on what can be done above legal requirements if resources allow and role of District, Town and Parish Councillors and who to contact.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Greater clarity required regarding committee meeting attendance. • Concerns relating to Habitats and Species Regulations 2017 and inclusion of sites.	• Additional text to explain where adopted or completed documents can be found to be included. • Additional clarity on committee attendance procedures included. • Requirements under the Habitats and Species Regulations 2017 and inclusion and assessment of sites will be addressed through further evidence and an update to the Habitats Regulations Assessment. No changes required
4 - Neighbourhood Planning	
• Request to clarify opening paragraph regarding Parish Council Plan production. • Requests to be notified of Neighbourhood Plans and reference to external agency guidance notes. • Request to include reference to Council consultation guidance and difference between District, Parish and Town Council accountability in section and diagram.	• The paragraph is reflective of legislative requirements, no changes made. • Request noted, organisation will be notified of future consultation. Guidance notes from external organisations outside the scope of the document. No change required. • Additional information added to section regarding Councils' specific consultation and engagement.
5 - Involving the Community in the Planning Application Process	
• Requests to include additional engagement processes regarding external organisations and planning, enforcement and developer contributions processes. • Request to include additional statutory consultee in description of when extended time to comment is permissible. • Suggestion to provide additional clarity on terminology. • Suggestions to provide additional detail on committees, attendance, and Councillors. • Recommendation in clarify position of lawful development certificates.	• Request noted, this is outside the scope of the document, and legislative requirements no change required. • Request noted. Statutory consultee added to example. • Suggestion noted. Additional definition of large-scale major included. Definition of material considerations not included as officers will determine material considerations. • Suggestions noted. Links provided to contact details and committee pages. • Recommendation noted additional clarity regarding lawful development certificates included in text.
6 - Brownfield Land Registers	
• Support for consultation procedures.	• Supportive comments, no changes required.
7 - Monitoring and Review	
• Support for reference to requirements to review documents.	• General acknowledgement, no changes required.
8 - General Complaints Procedure, 9 - Glossary & 10 - Useful links	
• No comments were made.	• No action required.

Outcomes

3.17 The changes outlined in the table above were made to the Statement of Community Involvement and the document was published on the Council's webpages on 25 May 2023.

3.18 Minor amendments were made to the document to address any spelling or grammatical errors. Additional text was also included in section 6 - Brownfield Land Registers to further clarify regulatory requirements.

3.19 Requests to reference external agency guidance notes, were considered outside the scope of the SCI, but will be included on the Council's Neighbourhood Planning pages for Parish and Town Councils where applicable.

3.20 In particular the Middle Level Commissioners proposed a number of suggestions and requests that fell outside the scope of the document. This information was passed along to our Development Management Team for further consideration.

Summary from the Sustainability Appraisal Scoping Report (SASR)

The following provides a summary of the main issues raised during the consultation on the Sustainability Appraisal Scoping Report and how the Council has taken these into account.

Table 4 Sustainability Appraisal Scoping Report

Main Issues Raised	Council Response / How the Council has taken this into account
Sustainability Appraisal Scoping Report - General	
• General comment on need to work with neighbouring authorities as part of Duty to Cooperate. • General comments on the need to provide new homes in sustainable locations using a revised settlement hierarchy that meet local needs. • Concern over the usage of the term 'climate emergency' rather than climate change.	• The Council is working with neighbouring authorities and other Duty to Cooperate bodies. No changes required. • Acknowledged, a new settlement hierarchy will be prepared using a revised methodology which will inform a future development strategy. It is not for the scoping report to set out a settlement hierarchy or spatial approach. No changes required. • The term climate emergency is consistent with HDC's Climate Strategy, no changes required.
1 - Introduction	
• No comments were made.	• No action required.
2 - Sustainability Appraisal Methodology	
• General request that a new settlement hierarchy and scoring mechanism for settlements be introduced.	• Acknowledged, a new settlement hierarchy will be prepared using a revised methodology. No changes required.
3 - A1: Identifying relevant plans, programmes and strategies	
• Request to add further plans, programmes and strategies to the list of those already reviewed.	• Several additional plans, programmes and strategies have been reviewed and added.
4 - A2: Collecting baseline information	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Request for distinction between grade 3a and grade 3b agricultural land. • Request for further data on climate emissions and power usage across the district. • Request for clarity on when climate impacts may occur. • Request for Council to amend organic waste collection process. • Request for additional text relating to water based development and resilient buildings in areas of flood risk, support for reference to water based tourism activities. • General comments on additional sources of detailed population and health data. • Request for additional text relating to demand for sustainable logistics development and the green economy.	• Clarification provided that mapping data is not available at a site specific level • Further climate information not available comprehensively for the district. • Clarification added. • Outside of the scope of the SA and Local Plan. • Support noted, no changes required to comply with national policy on flood risk. • Sufficient baseline information has been provided in the scoping report. Detailed discussion on population and health issues will be explored through the Issues Engagement Paper, no changes required. • Logistics and green economy are issues that will be explored in greater detail in the Issues Engagement paper.
5 - A3: Identifying sustainability issues and problems	
• Request for additional detailed issues to be identified in the climate emergency and natural environment topics. • Observation that flooding and water should be separated into two topics rather than covered together.	• Suggestions are too detailed and not practical for the SA framework, no changes required. • Noted, due to the interconnectedness of these topics it was considered appropriate to combine them. Further discussion will be undertaken through the Issues Engagement paper, no changes required.
6 - A4: Developing the SA framework	
• General support for the objectives identified. • Request for further refinement of the framework to identify decision aiding questions for varying scales of sites. • Request for amendments to the distances provided in several scoring options such as distance to services. • Request for amendments to SA9 to provide greater distinction between scoring options for residential development. • Not clear whether all objectives apply to all proposals. • Request for additional safeguarding for ecological networks and habitat connectivity.	• Support acknowledged. • The framework already refines the decision aiding questions across the strategy (which includes new settlements and strategic expansion locations), other sites and policies, renamed heading in Table 20 for clarity. • Distances used are inline with existing national guidance. • Amended SA9 scoring + option to 100 homes threshold to make a greater distinction in scoring proposals. • Added a second line to the 'N' (no clear relationship' scoring option) to say that the objective is not relevant to the policy or proposal. Also added to SA5 clarity on scale of proposals that apply to scoring options. • Additional decision aiding question for SA6 to not compromise strategic scale ecological networks and that future improvements in strategic habitat connectivity are not prejudiced. • Table 23 showing how the sites decision aiding questions will be assessed and scored has

Main Issues Raised	Council Response / How the Council has taken this into account
	been updated and expanded so that the all objectives are included.
7 - A5: Consulting on the scope of the SA	
• No comments were made.	• No action required.
8 - Next steps	
• No comments were made.	• No action required.
Appendices	
• Request to add further plans, programmes and strategies to the list of those already reviewed.	• Several additional plans, programmes and strategies have been reviewed and added to relevant tables.
Glossary	
• No comments were made.	• No action required.

Outcomes

3.21 The changes outlined in the table above were made to the Sustainability Appraisal Scoping Report and the document was published on the Council's webpages on 25 May 2023.

3.22 Minor amendments were made to the document to address any spelling or grammatical errors. References to the 'emerging' Climate Strategy and Huntingdonshire Futures Place Strategy were also updated to reflect that they have both now been adopted by the Council. HDC's Countryside Team also provided an updated figure on the size of Hinchingbrooke Country Park which has been included in the final report.

3 Local Plan Issues

Settlement Hierarchy and Land Availability Assessment Methodologies

Consultation Process

Document Summaries

3.23 This section addresses the following documents:

- **Draft Settlement Hierarchy Methodology** - which sets out how we will assess the sustainability of settlements and will aid in the decision-making on their suitability for future growth in the next Local Plan
- **Draft Land Availability Assessment Methodology** - which sets out how we will consider potential sites that have been put forward for potential allocation in the Local Plan.

Document Approval

3.24 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (01/03/23) - The Panel were invited to comment on the recommendations for the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies as set out in the Cabinet report. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing in March 2023 and running for 6 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 1 March 2023
- Cabinet Meeting (21/03/23) - The Committee were asked to approve the contents of the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies and to agree that they could be published for public consultation commencing in March 2023 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 21 March 2023

Consultation and Engagement

3.25 Consultation on the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies took place between 29 March and 10 May 2023. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN. The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

3.26 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 1 Consultation Material':

- On the Council's online consultation portal published on 29 March 2023.
- On the Council's Local Plan Update webpage published on 29 March 2023
- Council homepage banner notification published 29 March 2023
- On the Council's homepage under the heading *Consultations* published on 29 March 2023.
- On the Council's Facebook Page published on 27 March 2023*, 29 March 2023, 6, 12 and 19 April 2023
- On the Council's Twitter account published on 27 March 2023*.
- On Linked in published on 27 March 2023*.
- Via Press Release published on 27 March 2023*
- Economic Development Newsletter 30 March 2023

3.27 As part of the public engagement exercise the council undertook the following:

- Emails to Specific Consultation Bodies
- Emails to people and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Emails to Town and Parish Councils, this included a 'social media package' that could be used to spread the word to their local organisations and residents.
- Emails to District Councillors, this included a 'social media package' that could be used to spread the word to their local organisations and residents.
- Council intranet post 30 March 2023 to encourage spreading the word to friends and family.

3.28 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

3.29 The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

Consultation Responses Summaries

3.30 The following table outlines a summary of the documents consulted on between 29 March and 10 May 2023:

Table 5 Responses to the Draft Settlement Hierarchy and Draft Land Availability Assessment Methodologies

	Draft Settlement Hierarchy Methodology	Draft Land Availability Assessment Methodology
Number of Comments Made	195	270
Number of Individuals or Organisations that Responded	37	34
Number of Supports	53	116
Number of Objections	58	45
Number of Observations	84	109

3.31 People were able to comment on all aspects of the document by question, section and tables. The sections below show the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Draft Settlement Hierarchy Methodology Consultation Responses
- Draft Land Availability Assessment Methodology Consultation Responses

3.32 The Coal Authority Responded to the Draft Settlement Hierarchy and Land Availability Assessment Methodologies, they noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process."

Summary from the Draft Settlement Hierarchy Methodology

3.33 The following provides a summary of the main issues raised during the consultation on the Draft Settlement Hierarchy Methodology and how the Council has taken these into account.

3 Local Plan Issues

Table 6 Draft Settlement Hierarchy Methodology

Main Issues Raised	Council Response / How the Council has taken this into account
Draft Settlement Hierarchy Methodology - General, 1 - Introduction, 2 - Context and 7 - Next Steps	
• Agreement that a new methodology is required/ general support • Request to include petrol filling stations and charging points • Should reference to people who have no access to private car and active travel solutions • Should include landscape and environmental considerations and reference to the historic environment • Should include the benefits that new developments and potential for improvement can bring to settlements in terms of services, facilities, new and improved infrastructure and other potential for improvement. • Should consider flood risk, water infrastructure capacity and supply, Biodiversity Net Gain. • General queries as to how the methodology will inform the Local Plan development and establish a hierarchy. • Require clarity of where distances will be measured from. • Proposals to simplify the methodology.	• General acknowledgement, no changes required • Petrol filling stations included in revised indicator RS2 Number of other shops and services in settlement. Charging points to considered outside the scope of this methodology. • Transport indicators revised to focus solely on public transport including access to railway station via active travel. • Response acknowledged, landscape and historic environment will be will be assessed as part of the Sustainability Appraisal and general spatial strategy. • Response acknowledged, the methodology is not determining the location for growth. Benefits that new development may bring will be assessed as part of the wider development strategy and through policies such as allocations and developer contributions. Further evidence will feed into the development of Local Plan Growth Strategy to identify locations suitable for growth and where growth could facilitate greater provision of services. • Response acknowledged, flood risk, water infrastructure capacity and supply, Biodiversity Net Gain will be taken into account through the development of evidence and/or policies to inform the development of the local plan. • Final output will clarify purpose, and how a final hierarchy will be established. All indicators will be reviewed. Methodology title amended to 'Sustainability of Settlements Methodology' to clarify that further evidence will be used to establish a final settlement hierarchy. • Greater clarity will be provided in methodology to explain measurements. • Significant changes made to simplify the methodology and reduce the number of indicators.
3 - Geographical Study Area	
• Should identify sites for development and brownfield land etc. • Agree sites of 30 or more residential units should have a full assessment and basic assessment for others	• Noted, to be addressed outside the scope of this methodology through the Call for Sites, sustainability appraisal and development strategy. • Agreement acknowledged, no action required. • No action, the lack of services and facilities identified demonstrates their weaknesses in terms of sustainability.

Main Issues Raised	Council Response / How the Council has taken this into account
• Disagree with basic assessment as it disregards strengths, weaknesses and opportunities of hamlets. • Request to retain current settlement hierarchy in Huntingdonshire's Local Plan to 2036. • Should fully survey all settlements. • Combine 'The Offords' as one settlement for assessment • Should consider the clustering of settlements where one settlement may provide for the surrounding area and include a large settlement category, assess Little Paxton and St Neots as one settlement. • Unclear on how 'perceived urban extent will be defined.	• No action. The assessment of individual settlements is designed to avoid pre-judging the development strategy and settlement hierarchy. • Response noted, the presence of any services and facilities within the indicator categories from full assessment will be recorded in the basic assessment. • Suggestion noted, the Offords to be assessed as one settlement due to their unique interconnectedness. • The methodology will look at individual settlements and the services and facilities available as at summer 2023 to provide a baseline for development of the local plan's strategy. Once assessments are completed and all services recorded, HDC will look at clusters of services and their availability to other surrounding settlements where deficiencies may be identified. The assessment of individual settlements is designed to avoid pre-judging the development strategy and settlement hierarchy. This will be clarified in the final methodology as will the 'urban extent' or equivalent definition.
4 - Topic Areas and Weighting	
• General support for weighting indicators • Recommendations to clarify weighting definitions including a revision to include a x3 for all the population, occasionally. • Methodology does not consider changes over time.	• Support acknowledged no response required. • Weighting reviewed and definitions included for clarification. • The methodology is intended to be a snapshot in time assessing the current sustainability of settlements. The ability and the requirements of new development to provide additional facilities and infrastructure would be taken into account through policies such as allocations and developer contributions.
5 - Settlement Hierarchy Proposed Methodology - General	
• Should assess the lack of services and not the presence of them	• No actions, low scores will reflect the lack of services.
5 - Settlement Hierarchy Proposed Methodology - Health	
• Indicators should address capacity of services • Distance should be measured by public transport • Should consider free pharmacy services, online and telephone consultations • Should combine presence of services in combination with distance to where one is not present • Should ask residents what is needed	• The Council has taken advice from NHS Property Services on behalf of Cambridgeshire and Peterborough Integrated Care System it was recommended that indicator H4 was retained due, indicators H7&8 revised to include capacity and access to GP surgeries and indicator H11&12 removed due to the current state of flux of pharmacies and ability of some to provide online

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
	delivery. Data and analysis to be provided by NHS and CPICS. • The use of public transport instead of private car was rejected as not reflecting current reality for the majority of the Districts population due to its rural nature and the variability of bus scheduling. • The Settlement hierarchy is intended to be a snapshot in time assessing the current sustainability of settlements. The provision of new facilities will be lead by CPICS/NHS and taken into account through policies such as allocations and developer contributions. No action required.
5 - Settlement Hierarchy Proposed Methodology - Education	
• Indicators should be capacity based • Consider a hybrid indicator based upon the number of schools in the settlement together with the availability of spaces at the schools. • Indicators skewed towards large settlements • Indicators should reflect settlements served by a dedicated school bus service or that can be reached by other sustainable modes of transport. • Indicator should take into account Ofsted ratings • No reference to further education provision and SEND places in mainstream schools • Agree no need to include university provision	• In response to concerns raised and advice from Cambridgeshire County Council Children, Education and Families Directorate. Indicator E3 was deleted. Indicators for Primary and Secondary Schools were amended to assess access to and capacity of schools (taking into account school bus service and reasonable active travel distances). This ensures large settlement capacity is also taken into account. Data and analysis was provided by CCC. • Ofsted ratings vary over time and may influence capacity where people have opted to attend higher ranking schools out of catchment. People exercising choice cannot be applied to a settlement scale assessment of the provision of education infrastructure. • The only Further Education establishment is in Huntingdon so this will not provide a nuanced indicator across different settlements. Mainstream schools have a duty as part of the Equality Act 2010 to make 'reasonable adjustments' for disabled children and young people, to support medical conditions and to inform parents and young people if SEND provision is made for them. No action.
5 - Settlement Hierarchy Proposed Methodology - Retail and Services	
• Should include a new category to demonstrate the greater value of convenience stores to small settlements and reduced need to travel. • Suggested changes to weighting of indicators • Should assess the number of stores not diversity	• Indicators reduced and revised to focus on convenience stores and comparison stores creating a better balance of the importance of these services. Number of other shops and services revised to a count instead of diversity.

Main Issues Raised	Council Response / How the Council has taken this into account
• Presence of banks and ATMs are not as important in modern times, post offices more important • ATMs are important • Indicators should include post offices, health and beauty, car garages, public houses serving hot food. • Indicators should recognise the value of cafes and restaurants as a social purpose and late opening hours. It is recommended that the scoring is revised and reduced. The growth of delivery services demonstrates that eatery businesses can operate sustainably without a fixed town centre location • This approach does not take account of how easy it is for people in the settlement to access these services.	• Response acknowledged. Post Offices and banks have been included in revised indicator RS2 and ATMs removed. • Changing trends in banking etc. are acknowledged. The rapidity with which service provision continues to change is considered to be an issue with this indicator. Services merged with new indicator RS2 and additional services included. • Indicator S11 merged with CC10 to represent the social purpose of restaurants, cafes etc. • Transport and access is considered as a separate indicator rather than in combination with each type of service or facility. No action.
5 - Settlement Hierarchy Proposed Methodology - Sports and Leisure	
• The inequity of different types of open and green space being awarded equal points regardless of size is acknowledged. • The quantum of open space per population should be included alongside diversity of open space to provide a combined score. • Should include “blue spaces”. • Reference should also be made to the Biodiversity Action Plans (BAPS)s. • Does not consider remaining capacity for new residents or access to nearby facilities in other settlements • Does not take account of how easy it is for people in the settlement to access these services.	• Overall responses to SL8 indicate the approach to sports and leisure required revision. Indicators reduced and combined into a community facilities category. Revised indicator to focus on indoor and outdoor sports facilities based on up to date evidence from Huntingdonshire District Council Playing Pitch and Outdoor Sport Strategy and Assessment 2022 and Huntingdonshire District Council Indoor & Built Facilities Strategy and Needs Assessment July 2022. • Up to date population statistics at settlement level that are up to date are not available. No action. • Biodiversity Action Plans will be considered as part of Local Plan production. No action. • Capacity issues will be addressed at site specific level. It is recognised that provision for many sports operates in a clustered fashion and this is reflected through the latest indoor and outdoor sports strategies. Lower scores for settlements where the facility is not present are considered a reasonable reflection of reduced sustainability/access due to the need for people to travel to the facility. Provision of new facilities or contributions towards will be informed by the new strategies and developer contributions. • Transport and access is considered as a separate indicator rather than in combination with each type of service or facility. No action.
5 - Settlement Hierarchy Proposed Methodology - Culture and Community	
• Number of cultural buildings should be removed and scoring of public houses too	• Indicators on culture and community and public house provision to be combined and simplified.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
complicated. Suggestions to merge some indicators e.g. libraries • Agreement of inclusion of cultural indicators • There should be recognition for the number of community groups, quantum of provision or settlement wide events. • Should include access to community buildings by public transport • Presence of public house should have more weight due to social value	• Response Acknowledged • Availability of community groups and events is highly subject to change; the assessment focuses more on land use based services and facilities. No action. • Public transport access to and from a settlement is considered separately and should not be replicated to avoid overdue weighting being attributed to it. • Public houses included in revised indicator focusing on community facilities and social meeting places.
5 - Settlement Hierarchy Proposed Methodology - Transport	
• Should include demand led community transport e.g. TING • Frequency of service does not reflect destination, should have higher score for presence of Guided Bus • Should consider how easy it is to access railway station via active travel and stations outside the district boundary • Access to primary road network does not reflect sustainability and encourage car use • Should include future transport projects and other sustainable sources of travel including cycle links and car sharing. • 'Place Based Carbon Calculator' appears to be out of date • Bus service provision does not asses not quality / usefulness, routes, timetable or cost. • Clarify methodology when there are multiple stops in a settlement	• Due to their intermittent nature and coverage of community transport, these would not be able to be included within the assessment. The continuation of TING as a permanent service has not been confirmed and therefore cannot be included. • The presence of the Cambridgeshire Guided busway is reflected in the indicator in that the frequency of bus services prime locations will be higher. In some locations the Guided Bus will stop infrequently and therefore providing a higher score for its presence will not be reflective of the frequency and accessibility of its service. No action. • Distance to railway station to be measured by active travel and stations outside district boundary included. • Response Acknowledged. The transport indicators will be refocused to solely respond to public transport issues. • The assessment is intended to provide a baseline of the current level of sustainability Further evidence such as future transport options and sustainable transport solutions will feed into the development of Local Plan policies, allocations and Growth Strategy. • The last update to the Place based carbon calculator was 08/09/2022. • Factoring in quality and cost would be resource intensive and require multiple datasets from multiple operators to establish a baseline of sustainability. • Clarification to be provided in methodology
5 - Settlement Hierarchy Proposed Methodology - Communications	

Main Issues Raised	Council Response / How the Council has taken this into account
• Amend communications weighting to x4 to reflect importance of connectivity. • Should include future upgrades • Customers will purchase specific mobile services based on the level of signal available in the area. It should not be arbitrarily assumed that it is necessary to have four providers before it will be possible for existing or new residents to obtain effective and convenient services. • No need to distinguish superfast from ultrafast broadband	• Agreed and amended • The methodology is intended to be a snapshot in time assessing the current sustainability of settlements, no change made. • No change. The indicator is designed to reflect the quality of mobile service provision and the choice of available network providers available and as such the cost options available to residents, reflecting the range of people on varying incomes that can access mobile service provision. • No change. Evidence suggests superfast starts at 24Mb with ultrafast providing a 350Mb offering". The Issues Engagement Paper also highlights that "Whilst Ultra-Fast broadband is not readily available in rural areas, some rollout has occurred". It is therefore important to make the distinction between superfast and ultrafast within the district to highlight the disparity.
5 - Settlement Hierarchy Proposed Methodology - Employment	
• The methodology should measure accessibility in relation to the availability of active travel modes. • Indicators should be expanded to take into account more business sizes and types • Question the use of the number of employees within a settlement to identify its sustainability given this is more representative of the size of the settlement rather than the employment opportunities it provides • 'Number of businesses in a settlement', too prescriptive and does not acknowledge where settlements abut each other or acknowledge the number of business within a radius of a set distance. • Data sought from the Inter Departmental Business Register, which cannot be easily sought through the data source links provided. • Should not assess the time taken to travel to work by a private motorised vehicle this is not sustainable development should look at accessible locations	• Indicators reduced and revised to assess employment density of settlements calculated using the approach set out in The Homes & Communities Agency's (now Homes England) Employment Density Guide (Edition 3) 2015. It also takes into account the proportion of jobs that can be accessed within a 3 mile radius (5kms) of the central point of each settlement to allow for reasonable access by active travel modes.
6 - Sample Score Sheet of Settlements	
Error in scoring	Acknowledged, to be updated alongside revised methodology
8 - Appendices - Data Scoping and Refinement	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
Comments on the appendices have been summarised within the relevant topic area under '5 - Settlement Hierarchy Proposed Methodology'.	See '5 - Settlement Hierarchy Proposed Methodology'.

Outcomes

3.34 The changes outlined in the table above were made to the methodology and the document was published on the Council's webpages as the Sustainability of Settlements 2023.

3.35 Minor amendments were made to the document to address any spelling or grammatical errors.

Summary from the Draft Land Availability Assessment Methodology

3.36 The following provides a summary of the main issues raised during the consultation on the Draft Land Availability Assessment Methodology and how the Council has taken these into account.

Table 7 Draft Land Availability Assessment Methodology

Main Issues Raised	Council Response / How the Council has taken this into account
Draft Land Availability Assessment Methodology - General	
• Broad support for the proposed methodology and its compliance with national policy • Detailed comments have been made which are highlighted in the Methodology section	• Support and observations noted • Responses to detailed comments on the methodology are provided below
1 - Introduction	
• No main issues raised/	• No action required.
2 - Methodology	
Question 1 – Geographical Scope • Support for the proposed geographical scope to cover the whole of the district • LAA should ensure that strategic sites such as new settlements that do not necessarily relate to an existing settlement are not excluded. Question 2 – Types of Sites • Support for the proposed range of sites that are being sought • The list of proposed sites and land uses do not explicitly state mixed-use proposals Question 3 – Site Sizes • Support for the proposed site threshold Question 4 – Identifying Sites	Question 1 – Geographical Scope • Support noted • The Council are seeking sites across the district, there is no limit on the type or scale. Question 2 – Types of Sites • Support noted • The Council are seeking a broad range of uses, an additional bullet point for mixed use proposals have been added. Question 3 – Site Sizes • Support noted, no action required Question 4 – Identifying Sites

Main Issues Raised	Council Response / How the Council has taken this into account
• Support for the proposed list of sources to identify potential sites and compliance with national guidance • Sites that have been previously allocated but not yet been delivered should be reviewed cautiously to understand any reasons why they have not yet been delivered • Recently withdrawn or refused applications should be considered in light of any new or updated information • The call for sites form does not specifically ask about known inadequacies in the settlement that might be overcome through development. <u>Question 5 – Mapping of Sites</u> • General support that sites should be mapped • Parish and adjoining authority boundaries should be clearly shown • Each proposed development type layer should be clearly distinguishable for ease of interpretation <u>Question 6 – Fundamental Constraints</u> • Comments regarding that applying the Minerals and Waste policy constraints, in particularly Mineral Safeguarding Areas (MSAs) will eliminate too many sites • Comments stating that Local Green Space designations should not be included as a fundamental constraint • Comments regarding that grade 1 agricultural land should not be used as a fundamental constraint • The methodology should clarify what would happen to sites, in particular large sites, if there are fundamental constraints identified on only part of the site <u>Question 7 – Suitability Assessment</u> • General support for the suitability assessment • Clarification sought on difference between 'Potentially suitable for development' and 'Potentially suitable for development although constraints to overcome' • More detail sought on scoring approach such as individual scores against each constraint and additional weight for sites with extant or unimplemented planning permission	• Support noted • Allocated sites that are yet to be built will be reviewed considering up to date delivery information form housing trajectories • The call for sites is an opportunity to gather as up to date information on sites as possible • A new settlement hierarchy methodology is in production and will help shape the future development strategy and help the Council understand where sites fit into a future strategy <u>Question 5 – Mapping of Sites</u> • Support noted • Administrative boundaries will be shown for clarity and to demonstrate if proposals cross boundaries • Proposed development uses will be clearly shown using a combination of colours and symbols to aid eligibility <u>Question 6 – Fundamental Constraints</u> • Added MSAs to suitability assessment rather than fundamental constraints. • Retained Local Green Space as this is a policy limitation which benefits from protection in line with greenbelt policy as per the NPPF. • Retained grade 1 as this is the best and most versatile land, which in line with increasing national focus should be retained for food production as far as possible • Clarification added stating that the Council will consider the proportion of the site affected by a fundamental constraint and the proposed use and consider whether development could reasonable still be delivered on the remainder. <u>Question 7 – Suitability Assessment</u> • Clarity added stating what constraints will be assessed in addition to those stated in national guidance. • An overall suitability score is considered appropriate, there is a commentary field where notes on particular constraints can be made • Amended Table 2 to clarify that even at this stage if sites are considered potentially suitable, that this is still subject to detailed sustainability appraisal and technical assessments

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• List of constraints should be identified • Confirmation that mitigation measures submitted through the call for sites will be taken into account <u>Question 8 – Availability Assessment</u> • General support for the availability assessment • Consideration given to the type of promoter that has promoting the site through the Local Plan process • Clarification that information submitted through the call for sites will be used to inform assessment <u>Question 9 – Achievability Assessment</u> • General support for the achievability assessment • Seeking an amended scoring approach which specifically states that there is evidence of a site's achievability through evidence submitted through the call for sites <u>Question 10 – Deliverability/ Developability Assessment</u> • General support for the use of national definitions of deliverability and definitions • Information from housebuilders should be gathered to inform build out rates • Greater information on how this will apply to other land uses <u>Question 11 – Developable Area</u> • General support for the approach taken towards calculating net developable area • Should also reference RICs guidance 'Land measurement for planning and development purposes' • Further clarity is required on what uses are included/excluded within the net developable area • For sites over 50ha, the Council must talk to site promoters to ensure greater certainty in proposed capacity <u>Question 12 – Residential Development Capacity Estimates</u> • General support for the density categories identified and the use of a case study approach • Potentially a density category missing between low and very low reflecting edge of settlement developments in larger and smaller settlements	• An additionally weighted score for sites is not deemed suitable as the planning history for the site already forms part of the suitability consideration in the methodology • Yes, details from the call for sites will be considered and will help to inform the site assessments <u>Question 8 – Availability Assessment</u> • Support noted • Yes, details from the call for sites will be considered and will help to inform the site assessments • Information such as whether housebuilders are already involved with a site will form part of the assessment <u>Question 9 – Achievability Assessment</u> • Support noted • Information submitted through the call for sites will be considered when assessing each site, therefore having a specific score for this is not necessary <u>Question 10 – Deliverability/ Developability Assessment</u> • Support noted • The call for sites form asks for details on delivery including how many years the build out is anticipated to be and what barriers there may be to delivery • Additional clarity provided on how deliverability info will be applied to non-residential land uses <u>Question 11 – Developable Area</u> • General support noted • Additional information on what would be included and excluded from the net developable area provided • Link to RICs guidance added and table 5 amended to align with terminology in this guidance <u>Question 12 – Residential Development Capacity Estimates</u> • Support noted • A density range is not practical to implement in site allocation policies

Main Issues Raised	Council Response / How the Council has taken this into account
• Clarification that local character is a key component of density calculations • Case studies look back about 10 years, this should look back further to include historic building patterns so that the wider context is taken into account as well as current and future housebuilding trends • A density range could be applied to each category <u>Question 13 – Economic Development Capacity Estimates</u> • General support for the use of employment categories within the methodology • Logistics and Distribution forms of development should be included as an employment category • Support for a bespoke approach to employment capacity for strategic and new settlement schemes <u>Question 14 – Detailed Site Assessments</u> • General support for the proposed template • Further detail on how scoring approach will be applied required to ensure consistency and transparency • Add in a field where the list of evidence provided such as those submitted from the call for sites can be shown • There should be a summary table showing the outcome of the detailed assessments. <u>Question 15 – Progression to Sustainability Appraisal</u> • General support that sites that are considered to be deliverable/developable progress to Sustainability Appraisal • Large sites over 50ha and new settlement proposals should automatically progress to SA • Instead of all suitability, availability and achievability scores needing to be either + or ~ the majority of should be to account for mitigation measures • The Council should first contact site promoters for sites not found to be deliverable/ developable before progressing only sites that are initially found to be deliverable/ developable to SA <u>Question 16 – Windfall Assessment</u>	• Amendments to the characteristics of the very low and low categories to provide greater distinction between them • Case studies from within the last 10 years is suitable showing current building trends <u>Question 13 – Economic Development Capacity Estimates</u> • Support noted • Have reviewed the research paper 'Warehousing in the UK: Operations, planning and decarbonisation' (2023) by the University of Westminster as well as reviewing logistics developments in neighbouring authorities such as Northamptonshire and Peterborough as there are limited case studies in Huntingdonshire. Have added text after the text about Town Centres setting out our approach to calculating capacity to logistics and distribution development. <u>Question 14 – Detailed Site Assessments</u> • An additional section where supporting information can be listed has been added to the template • Reformatting of several fields for ease of reading • Removal of the word 'etc.' from the achievability section • Further detail added to each of the suitability, availability and achievability sections to aid use • Table added to after the assessment template to show how the outcomes of the detailed assessments will be summarised. <u>Question 15 – Progression to Sustainability Appraisal</u> • Support noted • Added clarification that for sites of 50ha or more that we will where appropriate speak to site promoters • Sites need to be suitable, available and achievable to be considered either deliverable or developable as per NPPF definitions, so no change required • The methodology states that where appropriate we will talk to site promoters to gather further evidence

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Observations made that windfall allowances need to b based on robust evidence of historic delivery and also likely future trends • Likelihood that delivery on prior approvals and rural exception sites will reduce going forward <u>Question 17 – Assessment Review</u> • Out of 16 responses to this question, one stated priority to increase densities and six stated priority to identifying additional sites. One response stated that neither options should be considered while four stated that both should be prioritised. There were four responses that stated that reassessing discounted sites should be undertaken. <u>Question 18 – Final Evidence Base</u> • General support for the proposed methodology and evidence base document subject to changes identified above • Following all site assessments, there should be a review to ensure consistency in scoring and assessment • If there are insufficient sites to meet need, then discounted sites should be reviewed	<u>Question 16 – Windfall Assessment</u> • The Council have data on historic windfall delivery across various types of development going back over 10 years which can be used to then extrapolate likely future trends <u>Question 17 – Assessment Review</u> • If there is not enough land, the Council will consider seeking additional sites, reviewing discounted sites to see if any circumstances have changed and potentially reconsider densities for sites where our assessment varies significantly from that of the site promoter. <u>Question 18 – Final Evidence Base</u> • Support noted, see above for changes made to methodology • A review will be undertaken and a summary of scores provided in the final Land Availability Assessment alongside detailed assessments • Text added stating that If we do not get enough land, we will also consider seeking additional sites, reviewing discounted sites to see if any circumstances have changed and potentially reconsider densities for sites where our assessment varies significantly from that of the site promoter.
8 - Next steps	
• No comments were made.	• No action required.
Glossary	
• No comments were made.	• No action required.

Outcomes

3.37 The changes outlined in the table above were made to the Draft Land Availability Assessment Methodology and the document was published on the Council's webpages.

3.38 Minor amendments were made to the document to address any spelling or grammatical errors.

Call for Sites

Consultation Process

Document Summaries

3.39 This section addresses the commencement of the **Call for Sites**:

3.40 This was an opportunity for people to send us details of sites that might be suitable for allocation in the next Local Plan. We sought sites with potential for:

- Residential use (such as housing, specialist homes, moorings, care homes etc.)
- Commercial use (such as retail, leisure, industrial, logistics etc.)
- Infrastructure (such as health uses, community facilities, renewable energy etc.)
- Open Space use (such as sports & recreation, allotments, biodiversity net gain, flooding safeguarding etc.)

3.41 In summary the Call for Sites form contained the following sections:

- Current land status - includes questions relating to the site's name, location, size, land type, current use and planning history
- Land ownership and legal status - includes questions on the promoter's relationship with the site, site ownership, land control arrangements, legal restrictions and site visit contact information
- Proposed land use and delivery - includes questions on the intended use of the site, when it will be available for development and how long the site will take to build
- Assessment of site and constraints - includes questions on access and servicing, constraints and how constraints may be overcome
- Further evidence - asks for any supporting information, surveys or assessments to be submitted alongside a completed form

- The Call for Sites was supported by a short note summarising the information that people will be asked to submit to assist people unfamiliar with the process to understand the range and level of information they are asked to submit. This includes signposting to sources for elements such as map coordinates.

Document Approval

3.42 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (01/03/23) - The Panel were invited to comment on the recommendations for the Call for Sites as set out in the Cabinet report. The recommendations were to approve the structure of the Call for Sites for engagement so that it could be published for engagement commencing in March 2023 and running for 10 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 1 March 2023
- Cabinet Meeting (21/03/23) - The Committee were asked to approve the structure of the Call for Sites for engagement and to agree that the Call for Sites engagement period commences in March 2023 and running for 10 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 21 March 2023

Consultation and Engagement

3.43 Engagement on the Call for Sites took place between 29 March and 7 June 2023. The consultation was hosted on the Council's online consultation portal.

3.44 The Call for Sites was publicised as follows. Items marked with an * can be found in 4 'Appendix 1 Consultation Material':

3 Local Plan Issues

- On the Council's online consultation portal published on 29 March 2023.
- On the Council's Local Plan Update webpage published on 29 March 2023
- Council homepage banner notification published 29 March 2023 & 9 May 2023
- On the Council's homepage under the heading *Consultations* published on 29 March 2023.
- On the Council's Facebook Page published on 27 March 2023*, 30 March 2023, 5, 12 and 19 April 2023, 31 May 2023, 4 June 2023.
- On the Council's Twitter account published on 27 March 2023*, 29 March 2023, 5, 12, 19 April 2023, 31 May 2023 and 4 June 2023
- On Linked in published on 27 March 2023*, 31 May 2023
- Via Press Release published on 27 March 2023*
- Economic Development Newsletter to local business on 13 April 2023, 11 May 2023

3.45 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- Emails to People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Emails to Town and Parish Councils, this included a 'social media package' that could be used to spread the word to their local organisations and residents
- Emails to District Councillors, this included a 'social media package' that could be used to spread the word to their local organisations and residents.
- Council intranet post 30 March 2023 to encourage spreading the word to friends and family.
- Updates on the Council homepage banners
- Internal email to staff to encourage spreading the word to friends and family on 31 March 2023

3.46 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

3.47 The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

3.48 At the end of the consultation, 354 sites were submitted during the Call for Sites. These are available in table view (ordered by Parish) on our Call for Sites webpage. The spreadsheet can be used to find the Call for Site reference number. This reference number can then be used to search on our Consultation Portal for the site submission. Here you can view further details of the site and any supporting documents that have been submitted.

3.49 An interactive map showing all the site submitted is also available to view on our Call for Sites webpage.

3.50 Sites submitted as well as sites identified through the Desktop Review will now go through the first phase of assessment using the Land Availability Assessment and Sustainability Appraisal.

3.51 To assist in the navigation of site assessments, the district has been divided into several groups. In total, there are seven groups, divided as follows and shown spatially in the below map.

1. **Northern Huntingdonshire** - Stilton, Folksworth & Washingley; Yaxley wards
2. **North Eastern Huntingdonshire** - Ramsey; Somersham; Warboys wards
3. **Northern Central Huntingdonshire** - Alconbury; Sawtry; the Stukeleys wards
4. **Western Huntingdonshire** - Great Staughton; Kimbolton wards
5. **Central Huntingdonshire** - Brampton; Godmanchester & Hemingford Abbots; Huntingdon wards

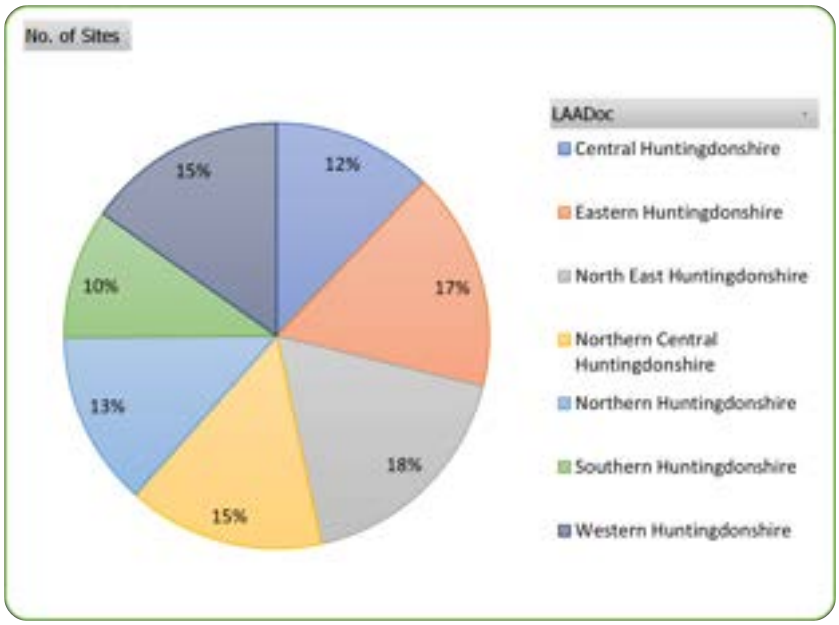
6. **Eastern Huntingdonshire** - Fenstanton; Hemingford Grey & Houghton; Holywell-cum-Needingworth; St Ives wards
7. **Southern Huntingdonshire** - Buckden; Great Paxton; St Neots wards

3.52 Below provides an overview of some key statistics from the consultation.

3.53 Across the seven Ward groupings, there is a fairly even spread of sites across them. The most sites were submitted within the North East Huntingdonshire grouping, with the fewest being in the Southern Huntingdonshire grouping. The following chart shows this spread. The parish that received the most site submissions was Ramsey at 18 sites, then Brampton at 17 and Sawtry at 16. The following chart shows this spread visually:

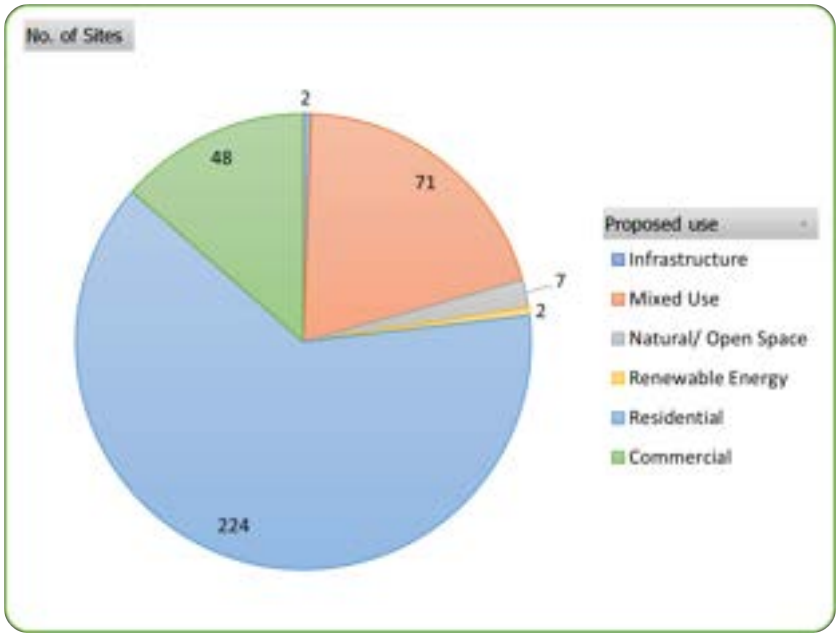
3 Local Plan Issues

Figure 3.1 Number of sites by Ward groupings



3.54 The majority of the sites submitted were for residential uses with 63% of sites being for solely residential uses. There were an additional 20% of sites submitted for mixed uses. Commercial uses was the next most popular land use submitted at 13%. Sites solely for natural/open space/ flood mitigation only made up 2% of the total but it should be noted that the majority of the residential and mixed use proposals did also include some ancillary natural/open space as part of their proposals. Sites solely for infrastructure and renewable energy uses were the least popular land uses submitted but again these land uses have been included within the wider plans of some of mixed use/ residential and commercial sites. The following chart shows this spread visually:

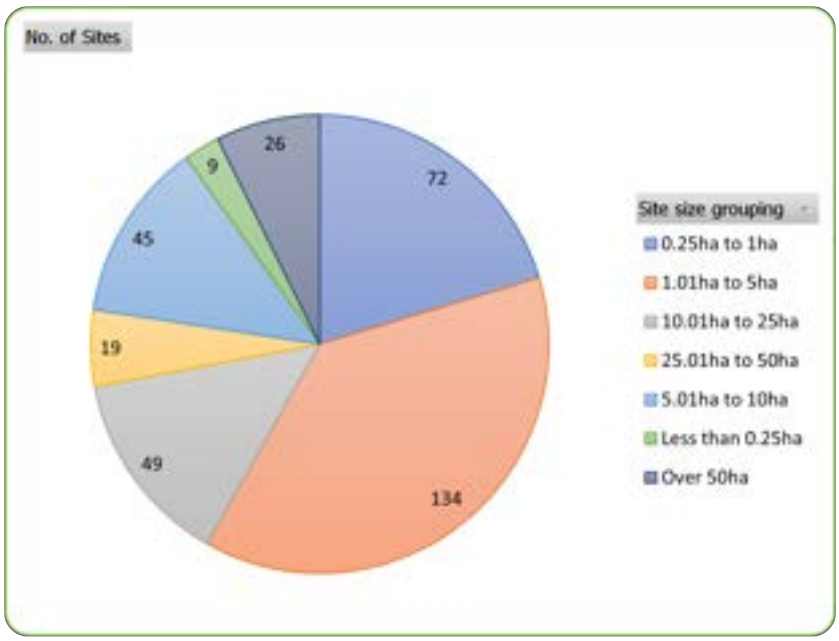
Figure 3.2 Sites by proposed use



3.55 In terms of the size of sites submitted, there was a good range. 20% of sites submitted were between 0.25ha to 1ha in size. 3% of sites (9 sites) were under the minimum site threshold of 0.25ha. Most sites were within the 1.01 to 5 hectare category at 38%, a fairly even amount of sites were submitted within 5 to 10ha and 10 to 25ha at 13% and 14& respectively. 7% of sites (26) were over 50ha in size which consists of potential strategic expansion locations or new settlement proposals.

3.56 Together this shows a healthy mix of sites sizes enabling development on sites of various sizes. Having plenty of potential development sites on sites that are 1ha or less and even up to 5ha in size helps to diversify the housing market by providing opportunities for small and medium housebuilders a share of the market aside from largescale housebuilders who typically dominate larger or strategic scale sites.

Figure 3.3 Sites by site size



3.57 An Ongoing Call for Sites was also opened on 1 October 2024 recognising that some people may still wish to put sites forward for consideration as allocations in the Local Plan Update. This closed on 31 January 2025. There were a total of 83 sites submitted bringing the total number of sites submitted to the Council for assessment to 437 sites.

3 Local Plan Issues

Issues Engagement Papers

Consultation Process

Document Summaries

3.58 This section addresses the following documents:

- **Issues Engagement Paper** - this highlights known issues in the district and asks for your opinions on topics including responding to the climate crisis, enhancing the natural environment, supporting places, meeting housing needs for all, promoting a prosperous economy, developing high quality sustainable communities with supporting infrastructure, and distributing new growth.
- **Issues Engagement Paper Summary** - this is a summary of the Issues Engagement Paper which highlights known issues in the district and asks for your opinions on topics including responding to the climate crisis, enhancing the natural environment, supporting places, meeting housing needs for all, promoting a prosperous economy, developing high quality sustainable communities with supporting infrastructure, and distributing new growth.
- **Issues Easy Read Version** - this explains what the next Local Plan could do in a very short form. The survey form asks you 12 questions. For 10 of these you only need to tick boxes. The questions are to find out what is most important to you about planning for Huntingdonshire's future.

Document Approval

3.59 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (05/04/23) - The Panel were invited to comment on the recommendations for the Issues Engagement Papers as set out in the Cabinet report. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing in April 2023 and running for 10 weeks. Minutes of the Panel and supporting reports can be found at Overview and Scrutiny Panel (Performance and Growth), Wednesday, 5 April 2023
- Cabinet Meeting (18/04/23) - The Committee were asked to approve the contents of the Issues Engagement Papers and to agree that they could be published for public consultation commencing in March 2023 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Cabinet, Tuesday, 18 April 2023

Consultation and Engagement

3.60 Consultation on the Issues Engagement Papers took place between 26 April and 5 July 2023. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district as well as via the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

3.61 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 1 Consultation Material':

- On the Council's online consultation portal published on 26 April 2023.
- On the Council's Local Plan Update webpage published on 26 April 2023
- On the Council's homepage under the heading *Consultations* published on 26 April 2023.
- On the Council's Facebook Page published on 26 April 2023* 3, 10, 17 & 31 May 2023, 7, 14, 21, 28 June 2023 and 4 July 2023.

- On the Council's Twitter account published on 26 April 2023, 3, 10, 17 & 31 May 2023, 7*, 14, 21, 28 June 2023 and 4 July 2023.
- On LinkedIn published on 6 April 2023, 3, 10, 17 & 31 May 2023, 7*, 14, 21, 28 June* 2023 and 4 July 2023.
- Via Press Release published on 26 April 2023*
- Economic Development Newsletter to local businesses 25 May 2023 and 8 June 2023

3.62 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Town and Parish Councils, this included a 'social media and poster package' that could be used to spread the word to their local organisations and residents. Posters were also distributed by post *
- District Councillors, this included a 'social media and poster package' that could be used to spread the word to their local organisations and residents.

3.63 Other methods of engagement included:

- Internal notifications via the intranet to Huntingdonshire District Council staff to spread the word to friends and family 26 June 2023
- Huntingdonshire District Council homepage banner 26 June 2023

3.64 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

3.65 The consultation and engagement period was in compliance with the timetable set out in the Council's Local Development Scheme 2023.

Responses to Consultation

Consultation Responses Summaries

3.66 The following table outlines a summary of the documents consulted on between 26 April and 5 July 2023:

Table 8 Responses to the Issues Engagement Papers

	Issues Engagement Paper	Issues Engagement Paper Summary	Easy Read Version
Number of Comments Made	2,235	49	266
Number of Individuals or Organisations that Responded	83	51	266
Number of Supports	167	N/A	N/A
Number of Objections	53	N/A	N/A
Number of Observations	2,015	N/A	N/A

3 Local Plan Issues

3.67 People were able to comment on all aspects of the documents. The sections below show the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- As the survey for the 'Easy Read Version' was anonymous and did not require a log in to respond, the responses to the survey cannot be viewed on the portal.
- Issues Engagement Paper Summary Consultation Responses
- Issues Engagement Paper Consultation Responses

3.68 The Coal Authority responded to the consultation. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. They noted that "as Huntingdonshire District Council lies outside the defined coalfield, the Planning team at the Coal Authority has no specific comments to make."

Easy Read Issues Engagement Paper

3.69 The survey had 266 participants and received a large quantity of youth engagement with 67% of participants under 20 years old. This reflects the importance of incorporating younger generations into plan making and the subsequent positive impact this could have on achieving sustainable development in the district.

3.70 This summary provides a descriptive analysis of the responses and follows the same structure as the survey:

1. Creating vision and objectives
2. Tackling climate change
3. Enjoying nature and open space
4. New homes for all
5. Supporting shops and jobs
6. Providing services for communities
7. Where to put new buildings

3.71 The analysis of responses from each question contains:

1. Overall result (all 266 respondents)

2. Age group breakdown (256 respondents) - Some participants did not identify their age and were therefore not included in this part of the analysis
3. Further Comments (if applicable) - Several questions asked for further comments about an issue which has been summarised in a table

1: Creating Vision and Objectives

3.72 The vision and objectives help to define the Local Plan, it will say what type of place we want Huntingdonshire to be in 30 years' time. The respondents were asked to select all of the options that applied to them and add any other ideas they had.

Overall Result

- The two most selected options for this question were 'Nature is well looked after' (73%) and 'Everyone outside feels safe' (71%).
- 'Everyone has a home that meets their needs' (65%), 'everyone living here is happy' (63%) and 'everyone living here is healthy' (61%) placed 3rd, 4th and 5th respectively.
- The two least selected options were 'New buildings are beautiful' (30%) and 'it is a fun place to grow up' (6%).

Age group breakdown findings

- In the 11 to 15 years old age group, five options were clustered together (65-73%). These were, 'Nature is well looked after', 'Everyone living here is healthy', 'everyone living here is happy', 'everywhere outside feels safe' and 'everyone has a home that meets their needs'
- 75% of 16 to 19 years old age group selected 'nature is well looked after', 19% higher than the second most selected options ('everyone living here is happy' and everyone has a home that meets their needs').
- In the 20 years old+ age group, the top two most selected options matched the overall result, 16% greater than the third ranked option.
- The most selected option in the under 11 years old age group was 'everyone living here is happy' (95%) which is 28% higher than the 11 to 15 years old cohort and approximately 40% higher than 16 to 19 year old and 20 years old+ age groups.
- The least selected option in each group was 'it is a fun place to grow up', and the second least 'new buildings were beautiful', matching the overall result.

3 Local Plan Issues

- In the 16 to 19 years old age group, only 38% selected 'everyone living here is healthy' and 'everywhere outside feels safe', substantially lower than the overall result.
- In the 20 years old+ age group, only 18% selected 'people all have jobs they like', 26% lower than the age group with the closest percentage (16 to 19 years old).

Council Response / How the Council has taken this into account

3.73 The Council has taken the comments above into the Further Issues and Options consultation document within *Chapter 3 Local Plan Vision and Objectives* which sets out options for the vision and objectives of the local plan. Further detail on the Local Plan objectives can be found in Appendix 1 of the Further Issues and Options consultation document.

Further Comments

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Transport	• Need for an increase in frequency, accessibility and reliability of public transport especially to rural villages, helping the district to become better connected and inclusive. • Improvement in the quality of road infrastructure through better maintenance. • Provision of electric vehicle charging facilities.	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 13 Transport and Connectivity* which provides context on what the Local Plan can control in relation to forms of transport including vehicles, active travel and public transport and sets options on active travel and public transport in new developments. • Response acknowledged, maintenance of road infrastructure is outside the scope of a Local Plan. • Huntingdonshire Transport Strategy 2023 and Action Plan 2024 sets a transport strategy for the district to facilitate sustainability future growth including increasing the provision of electric vehicle charging infrastructure. The Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy.
Active Travel	• Increase in investment, quality and availability of public footpaths and cycle ways that are safe and traverse through open spaces. • Improve connectivity of town and villages through active transport measures. • Needs to be safe and inclusive	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 13 Transport and Connectivity* which provides context on what the Local Plan can control in relation to forms of transport including vehicles, active travel and public

Issue	Summary of Responses	Council Response / How the Council has taken this into account
		transport and presents options on active travel and public transport in new developments. • Cambridgeshire's Local and Walking Infrastructure Plan (LCWIP) is in production which sets out the government's aim to make walking and cycling the natural choice for travelling short distances, this plan will help to inform the development of local plan policies and infrastructure requirements.
Preserving the character of settlements	• Maintaining and preserving the rural character of Huntingdonshire • Steer development away from greenfield sites and rural areas.	• Response acknowledged, the council has taken this forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* which includes potential growth strategy options in the district with possible pros and cons of each option. • Response acknowledged, the council has taken this forward through the Further Issues and Options consultation document within *Chapter 4 Settlement Hierarchy for Huntingdonshire* which provides context on the different characteristics of settlements and how planning policies are used to determine what is acceptable in a certain location in planning terms
Renewable Energy	• Promote renewable energy sources in the local area such as solar farms and EV charging points. • Ensure solar farms are developed in suitable locations.	• Response acknowledged; a climate change report is nearing completion which will explore the transition to low carbon power/ renewable energy sources and provide guidance on assessing proposals/informing policies for commercial scale renewable energy generation. • Sites for renewable energy use were submitted through the 'Call for Sites 2023' and have been systematically assessed through a Land Availability Assessment (LAA) and Sustainability Appraisal (SA) assessment. The LAAs and SAs will be released for consultation in autumn 2024.

3 Local Plan Issues

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Green space and biodiversity	• Essential to preserve and enhance the natural environment • Increase the number of parks, trails and open spaces near built up areas	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options retaining, designating and or allocating green and blue infrastructure in the district.
Maintenance	• Cleaner areas with less litter • Improved road maintenance	• Response acknowledged, this is outside the scope of a Local Plan.
Housing Development	• Crucial to have the suitable infrastructure alongside housing development such as schools, surgeries and roads.	• Response acknowledged, an Infrastructure Delivery Plan will be produced showing infrastructure needs across the district to support planned growth and key stakeholders who will responsible for it's delivery.
Services	• Improve the quality of public services • Increase the number of sporting facilities in the district • Provision of more services for young people	• Response acknowledged, this is outside the scope of a Local Plan • Response acknowledged, an Indoor and Built Facilities and Playing Pitch Assessments and Strategies (2022) have been completed which provides a comprehensive action plan for the maintenance and improvement of existing sports facilities, it will be used as an evidence base to inform Local Plan infrastructure requirements.

2: Tackling Climate Change

3.74 The respondents were asked about the importance of tackling climate change and to select one answer out of three options; 'very important, 'a bit important' or 'not important'.

Overall Result

72% of participant selected 'very important', 19% selected 'a bit important' and 7% selected 'not important'

Age group breakdown findings

81% of the 20 years old+ age group chose 'very important', higher than 11 to 15 years old (68%), under 11 years old (79%) and 16 to 19 years old (73%) age groups.

Council Response / How the Council has taken this into account

The council is producing a Climate Change Report, including a chapter which looks at the role of the Local Plan in responding to climate change and contributing to net zero carbon. This issue has also been focused on within the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change* which proposes a number of potential options aimed at reducing carbon emissions which could be brought forward as policies in the Local Plan.

3: Enjoying nature and open space

3.75 This section had two parts: For the first part of this section, the respondents were asked about how important enjoying open space and nature is to them. They had to choose one response, 'very important', 'a bit important' or 'not important'.

3 Local Plan Issues

Overall Result

75% of respondents selected 'very important', 20% selected 'a bit important' and 3% selected 'not important'.

Age group breakdown

94% of 20 years old+ age group selected 'very important', higher than under 11 years old (89%), 11 to 15 years old (65%) and 16 to 19 years old (73%)

Council Response / How the Council has taken this into account

The council has taken these opinions forward into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which explores the importance of blue and green infrastructure in supporting a range of functions; for wildlife and biodiversity and human physical and mental well being.

3.76 The second part of this section asked the respondents to select all the options they think are important regarding the sorts of open space that can be put in with new homes.

Overall Result

- The responses show that 'space for wild animals and birds to live' was regarded to be the most important factor when considering the types of open space that can be put near new homes, with 61% of all the participants selecting this option. The second and third most selected option was grass and trees to walk in (52%) and spaces for teenagers to hang out in (49%).
- 'Grass areas with seats' was selected the least (16%) by a significant amount, 18% less than the second least selected option ('play areas for under 5 year old').

Age group break down findings

- The most selected option in every age group was 'Space for wild animals and birds to live', matching the overall result.
- 'Areas of flowers and bushes' received the second highest number of votes in the 'under 11 years old' (84%) and 16 to 19 years (56%) cohort. In contrast, this was the second lowest selected option in the 11 to 15 years old age group (28%).
- 29% of the 20 year old+ age group selected 'space to play ball games' which, other than 'grass areas with seats', was the lowest selected option from this cohort and a significantly lower percentage than the other age groups (closest age group being 11 to 15 years old with 44%).
- The least selected option across all of the age groups was 'grass areas with seats', consistent with the overall result.
- The equal lowest selected option for the 16 to 19 years old age group was 'play areas for under 5 years old' and 'play areas for 6- 11 years old' (13%).
- 'Space for teenagers to hang out' (46% to 58%) and 'grass areas with seats' (11% to 18%) showed the smallest range in results across the age groups.

Council Response / How the Council has taken this into account

3 Local Plan Issues

The council has taken these opinions forward into the Further Issues and Options consultation document within *Chapter 7 Achieving well-designed and beautiful places* which provides context on the importance of high quality design within the built environment to ensure access to open space, maintaining landscapes and habitats and the needs of different demographics are met. This chapter asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces. *Chapter 9 Green and Blue Infrastructure*, presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan.

4: New Homes for all

3.77 This section required the respondents to answer 8 questions relating to the importance of different types and features of new homes. They were asked to select one option from three, 'very important', 'a bit important' or 'not important' for each question. The analysis below focuses on the number of respondents who selected 'very important' when presented with the options listed.

Overall Result

- 'New homes are designed to be low cost to run' (60%) and 'more affordable homes being built for sale' (59%) received the most 'very important' responses.
- 'New homes are specially designed for older people' (28%) and 'New homes are close to shops' (30%) received the least 'very important' responses.

Age group breakdown findings

- 'More affordable homes being built for sale' had between 50-60% of each age group selecting 'very important' and was the most selected option within the 11-15 years old age group (60%), consistent with the overall result.
- 'New homes are low cost to run' received the most or joint most 'very important' votes in the 20 years old+ (84%), 16 to 19 years old (63%) and under 11 years old (joint highest with 58%) age group.

This option placed third in the '11 to 15 years old age group (47%), only 2% lower than the second highest ('new homes are close to services like schools').

- 'New homes are close to services like schools' obtained the second highest number of 'very important' responses in the 20 years old+ (58%) and 11 to 15 years old (49%).
- 'New homes are specially designed for older people' had the lowest number of 'very important' responses in the 11 to 15 years old (22%) and 16 to 19 years old (13%) age group, a significantly lower percentage than the 20 years old+ (35%) and under 11 years old (47%) age group.
- 'New homes have enough space to work from home' had the lowest number of 'very important' votes in the 20 years old+ age group (28%).

Council Response / How the Council has taken this into account

Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 12 Housing Tenures and Mix* which provides context and options on the role of housing in meeting the requirements of different types and sizes of households and needs of the population such as affordable housing. The council also has a Housing Needs of Specific Groups 2021 document, it includes assessment of issues such as affordable housing need and housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. The Further Issues and Options consultation document also presents Growth Strategy Options within Chapter 8, which looks at potential distribution of growth, in addition *Chapter 4 A Settlement Hierarchy* for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A *Sustainability of Settlements study 2023* assesses each settlement at a point in time identifying access to services and facilities.

Further Comments

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Energy Efficiency	• New homes should be heated by sources that are more energy efficient such as heat pumps.	• Response acknowledged, the council is producing a Climate Change Report, which will explore the transition to low carbon power sources and what sources may be used in the district to meet local demand for energy.
Renewable Energy	• New homes should be fitted with solar power and Electric Vehicle charging points	• Huntingdonshire Transport Strategy 2023 and Action Plan 2024 sets a transport strategy for the district to facilitate sustainability future growth including increasing the provision of electric vehicle charging infrastructure. The Further Issues and Options consultation document has taken these comments forward through *Chapter 10 The Approach to Climate Change.* This chapter sets out options on decarbonisation scenarios (including electric vehicle charging) and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform

3 Local Plan Issues

Issue	Summary of Responses	Council Response / How the Council has taken this into account
		policy-making and addresses many issues raised.
Gardens	• New homes should have large outdoor garden space.	• Response acknowledged, the Further Issues and Options consultation document includes *Chapter 7 Achieving well-designed Places.* The chapter references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Parking	• Availability of off road parking to reduce cars parking in the street making it safer for pedestrians	• Response acknowledged, the availability of off road parking to be included within new development will be considered in creation of development management policies in the Local Plan Update. These comments are noted and the Further Issues and Options consultation document which notes that current local plan policy LP 17 'Parking Provision and Vehicle Movement' sets minimum requirements for cycle parking provision for new developments and that car parking levels are expected to be responsive to the location and nature of the proposed development rather than numeric requirements being set.
Type of Housing	• More affordable homes that are large enough to accommodate a range of family sizes	• Response acknowledged the council has taken this forward into the Further Issues and Options consultation document within *Chapter 12 Housing Tenures and Mix* which provides a series of options for the district relating to the future mix and tenures of homes for the Local Plan.
Suitability	• New homes should be suitable for the needs of young children and disabilities.	• Response acknowledged, the council has a Housing Needs of Specific Groups 2021 document which sets out the need for older and disabled persons, an update to this will help to inform need and be used in the formulation of policies and requirements

5: Supporting Shops and Jobs

3.78 This section was broken down into two parts: The respondents were asked to think about the town or village centre they go to most often and whether they would like to see more or less of the 8 options listed. They had to select one option out of three options, 'more', 'about the same', or 'less'. The analysis focuses on the number of respondents who selected 'more' when presented with the options listed.

Overall result

- 'Health clinics' (46%), 'places to go in the evening'(45%) and 'other shops'(45%) received the highest number of 'more' responses.
- 'Pharmacy where you can get medicines' (41%), 'cafes and restaurant' (41%), had only marginally less votes.
- 'Offices and places to work'(26%) and 'Hot food takeaways'(27%) had the least 'more' responses.

Age group breakdown findings

- Even though 'Health clinics' ranked first overall, only 19% (second lowest percentage) of the 16 to 19 years old cohort selected this option. This option ranked first in the 20 years old+ age group, second in the under 11 years old age group and third in the 11 to 15 years old age group, in line with the overall result.
- The under 11 years old, 11 to 15 years old and 16 to 19 years old age group also had a similar result for 'places to go in the evening', ranging from 41% to 45%. However, 75% of the 16 to 19 years old age group want to see more 'places to go in the evening' (ranked first), 30% higher than the overall result.
- In a similar vein, 'Offices and places to work' ranked in the bottom two for 'more' responses in the 'under 11 years old (21%), 11 to 15 years old (30%) and 20 years old+ (14%) age group.
- 'Hot food takeaways' had the lowest number of 'more' responses in the 20 years old+ age group (5%), 26% lower than the age group with the nearest percentage (16 to 19 years old age group).

3 Local Plan Issues

Council Response / How the Council has taken this into account

- The council will develop an Infrastructure Delivery Plan which will include a current baseline of provision of aspects such as health and social care and identify infrastructure needs in the district. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed
- The issue of the provision of shops and services has been brought forward into the Further Issues and Options Document within the *Chapter 4 A Settlement Hierarchy for Huntingdonshire* which provides context on how assessing the sustainability of assessments has identified what services and facilities were available in our towns, villages and hamlets and how sustainable they are in terms of meeting the needs of our communities.
- Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies. It assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through objective SA10.

3.79 For the second part respondents selected all of the options that applied to them in regard to what type of jobs we should get more locally.

Overall Result

- The responses from this part of the survey revealed 'teaching and childcare' (56%) and 'health or care work' (55%) were selected most frequently by the participants.
- The two least selected options were 'factory jobs making things'(7%) and 'engineering' (8%).

Age group breakdown findings

- The under 11 years old, 11 to 15 year old and 20 years old+ age group responses mostly aligned with the overall result in respect to the type of jobs which were selected the most and the least.
- 62% of the 20 years old+ cohort want to see more high technology jobs in the local area and this was the most selected option for this age group.

- Only 25% of 16 to 19 years old age group want more 'health or care work' and 'teaching or childcare' which is 30% less than the overall result percentage.
- The 11-15 years old age group levied more importance on increasing the amount of 'health or care work' (ranking 1st with 51%) and 'teaching or child care jobs' (ranking 2nd with 54%) available than the other types. 'Tourism and leisure' ranked 3rd with 42%.
- 44% of the 16 to 19 year old age group consider an increase in 'tourism and leisure' jobs as desirable, receiving the highest number of votes across all the job types within this cohort.
- 'Factory making things', 'engineering' and 'warehousing' were the three least selected options in the 11 to 15 years old, 16 to 19 years old and 20 years old+ age group and within the bottom four in the under 11 years old age group, in line with the overall result.
- 0% of the under 11 years old age group want to see more office jobs locally, the overall result for all of the age groups was 32%.
- 6% of the 16 to 19 years old age group want more 'building and construction' jobs locally, 14% lower than the age group with the nearest percentage (20 years old+) and the second least selected option in this age group.

Council Response / How the Council has taken this into account

The council will develop an Employment Land Study which will draw out employment land needs over the plan period by assessing current demand and supply of employment land. In addition, the Further Issues and Options document within *Chapter 5 Approach to Employment and Economy* provides information about research carried out by our Economic Development team that looks at the number of jobs that could be created when there is growth in employment land within specific sectors. For example, advanced manufacturing produces locally approximately 2 to 3 jobs per 100sqm of employment land growth.

Further Comments

Issue	Summary of Responses	Council Response / How the Council has taken this into account
Employment	Ensure the skills of the labour force in the district match the jobs available	The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.*
Natural environment	More jobs that enhance and preserve the natural environment	
Creative Industry	More creative related jobs available such as arts, crafts and galleries.	

6: Providing Services for communities

3.80 For this section, the respondents were asked what services like doctors and footpaths are important them, choosing from a list of 11 options. They were asked to select one option from three, 'very important', 'a bit important' or 'not important' for each question. The analysis focuses on the number of respondents who selected 'very important' when presented with the options listed.

3 Local Plan Issues

Overall Result

- 'Safe footpaths' (73%) and 'mobile phone reception in your home' (68%) had the two most 'very important' responses, 18% and 13% higher than the third ranked option respectively.
- 'Community meeting hall near your home' and 'public house near your home' received the joint lowest number of 'very important' votes, with 13%, over two times lower than the next lowest option (sports field near your home with 29%)

Age group breakdown findings

- 'Safe footpaths' and 'mobile phone reception' were in the top three for 'very important' responses across all of the age groups, largely consistent with the overall result.
- 'Ultra fast broadband' was in the top three for 'very important' responses in the under 11 years old, 16 to 19 years old and 20 years old+ age groups, but only received 39% of votes in the 11 to 15 years old cohort (ranked 6th).
- In the 20 years old+ age group, 90% and 84% of participants selected very important for 'safe footpaths' and 'mobile phone connection near your home' respectively, which is significantly higher than the overall result and therefore the other age groups.
- A comparable result was shown for 'bus service near your home' with 65% of 20 years old+ selecting 'very important', 18% greater than the age group with the next highest percentage (under 11 years old with 47%).
- 74% of the under 11 years old age group and 68% of the 20 years old age group selected 'very important' for the option 'doctors surgery near your home', contrasting to 42% in the 11 to 15 years old age group and 31% in the 16 to 19 years old age group. 'Pharmacy near your home' showcased a similar result.
- 'Community meeting hall near your home' and 'public house near your home' had the two lowest number of 'very important' responses across all of the age groups, consistent with the overall result.
- The 20 years old+ age group voted 'community meeting hall near your home', on average, 4 times more than the other age groups with 27%.

Council Response / How the Council has taken this into account

- The Sustainability Appraisal consultation document has assessed sites submitted through the 'Call for Sites 2023' using the 16 sustainability objectives. This covered aspects such as access to shops, employment opportunities, culture and leisure facilities and digital infrastructure in relation to the submitted site.
- The council will produce an Infrastructure Delivery Plan which will identify infrastructure needs relating to transport, education, health and social care, community facilities, sport facilities and green infrastructure
- Options for active travel have been brought forward within the Further Issues and Options consultation document within *Chapter 13 Transport and Connectivity* such as changing transport provision within new developments to focus on high quality and infrastructure for active travel and public transport. *Chapter 7 Achieving Well Designed Places* asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces.

3 Local Plan Issues

7: Where to put new buildings

3.81 The respondents were asked where they think new homes and places to work should be built in relation to infrastructure, social factors, employment and the natural environment. They were required to select all of the options that applied to them.

Figure 3.4

Overall result

- 'Near a large open space' (57%) and 'near a doctors'(55%) were the two most selected options in the survey.
- 'Near a town centre with lots of shops and places to eat and drink' (49%) and 'near lots of jobs' (47%) received marginally less votes ranking third and fourth respectively.
- The two least selected options were 'near a school' (12%) and 'near good bus services' (20%).

Age group breakdown findings

- 'Near a park or large open space' was in the top 3 most selected option for all of the age groups, consistent with the overall result. This was also the case for 'near a doctors' except for the 16 to 19 years old age group where only 31% selected this option, out of line with the overall result.
- Only 15% of the 20 years old+ cohort selected 'near friends or family' (ranked as the second least selected option in this age group), over 3 times lower than the age group with the closest percentage (under 11 years old with 47%).
- 'Near a school' ranked lowest in all of the age groups, matching the overall result.
- 'Near good bus services' was selected the second least number of times in all of the age groups except the 20 years old+ cohort, ranking 6th with 27%.
- 'Near the countryside' was ranked consistently low in the 11 to 15 years old, 16 to 19 years old and 20 years old age groups

Council Response / How the Council has taken this into account

- The Sustainability Appraisal consultation document assessed sites submitted through the 'Call for Sites 2023' using the 16 sustainability objectives. This covered aspects such as access to shops,

employment opportunities, culture and leisure facilities and digital infrastructure in relation to the submitted site/ potential new development.

- The Further Issues and Options consultation document provides options on the objectives for the local plan, some of which include reference to support for community facilities and integrated community facilities (Chapter 3). *Chapter 4 A Settlement Hierarchy for Huntingdonshire* sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A *Sustainability of Settlements study 2023* assesses each settlement at a point in time identifying access to services and facilities.
- The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: a current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure needs across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed.

Summary Issues Engagement Paper

Summary Issues Engagement Paper

3.82 The survey asked questions about known issues in the district and there were 50 participants in the survey. This summary provides a descriptive analysis of the responses and aligns with the structure in the Summary Issues Engagement Paper Supporting Document. The issues included within the document are:

1. Responding to the Climate Crisis
2. Protecting and Enhancing the Natural Environment
3. Supporting our Places
4. Meeting the Housing Needs for All
5. Promoting a Prosperous Local Economy
6. Developing High Quality Sustainable Communities with Supporting Infrastructure
7. Distributing New Growth

3.83 A tally was made for the number of times an issue, argument, theme, example or place name was referenced. The tally is in brackets and requirement of 3 tallies has been made for a point to be included within the 'Main Issues Raised' column.

1: Responding to the Climate Crisis

There were 47 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Carbon Emission Targets and Targets (6)	
• Targets should be ambitious and align with national and international climate goals (3). • Collaboration with the community and businesses within the district is important to help increase support and ownership of climate related policies (3)	• Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document and will assess the impact of policies, sites and strategies in relation to the climate emergency objectives through SA 1 to 3. Within *Stage A* of the document is also a review of relevant plans and programmes, which may contain objectives

3 Local Plan Issues

	and specific policy requirements that need to be considered. This review helped to shape the sustainability objectives against which emerging policies, options, sites and strategies should be appraised against, as well as pointing to particular issues and problems that should be tackled. Documents included international and national plans, programmes and regulations. • The Further Issues and Options consultation document includes *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios, and renewable energy. This document will be consulted upon publicly to allow the community and businesses to contribute towards the policies and objectives of the local plan. Other chapters which include options and or questions that can assist in addressing the climate emergency include: *Chapter 3 Local Plan Vision and Objectives, Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 8 Growth Strategy Options, Chapter 9 Our Blue Green Infrastructure, Chapter 11 Tackling Flooding and Water and Chapter 13 Transport and Connectivity.*
Issue: Carbon Sequestration and Offsetting (1)	
Issue: Renewable and Low Carbon Energy (25)	

• Meet energy demand locally by increasing the supply of renewable and low carbon energy (25). This could be done by supporting and promoting the provision of solar panels (16), wind energy (6), ground source heat pumps (12) and electric vehicle charging points (4) at different scales.
• Require and encourage new developments to be powered by renewable and low carbon energy (19). This includes, residential (8), warehousing (5), commercial (8) and industrial (3) buildings.
• Encourage solar farm development in suitable locations to support local energy supply (7).
	• Responses noted. The Further Issues and Options consultation document has taken these comments forward through *Chapter 10 The Approach to Climate Change.* This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy.
	• The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and

	• offsetting and sequestering emissions • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for renewable energy generation. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document.
Issue: Energy Efficiency and Retrofitting (18)	
• Require and incentivise existing (3) and new buildings (15) to be more energy efficient (18). • This could be done by requiring the installation of triple or double glazing (6), water recycling (3), ground source heating (12), insulation (9) and meeting building codes and standards (3).	See response above
Issue: Flooding, Water Supply and Pollution (9)	
• Implement solutions to tackle flooding (6) and pollution (4) and improve water supply (5). • Tackle flooding issues through nature based solutions (3). • Prevent flooding through removing hard landscaping to help reduce surface run off (4). • Ensure cooperation with local authorities and other stakeholders (3). • Encourage water conservation and reuse (3).	• Responses noted, the Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around flooding and land management. These documents will be used as an evidence base to address the issues raised and inform local plan strategy and policy. • The Council has taken comments forward into the Further Issues and Options consultation document within Chapter 11 Tackling Flooding and Water, which sets out options on integrated flood and water management including natural flood management techniques, reduction of risk elsewhere, surface water management and water efficiency measures in residential and non residential buildings. • The Council has a Duty to Cooperate in plan-making which requires that local planning authorities collaborate with specific organisations, including local authorities, to identify strategic matters which need to be addressed in their plans.
Issue: Waste and Recycling (7)	
• Encourage the recycling of materials (7).	• Responses acknowledged, the Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making, the report includes a chapters on low, high and

3 Local Plan Issues

	medium carbon reduction pathways and guidance on the role of sustainable design, the circular economy and retrofitting.
Issue: Biodiversity Preservation and Enhancement (10)	

• Protect and enhance existing biodiversity and natural habitats (3).
• Require biodiversity enhancement within new developments (5).
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • Chapter 3 Local Plan Vision and Objectives, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to biodiversity and the natural environment.
	  • Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
	  • Chapter 9 Green and Blue Infrastructure, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan.
	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the biodiversity and natural habitats. Specifically, objectives SA4,5 and 6.
	• Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

Issue: Location of Development (19)	
• Direct development away from greenfield land (7) and support development on brownfield sites (4). • Ensure new residential developments are built in close proximity to amenities (6). • Allocate development of warehousing and distribution along major highways to reduce	• Response noted regarding location of growth, proximity of amenities, location of amenities, congestion and green house gas emissions, these have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include:

congestion in villages and therefore decrease vehicle related green house gas emissions (5).	• *Chapter 4 A Settlement Hierarchy for Huntingdonshire* • *Chapter 8 Growth Strategy Options.* • *Chapter 13 Transport and connectivity.* • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report which will be looking at future emissions and trends, low, high and medium carbon reduction pathways and the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero.
Issue: Sustainable Transport Modes (23)	
• Improve and promote public transport (13), cycling (12) and walking (6) to help reduce reliance on private vehicles (12). • Increase provision of electric car charging points (6). • Improve the bus network in rural areas to raise connectivity, reduce reliance on private vehicles and decrease isolation (5). • Support the Nene Valley Greenway proposal (4).	• Responses noted the Further Issues and Options consultation has taken forward these responses specifically though: • *Chapter 7 Achieving Well Designed Places* - which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces • Chapter 9 Green and Blue Infrastructure - which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy and Natural England's Access to Natural Greenspace Standards are referenced as a documents of importance in the development of the Local Plan. • Chapter 10 The Approach to Climate change - which includes options relating to electric vehicle charging within 'Decarbonisation Scenarios'. • *Chapter 13 Transport and Connectivity* that provides options on the approach to individual development and consideration

3 Local Plan Issues

	of active travel and public transport and a question on net zero transport.
Issue: Construction (5)	
• Require new developments to minimise carbon emissions in construction and use more sustainable materials (5)	• The Further Issues and Options consultation document includes *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios, and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: low, high and medium carbon reduction pathways, guidance on the role of sustainable design, the circular economy and retrofitting, the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,

2: Protecting and Enhancing the Natural Environment

3.84 There were 49 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Huntingdonshire's Landscapes (27)	
• Protect (20), enhance (9) and maintain (7) landscapes (natural environment, countryside, agricultural land, green spaces) to preserve the rural character of Huntingdonshire. • Prevent new, large scale, commercial and residential development on greenfield land (15). • Consider the impact of recent development proposals in northern Huntingdonshire on the natural environment in decision making (9). • Support the protection of Natural Cambridgeshire's Priority Landscapes (5). • Protect agricultural land to ensure food security (7).	• Response acknowledged the council has taken comments forward regarding protecting, enhancing and maintaining landscapes into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan. *Chapter 8 Growth Strategy Options* also presents options on preferred locations for growth. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including biodiversity net gain, open space commercial and residential uses. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will

	assess the impact of options, policies, sites and strategies on the environment. Specific objectives address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making, visual pollution, previously developed land, agricultural land and landscape/townscape impact (SA 4, 5,6, 7, 8, 15).
Issue: The Natural Environment & Nature Conservation Designations (13)	
• Support and protect Natural Cambridgeshire's Priority Landscapes (5) in areas such as the Nene Valley (3). • Increase the number of nature conservation sites (4) to protect, restore and enhance flora and fauna (3). • Engage the community with environmental initiatives to encourage residents to take ownership in conserving the natural environment (3).	• Response acknowledged the council has taken comments forward regarding protecting, supporting, restoring and maintaining landscapes into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options for retaining, designating and or allocating green and blue infrastructure in the district.
Issue: Green Infrastructure (15)	

• Ensure access to green space by integrating green infrastructure within new developments and existing settlements (3).
• Protect existing green infrastructure such as public rights of ways (7).
• Make sure residents have access to greenspace as it is very important in maintaining mental and physical well being (3) and a sense of place and identity (3).
• Stop village greens being used for parking cars (3).
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • *Chapter 7 Achieving well-designed Places,* which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. Reference is made to the importance of public rights of way network in plan-making.
	  • *Chapter 13 - Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel.

Issue: Biodiversity Net Gain (8)	
• Require biodiversity net gain within new developments (6).	• Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).
Issue: Blue Infrastructure (5)	

3 Local Plan Issues

• Preserve and protect water bodies such as rivers, lakes and wetlands to enable water security, areas for leisure and flooding prevention (3). • Protect the River Great Ouse as it is vital for social, environmental and economic reasons (3).	• Response acknowledged the council has taken comments forward regarding protecting, supporting, restoring and maintaining landscapes into the Further Issues and Options consultation document within Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district.

3: Supporting Our Places

3.85 There were 47 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Huntingdonshire's Market Towns (4)	
• Allocate large scale housing development in close proximity to urban centres where employment needs are greatest and infrastructure exists (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* that provide options on the general location of development and *Chapter 4 A Settlement Hierarchy* for Huntingdonshire that will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • The options were subject to a sustainability appraisal which will also be consulted upon at the same time as the Further Issues and Options document.
Issue: Huntingdon, St Neots and Ramsey (4)	
• There is a sufficient supply of housing at St Neots East in St Neots in the current Local Plan (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* that provide options on the general location of development and *Chapter 4 A Settlement Hierarchy* for Huntingdonshire that will help to determine which locations growth may be directed to and how much.
Issue: Huntingdonshire's Villages	
• Preserve the rural character, heritage and beauty of the villages in Huntingdonshire (9). • Support minor developments of housing in villages (8). This can be done through supporting affordable housing development	• Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document

(8) allowing younger families to stay in the local area (3). • Prevent large scale residential development from negatively impacting villages (10). Consider the impact of large scale development on overwhelming local infrastructure and communities (4). • Prevent non-local traffic flow such as HGV vehicles using the roads in villages as a short cut (14). This could be addressed by steering traffic flow towards major highways (3) or introducing traffic calming measures such as speed limits (6). • Develop and support community facilities in villages to help build a sense of community (5).	which will assess the impact of policies, sites and strategies on heritage, landscape and townscape impact, social and community services and facilities. Specific assessment objectives include SA 7, 10, 15 and 16. • Response noted regarding size and scale of developments these have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire* and *Chapter 8 Growth Strategy Options*. • *Chapter 13 - Transport and Connectivity* in the Further Issues and Options consultation document provides options on the approach to individual development and a question on net zero transport. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed.
Issue: The Countryside	
• Preserve and protect the countryside (15). This could be achieved by preventing development on green field land (4). • Maintain access to green space and foot paths in the countryside (8) to help well being (3).	• Responses acknowledged, these comments have been taken forward into the Further Issues and Options consultation in Chapter 4 A Settlement Hierarchy for Huntingdonshire, which looks at the categorisation of settlements and the countryside, Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design, Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district and Chapter 13 Transport and Connectivity that provides options on the approach to individual development and consideration of active travel. • With regards to damage to damage to development on greenfield land, the Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of options, policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site

3 Local Plan Issues

	assessment includes impact on visual pollution, previously developed land and landscape/townscape impact (SA4, 7, 8, 15).
Issue: Historic Environment	
• Preserve historical buildings, landmarks and cultural heritage sites (5). This is important for a sense of identity and place (3) and will help support the tourism industry (3).	• The Council has produced a sustainability appraisal, it is an iterative document which will assess the impact of policies, sites and strategies on heritage specifically through objective SA 16. • *Chapter 7 Achieving Well Designed Places*, raises additional questions on the role of design and active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Infrastructure and Services	
• Sufficient infrastructure and access to amenities integrated within existing settlements and new developments to improve economic, social and environmental outcomes of our places (3). • Enable access to community centres (3) and plan for the provision of schools and healthcare facilities (3). • Improve sustainable transportation networks (3). • Increase prevalence of renewable energy sources to ensure energy security for business and households (3).	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Responses acknowledged regarding sustainable transport networks. Chapter 13 of the Further Issues and Options consultation document provides options on the approach to individual developments including active travel and public transport, questions on a place based approach to zero carbon and options around the East West Rail. Some sustainable transport networks will be outside the control of the local plan, such as East West Rail and the Guided Busway, however progress on these projects and emerging projects will be taken into account in the formulation of the local plan. • Responses noted regarding renewable energy, the Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options decarbonisation and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and will include a chapter

	on infrastructure and renewable energy, exploration to low carbon resources. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for renewable energy generation. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document.

4: Meeting the Housing Needs of All.

3.86 There were 46 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: The Need for New Homes (23)	
• Housing supply should stay in line with the current Local Plan (2019) (4) • Ensure there is an identified need for development in an area or a settlement (10) • Concern over the impact of the proposed Sibson Garden Village of 5,000 houses on surrounding villages, namely Elton and Chesterton (4).	• Response noted, the starting point for the number of homes that we have to plan for comes from nationally set formula known as the government's 'standard method' number. A revised standard methodology approach was published for consultation on 30 July 2024. The Further Issues and Options consultation document presents options on what Huntingdonshire's housing requirement should be with the standard method as the starting point. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including housing and employment. These sites have now been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document, allowing the public to comment on the assessments of the sites. Not all of these sites will be chosen as allocations and the final choice of sites will be dependent on a number of factors, including but not limited to transport assessments, flood risk and the proposed strategy for growth. Growth Strategy Options will be consulted upon in the Further Issues and Options consultation document (Chapter 8), the consultation document also presents a variety of options on other subject areas that will contribute to the growth strategy and its implementation, including transport and design.

3 Local Plan Issues

Issue: Delivery of New Homes (12)	
• The delivery of new homes should support improvements in environmental sustainability and help tackle climate change issues (12). • New homes should meet energy efficiency standards and integrate renewable energy (4). • New homes should have access to green space to support wellbeing (3).	• Responses noted, the Further Issues and Options consultation document has taken these comments forward through *Chapter 10 The Approach to Climate Change.* This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy. In addition *Chapter 7 Achieving well-designed Places*, raises additional questions on the role of active design which includes networks of multi-functional open space. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. Finally *Chapter 9 Green and Blue Infrastructure,* presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan. • The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: guidance on the role of sustainable design, the circular economy and retrofitting and infrastructure and renewable energy, exploration to low carbon resources.
Issue: Gypsy, Traveller, Travelling Showpeople & Boat-dwellers Accommodation (0)	
Issue: Housing Mix (26)	
• Ensure a wide range of housing options to cater to the needs of different demographics (6) • Ensure there are affordable housing tenures of choice (20)	• Responses noted, these responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration specifically in *Chapter 12 Housing Tenures and Housing Mix*. The council also has a Housing Needs of Specific Groups 2021 document, it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan.
Issue: Housing Tenures (23)	
• Ensure there are affordable housing tenures of choice (20)	• Responses noted, these responses have been taken forward through the Further Issues and

• Meet the housing needs of young people and families (4) • Promote small scale and 'Rural Exceptions' housing developments in villages and rural areas to prevent the out migration of local residents (8)	Options document, which addresses these issues and present options for consideration specifically in Chapter 12 Housing Tenures and Housing Mix. The council also has a Housing Needs of Specific Groups 2021 document, it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • The Further Issues and Options consultation document presents Growth Strategy Options within Chapter 8, which looks at potential distribution of growth, in addition Chapter 4 A Settlement Hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities.
Issue: Housing Standards (3)	
• Promote energy efficient construction standards (3)	• Responses noted, the Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as low, high and medium carbon reduction pathways and guidance on the role of sustainable design, the circular economy and retrofitting.
Issue: Design (5)	
• Design of houses should be in keeping with the context, scale and style of the local area and built environment (4)	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Location, Infrastructure and Amenities (25)	
• Consider the impact of new development on existing infrastructure and integrate new	• The council will complete an Infrastructure Delivery Study/Plan which will address issues

3 Local Plan Issues

infrastructure and services where appropriate to meet the needs of the local population (10) • New developments in rural areas and villages would overwhelm local infrastructure (5) • New services should be implemented prior to when development starts (3) • Direct development away from green field and agricultural land and prioritise brownfield sites (7) • Concern over proposed development in north Huntingdonshire (5) • The Local Plan should promote higher density developments that are close to urban centres, where there is employment, services and active travel infrastructure (5).	such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of options, policies, sites and strategies on the environment. Specific objectives address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making, visual pollution, previously developed land, agricultural land, active travel and landscape/townscape impact (SA 4, 5,6, 7, 8, 12, 15). • The Further Issues and Options consultation document presents Growth Strategy Options within Chapter 8, which looks at potential distribution of growth, in addition Chapter 4 A Settlement Hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities.

5: Promoting a Prosperous Local Economy

3.87 There were 41 responses to this question.

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: A Green Economy (10)	
• Support transition to greener economy by promoting sustainable practices (10). • Apply circular economy principles within businesses to reduce waste and emissions (3). • Improve pubic transport and reduce reliance on cars (5).	• Responses noted, the Further Issues and Options consultation document has taken forward issues relating to the green economy, circular economy principles and public transport and reduced reliance on cars. Specific chapter include Chapter 5 Approach to Employment and the Economy, Chapter 8 Growth Strategy Options, Chapter 10 The Approach to Climate Change and Chapter 13 Transport and connectivity. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report.
Issue: Supporting and Diversifying the Local Economy (23)	

• Consider role of Cambridge and Peterborough on the economy, transport and employment (3). • Support small businesses and start ups (10). This could be done by reducing business rates (3). • Encourage linkages between educational institutions and businesses to match skills with jobs within the district and to create a highly skilled workforce (5). • Prioritise improvements in transport infrastructure (roads, public transport, cycle ways and public footpaths) to increase connectivity within and outside of the district. In turn this would increase productivity, efficiency, and therefore economic growth (9). • Ensure there is fast broadband and mobile connection across the district (3)	• Responses noted regarding neighbouring areas and business requirements. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts and relationship with related economies. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within Chapter 5 Approach to Employment and the Economy and Chapter 8 Growth Strategy Options. • Chapter 13 Transport and Connectivity provides options on the approach to individual development and consideration of active travel and public transport, East West Rail and a question on net zero transport. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Business rates are outside the direct scope of the local plan but are addressed by other departments within Huntingdonshire District Council. The effects of these however will have an impact on the current status of the market which will be addressed through the employment evidence base.
Issue: Logistics and Distribution (10)	
• Minimise growth in the logistics and distribution sector due to the future and current negative impact on the district (7). • Large warehouse developments destroy the rural character of Huntingdonshire (3).	• Responses noted regarding logistics and distribution. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. This will help to identify any failures or target sectors within the market. It will inform the use classes and floorspace required.

3 Local Plan Issues

• The location of these developments raises traffic flow and congestion in rural villages leading to an increase in pollution and GHG emissions (5). • Reference to the A605 and the flow of HGV vehicles due to growth in this sector through surrounding villages, namely Elton and Chesterton and the impact on safety, congestion and pollution (3). • The low skilled, low paid nature of the jobs in this industry will not serve the needs of Huntingdonshire's workforce. It is also highly automated and at risk of further automation due to technological advances reducing the amount of jobs on offer (3).	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 8 and 15 address impact on the landscape, biodiversity, pollution green and blue space and infrastructure and place-making. • The Further Issues and Options consultation document has taken forward comments relating to transport issues. Options on active travel, public transport and a question on a place-based approach to net zero can be found in *Chapter 13 Transport and connectivity*. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report. • Chapter 5 Employment and Economy found within the Further Issues and Options consultation document presents additional options on the local plan's economic strategy ambitions which raises the subject of priority sectors. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land and access to services and facilities such as schools (SA 8, 4 and 10).
Issue: Rural Economy and Agriculture (11)	
• Protect agricultural land from new developments (5) to ensure food security (3). • Small businesses should be encouraged in rural areas to create local hubs (3).	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objective SA4 assesses impact on agricultural land. • Responses noted, the Council will review Local Plan policies LP 19 Rural Economy and LP 33 Rural Buildings. To help inform future policies and develop our strategy for economic growth an evidence base will also be produced. • The Further Issues and Options consultation document has taken forward issues relating to location of growth presenting options for consideration within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.*
Issue: Retail and Adapting Our Town Centres (10)	

• Increase investment into town centres (10). This could be done by reducing business rates (4). • Upgrade transport into town centres by improving public transport and cycle paths and increase the availability of EV charging points and parking (4). • Support start ups and small businesses to make town centres more attractive (3).	• Increased investment and reduction in business rates is outside the scope of the local plan. Huntingdonshire District Council have however produced town centre vision documents which will be appraised as part of the development of the local plan. • The Further Issues and Options consultation document has taken comments forward regarding public transport, cycle paths and EV charging points. *Chapter 10 The Approach to Climate Change* sets out options on decarbonisation scenarios (including electric vehicle charging). *Chapter 13 Transport and Connectivity* provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. • Responses noted, the Council will review Local Plan policies LP 21 Town Centre Vitality and Viability 88 LP 22 Local Services and Community Facilities.
Issue: Enhancing Tourism (5)	

• Encourage more tourism by utilising natural capital and heritage assets (3).
• Promote smaller independent businesses in the local area to bring in more tourism (4).
	• Responses acknowledged regarding natural capital and heritage. The Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • Chapter 3 Local Plan Vision and Objectives, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape.
	  • Chapter 5 Approach to the Economy which specifies strategy ambitions specifically Option C which proposes capitalising on key priority sectors.
	  • Chapter 9 Green and Blue Infrastructure, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen.
	• Approaches to tourism accommodation noted, the Council will review current local plan policy LP23 Tourism and Recreation

6: Developing High Quality Sustainable Communities with Supporting Infrastructure

3.88 There were 45 responses to this question.

3 Local Plan Issues

Main Issues Raised	Council Response/ How the Council has taken this into account
Issue: Design of Building and Places (8)	
• The design of new developments should respond to the size, context and surroundings of the area (4). • The 'Local Distinctiveness' of an area should be maintained and enhanced through innovative design (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 7 Achieving well-designed Places*, which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces.
Issue: Open Space in New Development (4)	
• Support the integration of open space within new developments (3).	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 7 Achieving well-designed Places*, which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces.
Issue: Travel and Transport (11)	
• Consider the negative impact of new developments on the flow of traffic through smaller settlements and roads in decision making (11). Reduce congestion, air and noise pollution in smaller settlements by diverting HGV vehicle movement to appropriate roads through traffic calming measures such as vehicle weight limit restrictions and speed cameras (5). This would also improve safety (4). • A605 is at capacity and there are dangerous junctions (3).	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA 8 and 12 look at the issue of pollution and reducing the need to travel by car. • The Further Issues and Options consultation document has taken forward comments relating to transport issues. Options on active travel, public transport and a question on a place-based approach to net zero can be found in *Chapter 13 Transport and Connectivity*. *Chapter 8 Growth Strategy Options* also presents options on preferred locations for growth. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report.
Issue: Public Transport and Active Travel Infrastructure (19)	
• Increase quality and frequency of public transport linking settlements to services and help to reduce reliance on private vehicles (5). • Promote sustainable public transport such as electric buses (3).	• Responses acknowledged, these comments have been taken forward in the Further Issues and Options consultation in Chapter 7 Achieving Well Designed Places. This chapter asks questions about specific design aspects that may be important and the principles of active design

• Encourage active travel (15) by improving cycle ways (8) and public footpaths (7). • Promote strategic network of cycleways, bridleways and public footpaths (3).	which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces. Chapter 13 Transport and Connectivity also provides options on the approach to individual developments and consideration of active travel and public transport and a question on net zero transport.
Issue: Parking Provision (5)	
• Ensure parking provision in villages that is sensitive to the character of the settlement (4). • Make sure there is sufficient parking options to prevent parking on village or settlement greens (3).	• These comments are noted and the Further Issues and Options consultation document notes that current local plan policy LP 17 'Parking Provision and Vehicle Movement' sets minimum requirements for cycle parking provision for new developments and that car parking levels are expected to be responsive to the location and nature of the proposed development rather than numeric requirements being set. • The Further Issues and Options consultation document has taken forward comments relating to transport issues. Options on approaches to individual development active travel, public transport and a question on a place-based approach to net zero can be found in *Chapter 13 Transport and Connectivity*.
Issue: Community Facilities and Services (10)	
• Ensure access to community facilities (10). • Enable business and enterprise in villages via community facilities (4).	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, and utilities. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
Issue: Utilities and Digital Infrastructure (7)	
• Ensure digital infrastructure is accessible and affordable across the district (5).	See above
Issue: Supporting Infrastructure (19)	
• New developments should include or be in close proximity to schools (9), healthcare facilities (11) such as dentists (3), doctors (4), hospitals (3) and sports facilities (3).	• The Further Issues and Options consultation document provides options on the objectives for the local plan some of which include reference to support for community facilities and integrated

3 Local Plan Issues

• Require infrastructure to be implemented prior to (4) or at the early stages of (3) a development. • Divert development away from villages where existing infrastructure is at capacity (3).	community facilities (Chapter 3). Chapter 4 A Settlement Hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies. It assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through SA10. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, and utilities. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.

7: Distributing New Growth

3.89 There were 39 responses for both questions. No issues headings were provided in the Summary Issues Engagement Paper and therefore the issues presented in the table have been guided by the responses.

Main Issues Raised	Council Response/ How the Council has taken this into account
Questions 1 and 2	
Issue: Amount of Growth (33)	
• The level of housing growth needs to be manageable and relative to the size of the settlement (18). • Favour small scale rather than large scale developments (10).	• *Chapter 4 A Settlement hierarchy for Huntingdonshire* in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of

• Allow small scale development in villages in a sensitive and measured way (15). • Ensure development maintains the rural character and heritage of Huntingdonshire (5).	Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options.
Issue: Location of Growth (20)	
• Identify suitable locations for development (20) • There should be small scale housing development within villages (8) • Allocate development within or close to towns where there are services, employment and infrastructure available helping to reduce travel distances and enhance communities (10).	• *Chapter 4 A Settlement hierarchy for Huntingdonshire* in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including housing, mixed uses and commercial. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises the accessibility to social and community services and economic opportunities.
Issue: Employment (5)	
• Ensure housing growth is located close to employment centres (5).	• The Further Issues and Options consultation document has taken forward issues relating to location of growth presenting options for consideration within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.*
Issue: Infrastructure (11)	
• Ensure there is existing infrastructure that can support the new development such as transportation, energy supply and digital connectivity (4). • Larger scale developments should be located where there are the most facilities (3). • Provision of active travel infrastructure and promote walkability to support sustainable growth (3).	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, and utilities. Infrastructure need across the district to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.

3 Local Plan Issues

	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises the accessibility to social and community services and economic opportunities.
	• *Chapter 4 A Settlement Hierarchy for Huntingdonshire* in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options.
	• Responses noted regarding active travel, the Further Issues and Options consultation has taken forward these responses specifically though:
	  • *Chapter 7 Achieving Well Designed Places* - which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces
	  • *Chapter 13 Transport and Connectivity* - that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport.

Issue: Energy (8)	
• Mandate that any commercial warehouse, industrial or housing development are powered by renewable energy and meet high energy efficiency standards to improve environmental sustainability (4). • Consider the scale of solar farms and the negative impact they may have on the countryside and farmland (3).	• Responses noted. The Further Issues and Options consultation document has taken these comments forward with regard to renewable energy and energy efficiency. *Chapter 10 The Approach to Climate Change*. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: low, high and medium carbon reduction pathways, guidance on the role of sustainable design, the

	circular economy and retrofitting, the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero and infrastructure and renewable energy, exploration to low carbon resources. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including renewable energy. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises landscape and biodiversity impact and impact on agricultural land, specifically through SA 4, 6 and 7.
Issue: The Environment (9)	

• Make sure residents are aware of climate issues (3).
• Ensure new and existing development has access to green space such as woodland and parks (3)
• Divert development away from green field sites and open countryside to help preserve the rural character of Huntingdonshire (3)
	• Responses noted. The Further Issues and Options consultation document has taken these comments forward through Chapter 10 The Approach to Climate Change. This chapter sets out options on decarbonisation scenarios (including electric vehicle charging), and renewable energy.
	• The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses . These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The

3 Local Plan Issues

	sustainability appraisal appraises landscape and biodiversity impact, impact on agricultural land and access to green spaces, specifically through SA 4, 5, 6 and 7.
Issue: Brownfield Land (4)	
• Prioritise development on brownfield, ex industrial and under utilised land to preserve green spaces, the natural environment and green field land (7)	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses . These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal objective SA 4 assesses options, strategies, policies and sites regarding making efficient use of land by maximising development on previously developed land where this is not of high biodiversity value and minimising that on the best and most versatile agricultural land.
Issue: Warehousing (5)	
• Reduce the impact of warehousing industrial development growth on local communities in terms of pollution, traffic flow, safety (3).	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises options, sites, strategies and policies regarding impact on pollution through SA 8 and the promotion high quality design and placemaking that enables attractive, safe and resilient communities through SA15. • In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report which will be looking at future emissions and trends, low, high and medium carbon reduction pathways and the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero.
Issue: Affordable Housing (7)	
• Ensure small scale growth of affordable housing in villages and rural areas (5).	• Chapter 4 A Settlement Hierarchy for Huntingdonshire in the Further Issues and Options consultation document sets out options for categorising settlements which will help to determine which locations growth may be

	directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. In addition Chapter 8 sets out potential growth strategy options.
Issue: Agriculture (3)	
• Safeguard the agricultural industry to ensure food security (3)	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses . These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. The sustainability appraisal appraises options, sites, strategies and policies regarding impact on agricultural land through SA 4.

Issues Engagement Paper

Summary from the Issues Engagement Paper

The following provides a summary of the main issues raised during the consultation on the Issues Engagement Paper and how the Council has taken these into account.

Issues Engagement Paper

Main Issues Raised	Council Response / How the Council has taken this into account
Introduction (Chapter 1)	
Issue: Potential plan period (Question 1)	
• Approximately 12% of respondents said the end date of the local plan should be 2043 - the shortest time likely to be possible and still retain 15 years lifespan after adoption • Approximately 51% of respondents said the end date of the local plan should be 2046 - retaining 15 years lifespan after adoption and allowing for some flexibility to response to national changes in the planning system • Approximately 16% of respondents said the end date of the local plan should be 2050 - aligning the Local Plan update with the national target date for achieving net zero • Other dates ranged between 2052 to 2060	• Responses acknowledged, the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 2 Introduction* which sets out a question noting 2046 as the most popular choice and asking if the public agree or would prefer a different date.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Many noted that a 30 year plan would help to encompass the delivery of new settlements or strategic sites. • Some encouraged the vision of the local plan to look 30 years ahead regardless of the end date.	
Creating a Vision and Objectives (Chapter 2)	
Issue: Vision and Objectives (Question 2 to 3)	
• Support for paragraphs 2.1 to 2.4 **The vision should include reference to:** • The delivery of housing and affordable housing, green infrastructure and biodiversity net gain, employment land, health services and other community needs, and sustainable transport – multiple responses • The Huntingdonshire Futures, Place Strategy and reflect these objectives – multiple responses • A positive vision for the future of each area, consideration of the four market towns. • Supporting development (homes and businesses) in locations will deliver benefits that will enhance the sustainability of existing communities • To become a leader in high quality, affordable housing within integrated communities is supported. • Protecting, preserving, providing and enhancing existing green spaces, landscape and countryside for the public and wildlife to enjoy in harmony. • How it will contribute to achieving net zero by 2050, reducing carbon emissions, including embodied carbon in construction, sustainable living, mitigating against impacts of climate change etc. • Facilitating opportunities for people to pursue a healthy lifestyle and have a high quality of life • High quality development • Taking advantage of new strategic infrastructure • Prioritising brownfield first	• Supportive comments, no changes required. • Responses acknowledged, the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 3 Local Plan Vision and Objectives* which sets out options for the vision of the local plan.

Main Issues Raised	Council Response / How the Council has taken this into account
• Facilitating working from home. • Ensuring adequate services and facilities are in place to support development including water and broadband. **Objectives of the local plan should include:** • Multiple responses - Objectives from Huntingdonshire Corporate Plan 2023- 2028 (March 2023) and Place Strategy • Delivering sufficient new homes / meeting housing need • Delivering a balanced housing mix and affordable housing • Supporting minor developments • Sustainability • Protecting small settlements and rural character • Addressing climate change – mitigation and adaption / net zero by 2050 • Prioritising education • Locating growth along public transport corridors e.g. the busway / promoting sustainable movement and travel • Investing in appropriate infrastructure and services to support growth • Conserving and enhancing the historic environment • Protecting local green spaces and enhancing green and blue spaces enhancing and providing new areas for biodiversity • Current local plan objectives • Water related objectives around land drainage, water level and flood risk management, water resources/water neutrality, environmental conservation and enhancement, navigation water quality/nutrient neutrality.	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Provide solutions for farming • Promoting Healthy living and wellbeing	
Responding to the Climate Crisis (Chapter 3)	
Issue: Carbon Emissions and Targets (Question 4 and 5)	

• Consensus amongst respondents that the updated Local Plan and the Council more widely must work towards a net zero carbon future but recognise that there are significant challenges in doing so
• Balancing growth and working towards a net carbon future is a key challenge particularly when balancing out other social and economic and political priorities including energy and food security
• Some respondents felt that policies should exceed national policy and building regulations including the Future Buildings Standard
• Location of growth so that communities can live in areas close to employment and daily services via public transport and other more sustainable modes of transport and support a modal shift away from car usage
• Holistic approach is needed between new development and the retrofitting of the existing building stock and integration of renewable energy to reduce operational and embodied carbon
• Flexibility is needed within policies to reflect changing and advancing technology and should champion the best practices in energy generation with green innovation technologies
• Infrastructure also needs to be updated including utilities infrastructure so that it can be less reliant on fossil fuels
• Anglian Water recommends that a whole life carbon assessment is undertaken for the Local Plan to clearly evidence the spatial distribution of growth in the most sustainable and resilient locations, where the embodied carbon of existing infrastructure and available headroom is utilised to the benefit of providing low carbon growth.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• Response acknowledged, a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.
	• Response acknowledged Place Strategy will be considered during local plan production and is referenced throughout the Further Issues and Options consultation document. The Council's Climate Strategy was referenced in the Issues Engagement consultation, the strategy and action plan are focused on actions required by the council service areas and capital investments, the Climate Change Report will act as an evidence base to inform policy-making and what planning policy can do to meet the wider ambitions of the district through development.

Main Issues Raised	Council Response / How the Council has taken this into account
• Anglian Water considers that the Local Plan should take a holistic approach to the climate and ecological emergency, building on the actions outlined in the HDC Climate Strategy, to ensure that the plan can provide the framework for mitigation and adaptation through planning positively for the built and natural environment. • The Council has to take a lead and both demonstrate a way of working as well as creating the environment to achieve net zero carbon by 2040 by attaching greater value to environmental factors and conserving nature; and by considering the short and long term environmental impact in all decisions. • The local plan can facilitate low carbon future by including policies relating to high sustainability standards for new homes including heat pumps, solar PV, wind power, solar panels, composting and EV charging points • Policies supported by robust evidence and are viability tested • The updated Local Plan should be informed by the Climate Strategy and Place Strategy. • The environmental capacity of the area needs to be balanced by growth which supports the needs of local people and the local economy and not the wider commuter economy. A key challenge is around water - both the impact of flooding from development and the lack of future drinking water to support growth. • Historic England recommend a sustainable approach to secure a balance between the benefits of development delivers and the environmental costs it incurs. The policy should seek to limit and mitigate any such cost to the historic environment. • Heritage assets can also be a valuable aid to achieving sustainable development, in both climate change mitigation and adaptation, rather than a constraint. Reusing our buildings is one of the most effective ways to reduce carbon emissions and eliminate unnecessary waste. By adapting our historic buildings appropriately, we	• The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around water - both the impact of flooding from development and the lack of future drinking water to support growth. These will form evidence bases to assist in the development of policies and identify sustainable locations for growth. • The Council has produced a Sustainability Appraisal, an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and environment. Specifically, objectives SA1 to 3. • Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage and landscape and townscape impact assessment objectives include SA 7, 15 and 16.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
can reduce carbon emissions, improve quality of life and nurture the skills needed for a green economy.	
Issue: Carbon Sequestration and Offsetting (Question 6 and 7)	

• Some respondents identified that there should be an assessment made by an independent specialist to determine if carbon offsetting can be made on site or not
• Tree planting schemes, including lining all roads with trees and woodland creation.
• The updated Local Plan can help maintain existing carbon sinks (for example peatland habitats, mature and ancient woodlands) by including policies and site allocations that ensure their protection, conservation and restoration.
• The updated Local Plan can help create new opportunities to store additional carbon within the natural environment through policies and site allocations that support the provision of new green infrastructure, landscaping, habitat creation or restoration, new woodland and tree planting within new developments, where appropriate and allocate sites for this purpose. Allocations will need to be supported with appropriate evidence and potential ecological surveys
• Restoration and preservation of peat is an important opportunity
• Create more "blue space" - water areas - water features absorb carbon dioxide.
• Anglian Water would advise that such opportunities should be sought through the Future Fens Integrated Adaptation project, the OxCam Integrated Water Management Framework, and the Local Nature Recovery Strategy. The Local Plan is the mechanism to safeguard existing carbon sinks and identify the optimal locations for new natural carbon sinks to come forward through positive strategies such as biodiversity net gain offsetting, carbon offsetting and flood protection.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• Response acknowledged the council has taken comments forward regarding new green and blue infrastructure into the Further Issues and Options consultation document within Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan.
	• The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around water - both the impact of flooding from development and the lack of future

Main Issues Raised	Council Response / How the Council has taken this into account
• Place a higher value on existing/mature habitat such as semi ancient woodland and to avoid the inherent risks from trying to mitigate for things which take decades or hundreds of years to evolve. • New sites should not affect flooding or damage key green spaces that are used for recreation or carbon sinks. • There were mixed responses to this to whether the Local Plan should make provisions for carbon offsetting. A proportion of respondents were against this and stated that carbon reduction should be made on site. • There were a proportion of respondents who were in favour of a flexible approach towards carbon offsetting where there was a clear and evidence need to do so. Viability may be on such reason for flexibility. • One respondent raised concern that retaining areas as carbon sinks may not be compatible with food and energy security. • Offsetting frameworks and delivery mechanisms should be made clear through policy/ supporting text to provide clarity and certainty for applicants and developers to ensure projects are not delayed. • There needs to be mechanisms (including S106) and projects/ carbon sinks in place where developments can contribute to • Contributions should be sought on major developments	drinking water to support growth. This includes assessment of natural flood management. These will form evidence bases to assist in the development of policies and identify sustainable locations for growth. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
Issue: Renewable and low carbon energy (Questions 8 to 10)	
• Policies should reflect national and local guidance, the continuation of the existing Local Plan to 2036 policies will support this objective • Minimise energy demand in the first instance • The Local Plan Review should allocate sites for renewable energy and mixed-use development that includes renewable energy uses as well as for low carbon energy including provision for local	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
energy storage from batteries or other technologies. • A mandatory requirement for major developments to include a renewable energy opportunities • Historic England is broadly supportive of renewable energy development and broadly welcome the proposal to include a policy for renewable energy projects in the Plan. Policies should include consideration of the impact on the historic environment for all commercial renewable energy technologies • Subsidise/loan finance farms to convert from oil heating to energy supply from a single, small-scale wind turbine plus a medium-array (a couple of acres) of solar panels. • Anglian Water would welcome a positive policy that would seek to support the transition to net zero and proactively enable renewable energy solutions to support the resilience of our essential infrastructure particularly at our water recycling centres and water treatment works. • Grid export capacity is a constraint across the UK to development of renewable energy generation and storage. • The new Local Plan for HDC presents an opportunity to commission a Local Area Energy Action Plan to identify the most suitable areas for wind and solar and work with the Distribution Network Operator(s) to strategically overcome grid constraints in the context of the Local Area Energy Action Plan. This should include engagement with the local community on the outcomes of the Action Plan. • There was no mention in the issues paper is made of hydro power, particularly from the Great Ouse. • The Local Plan can help to integrate renewable and low carbon energy with new developments by making it a planning requirement. • Some measures that could be included within new development: solar panels / roofs, ground source heat pumps, higher insulation standards, grey water harvesting, no new gas boilers, passive solar gain, battery storage facilities and decentralised energy systems • Promote the use of microgrid and battery storage technologies to improve viability of on-site renewable energy generation • Explore an energy based net zero housing policy setting a limit on the total energy use and demand for space heating and requiring sufficient on-site	• Baseline emissions and, locally specific climate change risks and vulnerabilities, • future emissions and trends, • low, high and medium carbon reduction pathways, • guidance on the role of sustainable design, the circular economy and retrofitting, • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero, • infrastructure and renewable energy, exploration to low carbon and renewable energy technologies including but not limited to large and small scale solar, large and small scale wind, hydro-power, energy from waste and biomass and an assessment of their relative merits/ disadvantages and efficiency, and • offsetting and sequestering emissions • Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage and landscape and townscape impact assessment objectives include SA 7, 15 and 16. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including renewable energy. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • Encouraging Community Land Trusts to be formed is outside the scope of the Local Plan.

Main Issues Raised	Council Response / How the Council has taken this into account
renewable energy generation to match the total energy consumption of the buildings. New policies could also address building emissions such as a policy to limit carbon emissions resulting from the materials used in the construction of large-scale developments. • Heat networks should be supported, particularly in off-gas areas • Recommended that the Local Plan remains supportive of heat networks as part of a range of potential solutions to improve the overall sustainability of heating buildings but does not set out any stringent requirements for its use. • Encourage, support and finance community heating schemes in rural villages and suburban housing estates, such as schemes with ground-source geothermal wells producing communal warm water supply feeding household heat-exchange • The Local Plan could support more community and/or district heating by locating development in or adjacent to main settlements so as to help create the critical mass for community/district heating networks but these should be supported by technical work to confirm feasibility, viability and management/longevity aspects. • A policy should focus heat networks in more dense areas and maintain flexibility to reflect changes in technology over time. • The Local Plan's evidence base should include studies assessing areas of potential, particularly for the suitability of wind and solar power generation which will have the least impact upon existing communities and the environment and landscape • The main obstacle is cost - installation of any such scheme is expensive and cannot be financed by a group of residents of neighbouring dwellings, a local community organisation, or a small parish council - financing is required, preferably from national government rather than yet more council tax increases • Assess opportunities for community heating/district heating schemes throughout the district for small, rural villages; housing estates; industrial estates; technology parks; leisure facilities. • Stipulate policy requirements on the integration of renewable energy and low carbon technologies within a policy, particularly for major developments. Although some respondents raised	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
concern regarding the potential impact requirements could have on the potential viability of proposals and whether a policy will out date as technology advances. • Effective engagement with communities is key as well as renewables that provide community benefit • Actively support and encourage the likes of Community Land Trusts to be formed.	
Issue: Energy Efficiency and Retrofitting (Questions 11 to 13)	

• There were mixed responses to this to whether the Local Plan should set higher energy efficiency targets than those set nationally.
• A proportion of respondents considered that the updated Local Plan should set higher energy efficiency standards than those set within the Future Homes Standard and Building Regulations supported by evidence to do so.
• One response stated that the energy use intensity metric as is adopted by recent industry guidance such as RIBA Climate Challenge targets and the LETI Climate Emergency Design Guidance should be pursued. Another respondent wished to see Passivhaus standards imposed in a local plan policy.
• Respondents were supportive of retrofitting. It is recognised that some of the measures in which to support this fall outside of the scope of the updated Local Plan but are still summarised here:
• The Local Plan could develop positive, enabling, policies regarding the sustainable retrofitting of existing buildings
• Policies can support the requirement for developers to adopt a 'fabric first' approach to ensure that the dwellings are as energy efficient as possible on construction
• The Changes to the Building Regulations and Future Buildings Standard meant that some respondents felt that specific local plan policy was unnecessary, however others highlighted that a local policy could still exceed these where there was evidence to do so and the viability of development not compromised.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
	• The Local Plan cannot provide grants or replacement of old boilers, insulation, replacement windows, solar, and ground source heat pumps. It is a document which is used in the determination of planning applications.
	• Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be

Main Issues Raised	Council Response / How the Council has taken this into account
• Respondents were supportive of tackling fuel poverty. • Making homes more cost effective to heat helps to support a healthy community • Retrofitting energy efficiency measures to existing stock should be encouraged during the planning process for extensions and conversions • Nationally there is considerable concern that the construction sector does not have the depth of skills or the capacity to facilitate retrofitting • A proportion of respondents considered it to be unnecessary and may potentially impact the viability of developments. They also considered that as Building Regulations change over time and that local plan policy shouldn't seek to duplicate standards that having a policy setting higher standards may in the longer-term lead to conflict between these. • Benefits of retrofit are available, affordable and accessible to all as well as supporting sustainable green jobs to supply retrofitting • Grants for insulation and grants for replacement of old boilers, insulation, replacement windows, solar, and ground source heat pumps • Historic England highlighted that climate Change, heritage and building regulations listed buildings, buildings in conservation areas and scheduled monuments are exempted from the need to comply with energy efficiency requirements of the Building Regulations where compliance would unacceptably alter their character and appearance. Special considerations under Part L are also given to locally listed buildings, buildings of architectural and historic interest within registered parks and gardens and the curtilages of scheduled monuments, and buildings of traditional construction with permeable fabric that both absorbs and readily allows the evaporation of moisture.	consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage and landscape and townscape impact assessment objectives include SA 7, 15 and 16. Regulatory requirements associated with heritage assets will also be considered in the development of policies
Issue: Flooding, Water Supplies and Water Pollution (Questions 14 to 19)	
• Avoid development in high-risk flood areas, prioritise flood zone 1 and brownfield development.	• The Council has produced a *Level 1 Strategic Flood Risk Assessment 2024* and *Stage 1 Water*

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account

• Brownfield sites at high risk of flooding should not be promoted for residential development
• Adopt innovative approaches to building in areas of higher flood risk
• Sites that are reliant on flood defences for their safety should be avoided or made sufficiently resilient to ensure they remain safe if the asset were to be removed or protection reduced.
• Consider catchment based, up and down-stream impacts and cumulative impacts of development for flooding and water related issues.
• Developments should provide betterment on site and downstream including for ground and surface water impact, and implement flood mitigation prior to development.
• Avoid adverse impact on archaeological sites
• Developments should implement water and flooding solutions prior to development starting
• Take into account impact of climate change and extreme weather events
• Require flood resilient buildings and flood resistant construction and mitigate harm to historic buildings
• Implement SUDs, multifunctional greenspace (leisure, recreation, biodiversity etc.), nature based strategies and drainage strategies in new developments, ponds for storage, use reeds and vegetation as natural filtration to reduce pollutants
• Promote permeable paving especially in new car parks
• Adhere to government policy, guidance and legislation and more local documents such as the Future Fens Flood Risk Management Baseline, Drainage and Wastewater Management Plans etc.
• Consult appropriate authorities such as IDBs, Environment Agency, Middle Level Commissioners, Associated Boards and the Lead Local Flood Authority.
	Cycle Study 2024 as part of an Integrated Water Management Strategy.
	• The Council has produced a *Level 1 Strategic Flood Risk Assessment 2024* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Identification of areas at risk of flooding
	  • Sequential approach to location of development for local plan preparation and development management decisions
	  • High level assessment of sites submitted in the *Call for Sites* and strategic recommendations for sites
	  • Flood risk in Huntingdonshire from: rivers, surface water, sewers, reservoirs
	  • Catchment level assessment of the cumulative impacts of development on flood risk
	  • Climate Change
	  • Historic Flood risk
	  • Flood risk management
	  • Surface water management and sustainable drainage
	  • Mitigation measures
	  • Emergency planning
	  • Flood warning and evacuation plans
	  • SFRA user guide
	• The Council has also produced a *Stage 1 Water Cycle Study 2024* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline scenario establishing policy and legislation, geology, flooding, water resources e.g. supply, wastewater collection, waste water treatment e.g. capacity of water recycling centres, Water quality, Water balance
	  • Water management options assessment including, green and blue infrastructure, SuDs, diversifying water resources, leakage reduction, efficient fixtures and fittings, rainwater harvesting, greywater recycling
	• A level 2 Strategic Flood Risk Assessment, will look at specific sites potentially suitable for

Main Issues Raised	Council Response / How the Council has taken this into account
• Particular parishes highlighted flood risk issues in their area including: Buckden, The Offords, Southoe and Midloe, St Ives, Houghton and Wyton, Hemingford Grey, Hemingford Abbots, Bluntisham, Colne, Hilton, Sawtry, Little Paxton • Provide community support and accurate procedures and reporting. • Site specific flood risk assessments should identify responsible bodies i.e. for rivers and watercourses, local topography, waterflow, the volume limits of local watercourses, ditches and storm drains, condition of flood defence infrastructure and how opportunities to mitigate or alleviate flood risk have been explored. • Do not limit development along the Ouse Valley as this would increase traffic volumes elsewhere for work and leisure • Larger scale sites can provide more comprehensive flood mitigation and integrated water management solutions. • Balance flood risk with the need for more homes • Ensure that adequate provisions are secured for the long-term ownership funding, management and maintenance/improvement arrangements for the upkeep of any water level, flood risk management system, whether on or off site, in perpetuity are secured via S106. • Follow building regulations for water use, efficiency and pollution control. • Require rainwater/stormwater harvesting, reduce fresh water demands and water usage in new developments, enable smart water communities and water efficiency measures, promote water neutrality. Promote grey water recycling • Ensure wastewater treatment capacity, drains, sewerage system and water supply can support new growth without increasing risk. • Avoid negative impact on waterbodies and water quality, agricultural run-off should be considered. • Developments should consider whole water cycle process and integrated water management approach	allocation and identify site specific issues and mitigation options. • The Council has taken comments forward into the Further Issues and Options consultation document within *Chapter 11 Tackling Flooding and Water*, which sets out options on integrated flood and water management including natural flood management techniques, reduction of risk elsewhere, surface water management and water efficiency measures in residential and non residential buildings.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Policies should be flexible to ensure future changes in technology, identify evidence required for planning applications, identify programmes that support community resilience. • Consider embodied carbon cost of new infrastructure to avoid asset redundancy • Consider on-site waste water treatment. • Commercial development may require additional measures to mitigate flood risk and pollutant run-off.	
Issue: Waste and Recycling (Question 20)	

• Policies should reflect national and local guidance on design and construction, such as the Cambridgeshire Waste Management Design Guide SPD
• Continue liaison with Cambridgeshire County Council as the waste authority
• The Local Plan should not set prescriptive standards for recycled material as this may impact the viability of proposals or limit flexibility as new technologies and methods are developed within construction
• For major developments, it is usual for a Construction Environmental Management Plan and Site Waste Management Plan to be prepared which would include details of how materials would be recycled or reused to minimise waste from developments but this could be a requirement of a future local plan policy.
• Use planning conditions relating to construction management plans and sustainable design
• From a policy perspective, for the operational side it remains important to ensure that waste collection and separate storage for recyclables is possible and promoted throughout new developments.
• Local Plan policies could require developers to make best efforts to use recycled material where it is available locally.
	• The Cambridgeshire Waste Management Design Guide SPD or successor document will be taken into account as part of the preparation of the local plan. Cambridgeshire County Council is a statutory consultee and a body identified through the Duty to Cooperate which requires that local planning authorities to identify relevant strategic matters that cross administrative boundaries.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a *Climate Change Report* which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions

Main Issues Raised	Council Response / How the Council has taken this into account
• One respondent highlighted that using recycled materials in construction is often difficult for greenfield development and that recycled material sourced offsite can be of inconsistent quality or distances result in very limited overall environmental benefit. They therefore suggest the creation of a local recycling 'marketplace' by identifying sites that are seeing demolition and putting them in contact with sites under construction. • Building more green waste recycling measures • The Minerals and Waste Authority supports HDC's ambition for waste management and a circular economy approach in the updated Local Plan but consider the Council could be much more ambitious in relation to the integration of the Circular Economy principles within the future Local Plan. For example, as part of a carbon assessment, a circular economy assessment or a feasibility of reuse, deconstruction and/or repurposing of buildings could be required. Also, Construction Environmental Management Plans could be required. Policies and supporting paragraphs that encourage the rethinking of the waste hierarchy and how the building sector applies this should be included.	
Protecting and Enhancing the Natural Environment (Chapter 4)	
Issue: Huntingdonshire's Landscapes (Questions 21 to 25)	

• Comments expressed the desire not to overdevelop Huntingdonshire's landscapes.
• There was a consensus that new development should be sensitive to landscape character as well as being sensitive to their relationship with and impact on existing communities.
• Developments should adopt a landscape led approach when masterplanning their sites and comprehensively assess the impact of proposals on the local landscape as well as incorporate green corridors and provide landscape restoration and enhancement where possible particularly in light of the climate crisis where the landscape is also under threat.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • *Chapter 3 Local Plan Vision and Objectives*, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape.
	  • *Chapter 7 Achieving well-designed Places*, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Development should be focused away from sensitive landscapes including views and vistas to and from historic environments. • Responses highlighted that the rights of way network could be enhanced for all users so that the mental and physical benefits of connected to the landscape and being able to access it are felt for all in Huntingdonshire. • There are opportunities for improvement and enhancement for biodiversity net gain, improving water quality, flood defences and the need to plan for supporting infrastructure such as car parking, open seating areas and moorings to support leisure pursuits. • Additionally, there was a consensus that there should be enhancements to the rights of way network for all users and development could support the delivery of pedestrian and cycle connections with the surrounding area to enhance accessibility to access the Ouse Valley and Great Fen in particular. • Fenland District Council raised how the Great Fen Project might also relate to the wider area such as Peterborough and Fenland and consider the Local Plan could further support the nature improvements being made at the Great Fen and further enhance linkages between priority areas. • Special environmental features should be identified and protected from development and harmful land management practice to enable future nature recovery. • There should be recognition the value of dark skies across the district. • Responses raised that there should be a focus on developing brownfield sites, sites within existing built areas or on land adjoining them to minimise landscape impact and maintain village gaps as well as encroachment into the countryside. • Comments expressed the potential of the Great Ouse Valley being made an Area of Outstanding Natural Beauty or a similar designation	Reference is made to the importance of public rights of way network in plan-making • *Chapter 8 Growth Strategy Options* that provide options on the general location of development • *Chapter 9 Green Blue Infrastructure,* which presents options on blue and green infrastructure areas of importance. Including the Local Nature Recovery Strategy which identifies the Great Ouse Valley and the Great Fen. • The Council will undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs, Ramsar sites - wetlands of international importance (both listed and proposed). • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and environment. Specifically, objectives SA1 to 7, 12 and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure, contribution to net zero, active travel and place-making. The SA site assessment includes impact on visual pollution which includes the Dark Sky Discovery Sites designated at the Great Fen and previously developed land and landscape/townscape impact (SA4, 7, 8, 15). • Designation of AONBs (now National Landscapes) are outside the scope of a local plan and the remit of Natural England.

Main Issues Raised	Council Response / How the Council has taken this into account
celebrating the history and nature of the Ouse Valley, through supporting nature education and tourism.	
Issue: The Natural Environment and Nature Conservation Designations (Question 24 and 25)	

• There was a consensus that new development should be sensitive to the natural environment so that the qualities that make Huntingdonshire's landscapes and habitats are not undermined or lost through development.
• Development should also promote new habitat areas to enhance the green network to increase access to the countryside for recreation.
• New green spaces should be developed and parks to support the demand for recreation whilst reducing pressure on sites important for their nature value as well as nature solutions in design that encourage native wildlife.
• The strategy to conserve and enhance Huntingdonshire's environment should be underpinned by local evidence and guidance as well as national policy and guidance and legislation.
• Respondents consider that the conservation and enhancement of Huntingdonshire's natural environment could best be achieved through focusing development on brownfield sites and on sites within existing built areas to minimise landscape impact and encroachment into the countryside.
• There was support for more projects like the Great Fen, protecting green spaces within developments, continuing to conserve Huntingdonshire designated nature conservation sites as well the habitats that link them (including areas that may fall outside of the district).
• Consensus that the Local Plan should identify opportunities for the restoration or creation of new habitat areas in association with planned development to enhance the network of nature conservation sites across the district recognising the importance it has on physical and mental health as well as the sense of community and stewardship it can help to nurture.
	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within:
	  • *Chapter 3 Local Plan Vision and Objectives*, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape.
	  • *Chapter 7 Achieving well-designed Places*, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
	  • *Chapter 8 Growth Strategy Options* that provide options on the general location of development
	  • *Chapter 9 Green Blue Infrastructure,* which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen.
	• The Council will undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs, Ramsar sites - wetlands of international importance (both listed and proposed).
	• The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• The Local Plan should highlight how links to significant designated nature sites in neighbouring authorities. Collaboration and working with partners to deliver this was also highlighted as being a way to effectively deliver landscape and habitats restoration and conservation within new developments that provides environmental benefit, appropriate climate change mitigation and adaption as well as being sensitive to local character and context. • While supportive, some respondents raised concern that the delivery of new habitats could prejudice development or the viability of development, as such should be considered within the context of biodiversity net gain and the potential for off-site contributions where this may be more appropriate than on site. Additionally, the requirement for restoration or creation in a specific area should be clearly evidenced and justified. • Comments were received that consider the existing approach in LP30 of the Local Plan to 2036 to still be appropriate subject to updating to reflect the statutory requirement for biodiversity net gain made under the Environment Act and also Local Nature Recovery Strategies and Nature Recovery Networks. • Development should also be of an appropriate scale. Where on site gains cannot be achieved there be opportunities to deliver off site benefits. • Respondents stated that there should be a minimum square metre of natural wild space in all developments to provide good quality green space that not only provides environmental benefits but can be used as a space for recreation and a way to fund their upkeep	assessments include impact on visual pollution, previously developed land and landscape/townscape impact (SA4, 7, 8, 15). • Local Plan development will take into account legal and policy requirement such as those in the Environment Act where appropriate. The review of the local plan - presented to Cabinet on the 24th January 2023 noted that the environmental context for the Local Plan has changed significantly since preparation of the current local plan with enhanced emphasis at both local and national levels on responding to the climate emergency and protecting and enhancing the natural environment. An updated Local Plan would enable local policies to align with the more ambitious national approaches introducing up-to-date policies with full statutory weight to shape new development proposals throughout the district. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan.
Issue: Green Infrastructure (Question 26)	
• The Local Plan should set out a clear strategy for the enhancement of existing green infrastructure, creation of new infrastructure and the long-term management of both. Green infrastructure should be managed strategically reflecting nature recovery networks and corridors.	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within: • Chapter 3 Local Plan Vision and Objectives, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options

Main Issues Raised	Council Response / How the Council has taken this into account
• A clear green and blue infrastructure framework should inform design across the district with positive opportunities at all scales being encouraged. A hierarchy of spaces and connections is valuable and linkages that need protection and enhancement should be clearly specified. • Major development should create new green and blue infrastructure networks linking with existing areas of landscape and natural environment value. • The role of green infrastructure in providing connections between the natural and historic environments and supporting high quality places should be recognised. • Concern was expressed over the concentration on strategic scale green infrastructure rather than areas of local significance. • Use of Natural England's open space standards was advocated. • Current deficiencies by area should be identified along with opportunities where they can be addressed through future development proposals. • Green infrastructure should not be eroded at the expense of the general approach to biodiversity net gain, sustainable drainage and open space. • Designation of the Ouse Valley as a National Landscape (formerly area of outstanding natural beauty) was advocated by three Parish Councils.	include reference to approaches to the Huntingdonshire Landscape. • Chapter 7 Achieving well-designed Places, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • Chapter 9 Green Blue Infrastructure, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. Natural England's Access to Natural Greenspace Standards is referenced as a document of importance in the development of the Local Plan. • Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). • Designation of AONBs (now National Landscapes) are outside the scope of a local plan and the remit of Natural England.
Issue: Biodiversity Net Gain (Question 27 and 28)	
• The majority of respondents supported the use of the Environment Act's 10% biodiversity net gain target. A very small number sought the enhanced 20% target aligned with Natural Cambridgeshire's aspirations. • Several respondents acknowledged that provision higher than 10% should be an aspiration and that developments providing enhanced levels should be supported in preference to those just providing 10%.	• Biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). • The process for capturing biodiversity net gain at 10% is currently being implemented through the development management process and the determination of planning applications in line with regulatory requirements.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Widespread recognition from developers that the biodiversity net gain aspirations need to be realistic and viable reflecting the impact of its provision on the net developable area of a site. • It was advocated that the Local Plan needs to balance any enhanced biodiversity net gain requirement with the need to deliver homes and support economic growth. • A clear framework and mechanisms were sought for provision of off-site biodiversity net gain to allow for cost-effective solutions. • Focus sought on maintenance and enforcement of biodiversity net gain and soft landscaping schemes to ensure their long term success in preference to seeking higher provision. • Within new developments there was strong advocacy for retention of existing natural features, use of hedgerows rather than fencing or walls to form wildlife corridors rather than barriers and inclusion of features such as swales, bird boxes and green roofs. • Promotion of areas that facilitate continuous corridors for nature should be promoted. • Several promoters of larger sites advocated them as having greater potential for inclusion of biodiversity net gain opportunities on site. • **Requirements at a plot rather than site level should allow for a range of measures suitable for some or most sites.**	• A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including biodiversity net gain, some larger sites have included reference to areas to be used within the development for biodiversity net gain. All sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within: • Chapter 7 Achieving well-designed Places, which raises additional questions the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Air Quality (Question 29)	
• Development should be focused away from areas of known high air pollution. • Strong advocacy for development being directed to sustainable locations which are accessible by a choice of transport modes including active travel and public transport and which offer a good level of services and facilities.	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within: • *Chapter 4 A Settlement Hierarchy for Huntingdonshire* which sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability

Main Issues Raised	Council Response / How the Council has taken this into account
• The Local Plan should include policies on active travel and promote provision of electric vehicle charging points. • Support was also expressed for planting additional trees and hedgerows to absorb air pollutants, particularly near new homes.	of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • *Chapter 7 Achieving Well Designed Places* - which asks what aspects of place making are important. • *Chapter 8 Growth Strategy Options* that provide options on the general location of development, including an option on public transport corridors. • *Chapter 13 - Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and the environment. Specifically, objectives SA2, 8 and 12 which address issues on improving adaptability and resilience to the unavoidable impacts of the climate emergency, contributing to the minimisation and reduction of all forms of pollution, and reducing the need to travel by car and promote active travel and public transport infrastructure. It also assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through SA10.
Supporting our Places (Chapter 5)	
Issue: Huntingdonshire's Market Towns (Questions 30 to 40)	
Huntingdon: • Huntingdon, Brampton and Godmanchester were all advocated as places with reasonable levels of services and accessibility by a range of sustainable modes of travel. Huntingdon's road and rail connectivity were highlighted as advantages.	Huntingdon & St Neots • Responses acknowledged, benefits of Huntingdon, Brampton, Godmanchester and St Neots have been noted and are reflected in the Council's Sustainability of Settlements 2023. • Responses acknowledged the progress of the upgrading of the A141 and the potential for a station at Alconbury Weald are the responsibility

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account

• The current level of change was acknowledged for the opportunities it is bringing.
• The most frequently mentioned future priority was of upgrading the A141 to ensure that future growth is not stifled.
• Other priorities were suggested of provision of a railway station at Alconbury Weald, enhanced public transport and an emphasis of meeting housing needs.
• Various developers advocated priorities aligned with sites they are promoting including protection and management of water levels in Bury Brook to the need for comprehensive development plans north of Huntingdon and south of Godmanchester.
 	
St Neots
• St Neots was put forward as a highly sustainable location with opportunities for growth maximising its services and accessibility.
• The A428 upgrade and the potential provision of East West Rail with stations providing links to Cambridge and Bedford were recognised and opinions expressed that the Local Plan should maximise the opportunities arising from these although concern was expressed over the details of routing.
• Opportunities to enhance linkages between St Neots and new growth in Bedfordshire were advocated for both new travel options and for connectivity with nearby growth.
• The preference for growth to be located where it can offer wider community benefits was promoted.
• Little Paxton was advocated as being a separate settlement with the preference expressed that it should retain a separate identify from St Neots.
 	
St Ives
	of Cambridgeshire and Peterborough Combined Authority. The upgrade to the A428 is noted and any progress on these projects will be taken into account in the formulation of the local plan. The A428 upgrade was granted consent in 2022 and construction has commenced. Consideration of these projects and potential are highlighted in the Further Issues and Options consultation document in Chapter 8 Growth Strategy Options and Chapter 13 Transport and Connectivity, which also provide a series of options for consideration.
	• The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document.
	• In addition the Further Issues and Options consultation has taken these comments regarding location of growth, opportunities, status of settlements and comprehensive development through
	  • *Chapter 4 A Settlement Hierarchy for Huntingdonshire*
	  • *Chapter 7 Achieving well-designed places*
	  • *Chapter 8 Growth Strategy Options*
	  • Chapter 9 Our Green and Blue Infrastructure
	  • Chapter 13 Transport and Connectivity
	• The Council has a Duty to Cooperate which includes cooperation with Local Authorities such as those in Bedfordshire to identify relevant strategic matters that cross administrative boundaries.
	
	St Ives
	• Responses acknowledged the issues raised have been addressed through the Further Issues and Options consultation document which discusses and presents options on:

Main Issues Raised	Council Response / How the Council has taken this into account

• The linkages between St Ives and Cambridge were recognised and suggestions put forward supporting enhanced employment growth around St Ives to support expansion of high technology companies from Cambridge.
• The value of the guided bus system in promoting the relationship with Cambridge was highlighted.
• Retention of St Ives' own identity and investment in infrastructure and services were advocated.
• The services and facilities in St Ives are valued, particularly the markets, as is its night-time economy.
• Historic features and attractiveness of the town and its setting considered advantages.
• Future priorities for St Ives raised concerns over road traffic congestion and limited public transport services to nearby villages off the guided bus route.
• St Ives was identified by several developers as a highly sustainable location for growth with a range of infrastructure constraints being the main problem.
• Concern was expressed over the physical ability of St Ives to expand further with recognition that most growth opportunities were beyond the town's boundaries.
 	
Ramsey
• The value of Ramsey in meeting housing needs of the wider Cambridge housing market area was advocated with the greatest priority being delivery of both market and affordable housing
• Successful delivery of development at Ramsey Gateway to the north west of the town should be prioritised
• The main flood risks are from Bury Brook and The Slade; suitable changes to land management in the upstream catchment would be beneficial.
	• Employment growth (Chapter 5)
	• Identity of town, growth options, sustainable locations for growth, including public transport corridors (Chapter 4 and 8)
	• Historic features and attractiveness (*Chapter 7 Achieving well-designed places*)
	• The approach to transport and connectivity (Chapter 13), including questions on net zero solutions. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches.
	• *Chapter 3 Local Plan Vision and Objectives* also addresses many of these issues by setting out options on the vision and objectives that will guide the over arching deliverables of the local plan.
	
	Ramsey
	• Response noted regarding Ramsey and meeting housing needs and delivery of the Ramsey Gateway (a town centre project) which has been taken forward through the Further Issues and Options document, which addresses issues and presents options for consideration. Key chapters include:
	  • *Chapter 3 Vision and Objectives* - which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan and includes options on vibrant high streets.
	  • *Chapter 4 A Settlement Hierarchy for Huntingdonshire*
	  • *Chapter 6 Housing Figures and Requirement*
	  • *Chapter 8 Growth Strategy Options*
	  • *Chapter 12 Housing Tenures and Mix*
	• The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around flooding and land management.

Issue: Huntingdonshire's Villages (Questions 40 to 41)	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• The community spirit, small/ individual village feel, local amenities and the level of activity they generate were supported for several villages including Colne, Houghton & Wyton, and Elton. • The settlement hierarchy should be revised to facilitate sustainable growth allocations in larger villages with existing service provision. • Several developers advocated that growth is necessary to support provision of new infrastructure and affordable housing. In contrast some villages highlighted that new growth has not brought about new infrastructure or even retention of existing services. • Indiscriminate incremental growth of villages should be avoided. • Some considered that opportunities for sustainable growth in villages should be assessed and considered whilst others contended that the existence of services is insufficient justification for allocation of new growth. • Access to the surrounding countryside, green spaces and public rights of way along with the peace and quiet of villages were appreciated by local residents and parish councils. • The range and quantity of heritage assets were also identified as aspects people liked about several villages. • Infrastructure provision issues of concern raised included education capacity, public transport provision in villages, broadband provision, flooding, sewage/ surface water problems, and the retention of shops and other local services. • Several site promoters identified aspects that were considered attractive about a series of villages in which they were promoting sites including Bluntisham, Somersham, Earith, Great Gidding, Offord Cluny, Great Gransden, Fenstanton, Buckden and Warboys.	• Response noted regarding sustainable growth, local amenities, changes to the settlement hierarchy, growth to support infrastructure these have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire* and *Chapter 8 Growth Strategy Options.* • Sustainability appraisals of the options in the Further Issues and Options consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on heritage, landscape and townscape impact, active travel, social and community services and facilities, flooding and water. Specific assessment objectives include SA 3, 5-7, 10, 11, 15 and 16. • Access to services and facilities have also been assessed through the Council's Sustainability of Settlements 2023. • Sites that were submitted for consideration during the Call for sites which ran from 29 March to 7 June 2023 have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed.
Issue: The Countryside (Question 43 and 44)	
• Huntingdonshire's countryside was acknowledged as being highly valued by residents and visitors for its character, sense of place and history.	• Response acknowledged the council has taken these comments forward regarding new green and blue infrastructure into the Further Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Access to green spaces, the River Great Ouse and associated meadows and footpaths was appreciated. • Opportunities for peaceful walks north of St Ives and by The Thicket. • Future priorities should focus on protection of high quality agricultural land from development to help support food security. • The setting of villages and important landscapes should be protected while recognising the need for small scale affordable housing schemes on the outskirts of villages. • The countryside should be protected from erosion by large scale growth which would be detrimental to wildlife and nearby villages. • Over exposure of designated nature conservation sites to visitor pressure is a problem. • Should ensure that permeable natural greenspace and aquatic capacity is protected to support climate change resilience.	and Options consultation document within Chapter 9 Our Green and Blue Infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on agricultural land, access to green spaces, impact on biodiversity, conservation, enhancement, recovery and connectivity of sites, landscape and townscape impact, active travel. Specific assessment objectives include SA 4-7, 12 and 15. • The Council will undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs, Ramsar sites - wetlands of international importance (both listed and proposed). This includes assessment of impact on recreational impact. • Responses acknowledged with regard to climate change, the Council has taken these comments forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as: low, high and medium carbon reduction pathways, the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero, offsetting and sequestering emissions.
Issue: Historic Environment (Questions 45 and 46)	
• National planning regulations and guidance already provide a strong basis for protecting historic environments which the Local Plan can help provide a local focus on	• Response noted the Local Plan will have to demonstrate that it meets the criteria set out in the National Planning Framework which focuses on conserving and enhancing the historic environment. Additional legislation also governs the approach to the historic environment such

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account

• Historic assets and their settings should be conserved wherever possible. Where this is not unavoidable, they should be integrated into new development proposals sympathetically to minimise harm.
 	
• The district's rich historic environment should be safeguarded, but this should be done in the context that the historic environment has been shaped by change over time, and sensitive future change should be supported.
 	
• The Local Plan can help conserve and enhance the historic environment by directing development to locations that are less sensitive in heritage terms or could reuse brownfield sites that adversely impact heritage assets.
 	
• The Local Plan should be supported by a robust, propionate and up to date evidence base, working with partners and neighbouring authorities as appropriate.
 	
• Historic England expect to see references to the historic environment in the local plan vision, the inclusion of a policy/ies for the historic environment and character of the landscape and built environment, and various other references to the historic environment through the plan relating to the unique characteristics of the area. This includes policies for designated and non-designated heritage assets. They also encourage a policy that addresses the potential listing over the plan period of as yet unidentified heritage assets.
 	
• The Plan should include a policy for scheduled monuments as well as other non-designated archaeology as well as highlight the importance of retaining or restoring historic shop front features.
 	
• Historic England advocates a wide definition of the historic environment which includes not only those areas and buildings with statutory designated protection but also those which are locally valued and important, as well as the landscape and townscape components of the historic environment.
	as the Planning (Listed Buildings and Conservation Areas) Act 1990, the Ancient Monuments and Archaeological Areas Act 1979, the Historic Buildings and Ancient Monuments Act 1953 (all as amended).
	• The council has taken comments forward regarding the historic environment into the Further Issues and Options consultation document within:
	  • *Chapter 3 Local Plan Vision and Objectives which sets out options for the vision of the local plan.*
	  • *Chapter 7 Achieving Well Designed Places*. The chapter references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
	
	The responses to this and the Issues engagement consultation will help to inform the development of local plan policies alongside regulatory requirements and evidence where appropriate.
	• The Council has a regulatory requirement to consult and Duty to Cooperate.
	• Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies on the historic environment, specifically through SA16.

Main Issues Raised	Council Response / How the Council has taken this into account
• Protecting the appearance and structure of listed buildings and monuments, but allowing the use of some more modern materials and techniques to help conserve energy whilst not changing the historic appearance of the building. • The relationship of the historic environment between residents and the demands of tourism	
Meeting the Housing Needs of All (Chapter 6)	
Issue: The Need for New Homes (Question 47)	
• Focus on economic growth from Huntingdonshire Futures Place Strategy will necessitate additional housing above the standard method baseline to meet the needs of local employment • Commitment to economic growth along the Oxford to Cambridge corridor will give rise to increased need for housing to support this. • Additional housing will maximise the value of significant strategic infrastructure investment in the area. • A buffer of at least variously 10-20% should be included to respond to changes in delivery rates, changes in national policy and unexpected circumstances. • More than the standard methodology number should be provided to give flexibility. • Lack of housing support should not form a barrier to economic and infrastructure growth, • Huntingdonshire is established as a reliable consistent source of housing supply able to deliver over 1,000 homes a year so a target reflecting this could be justified. • The Local Plan should positively over-allocate is there is evidence of suitable, available and sustainable sites to contribute to national aspirations to significantly boost housing supply. • The level of need for affordable housing is high in Huntingdonshire to improve the housing situation. An uplift in overall housing and hence	• Response noted regarding economic growth, Huntingdonshire Futures, housing numbers, affordable housing and the standard method. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and presents options for consideration. Key chapters include: Chapter 5 Approach to Employment and Economy, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix. • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • The Council has *a* Duty to Cooperate in plan-making which requires that local planning authorities collaborate with specific organisations to identify strategic matters which need to be addressed in their plans such as housing need, this includes neighbouring authorities.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
market housing supply is necessary to support adequate affordable housing to meet needs while being viable to deliver. • Many respondents considered the standard methodology for housing need should form the baseline but the Housing Needs of Specific Growths evidence should be updated to advise the level of additional uplift justified. • Anticipated decline in average household size will necessitate additional housing to accommodate the existing population without allowing for extra population growth. • Additional homes may be needed to address unmet needs from neighbouring authorities.	
Issue: Delivery Of New Homes (Question 48)	
• Large scale strategic residential led allocations should be prioritised to recognise their greater potential to provide social, economic, environmental and infrastructure benefits. • The Local Plan needs to recognise the distinction between housing needs and market demand and respond to both. • A pro-growth approach should be taken to boost housing delivery. • Delivery should meet needs across the district in sustainable locations across the district not just the four market towns. • A range of sites should be provided to include smaller sites for delivery in a shorter construction period. • The Local Plan should prioritise the allocation of easily deliverable sites to maintain the ongoing supply of housing across the plan period and the district to provide choice. • Should prioritise delivery of smaller new homes for local people to a maximum 5% growth in rural area residential properties in any plan period. • Developments should relate well to existing housing.	• Responses noted regarding strategic allocations, pro-growth, sustainable locations, size and distribution of sites, housing tenures, types, affordable housing and needs of specific groups. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 5 Approach to Employment and Economy, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix.* • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • An employment land study will be undertaken to understand the economic needs of the district as set out in National Planning Practice Guidance. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and

Main Issues Raised	Council Response / How the Council has taken this into account
• Delivery should be prioritised on sites that use previously developed land/ do not use best and most versatile agricultural land, are accessible to a choice of transport, can benefit from planned infrastructure investment and emphasise the importance of sustainable water drainage systems. • Timely and robust preparation of a Local Plan will be the single most important factor in the delivery of new homes. • It is essential to recognise the full diversity of possible tenures and provide flexibility to meet changing needs across the whole community. • A range of priorities were put forward for the new homes that should be delivered including: provision of smaller/ starter homes, homes for elderly people integrated into the wider community and plots for self and custom build. • Guidance should be provided on housing mix, tenure split and accessibility standards. • Policies should not be overly restrictive such that they might impact on delivery. • Delivery of affordable housing should be a priority supported by allocation of enough sites providing policy compliant levels of affordable homes. • Infrastructure should be delivered at the same time as new housing. • New developments should promote high standards of urban design and architecture to enhance the character of the district. High standards should be to promote carbon neutrality.	strategies on agricultural land, public transport and active travel, access to services and facilities, climate change response and water and flooding. Specific objectives include SA 1-4, 10, 12, 14. • The Local Development Scheme sets out the Council's timetable for the production of the local plan and will be reported on annually the Annual Monitoring report. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Response noted regarding design. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Chapter 7 Achieving well-designed Places, raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important.
Issue: Housing Mix (Questions 49 to 52)	
• Many responses expressed the preference for a flexible approach to be taken to housing mix within the overall context of up to date evidence to account for changing market circumstances. • The flexible approach should allow for proposals to take account of individual site circumstances and those of the local area.	• Responses noted regarding housing mix, housing tenures, types, affordable housing, flexible approaches and needs of specific groups. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Key chapters include: Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 5 Approach to Employment and

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Support was expressed for the current adopted policy LP25 on housing mix. • Housing mix should cater for changing demographics and include more mid-range (3 bedroom) houses. • It is important to create a mixed and balanced community with decent homes to support physical and mental health. • Homes should be flexible enough to facilitate a range of uses, particularly home-working, and this is more important in smaller properties with less likelihood of a spare bedroom • Strong support was expressed for provision of specialist housing to meet the needs of older people including sheltered housing, bungalows, care homes and continuing care retirement communities. Preference was mainly for these to be within active town and village communities with adequate facilities and public transport. • Provision of retirement/ care villages of at least 500 units in 3 to 4 locations across the district was advocated by one developer with another suggesting continuing care retirement villages within any major settlement proposal. • More bungalows and single storey accessible accommodation were advocated. • Allocation of sites specifically for specialist older people's accommodation where need is identified was suggested to provide certainty and reduce competition for general market housing on the same sites. • Some support was expressed for housing specifically to meet the needs of current and former military personnel, particularly those with a connection to a military base in the area. • Homes should follow nationally described space standards.	Economy, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix. • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • Response noted regarding design, national space standards and flexible living space. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Chapter 7 Achieving well-designed Places, raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • An employment land study will be undertaken to assess the need for employment land and floorspace.

Main Issues Raised	Council Response / How the Council has taken this into account
• A specific policy on including flexible living space was not supported in general with concern expressed over how the eventual use of internal space could be controlled • Provision of 'near to home working' facilities within village centres should be supported particularly within strategic scale sites.	
Issue: Housing Tenures (Questions 53 to 58)	
Affordable Housing: • Affordable housing should be concentrated in locations with access to services, employment and public transport. • The percentage requirement should be evidence led, subject to viability testing and realistic. • Consider allowing variation on the specified percentage e.g. by land type or location where evidence led. Assessment of delivery through current policy should be completed to see if a range should be sought according to different circumstances across the district. • Policy should be flexible and reflect local need and demand. • If the standard percentage is lowered for specific locations or types of site the shortfall should be made up by allocating additional sites. • Overall housing need is likely to be greater than that calculated using the standard method; as such a greater amount of affordable housing could be delivered for a smaller percentage of the whole. • Preferences on the percentage of affordable housing to be sought included retaining the current 40% requirement or amending it to 20% or 30% or at a maximum 42.5%. • Should support a variety of affordable housing products closely aligned with local market indicators.	• Responses noted regarding housing mix, housing tenures, types, affordable housing, first homes, build to rent, community lead housing, custom and self build, rural exceptions housing, the standard method and sustainable locations for growth. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration. Key chapters include: *Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 6 Housing Figures and Requirement, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix.* • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • The Self-Build and Custom House building act 2015 (as amended) and national regulations and policy asks that local authorities keep a register of those seeking plots and to have regard to this. This will be taken forward as part of the preparation of the local plan. • Response acknowledged, a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Stronger enforcement mechanisms are required to ensure provision of agreed level of affordable housing preventing later negotiations for a lower level. • A proportion of all affordable housing should be offered to NHS staff first. • Within affordable housing provision of Council housing should be considered and prioritised. • Holistic and equitable communities should be promoted that reflect the values and circumstances of the district. • Percentage target should be the same throughout the district and policy continue to include flexibility to demonstrate where viability challenges necessitate variation from this. First Homes: • Twice as many respondents expressed a preference for the Local Plan not to include additional eligibility criteria for First Homes as wanted them included. Build to rent: • Principle subject to further evidence but not set prescriptive requirements. • Respondents thought that the Local Plan both should and should not specify build to rent requirements within allocations. • Overall support was expressed for more rental properties to meet market needs. Community led housing: • Policy should support community led schemes throughout Huntingdonshire where strong local support is shown. • Nurturing and support from HDC would be welcomed by Parish councils to deliver community led schemes. Self and custom build housing:	

Main Issues Raised	Council Response / How the Council has taken this into account
• If SCB plots are required in allocations, there should be a mechanism set out for them to revert to market housing if not taken up after a year. • Should support in allocations to provide more variety and character; potentially as a distinct cluster. • The current approach is securing sufficient compared to the SCB Register level of demand but requirement should be evidence led. • Most self-builders are 'building their dream' and larger developments do not meet market demand so more flexibility should be allowed for schemes on the edges of settlements. Rural exceptions housing: • Should encourage in small communities unlikely to get any other affordable housing provision. • Support in more sustainable locations which provide essential services and public transport. • Should only meet the needs of the individual parish. • Should include wider areas where settlements are economically and geographically linked. • Up-to-date surveys are essential. • Local communities should be consulted as unplanned schemes can be emotive and the community should benefit from the scheme. • Policy should move to 50% affordable housing and 50% market housing to further incentivise landowners. • The market housing proportion should also reflect the housing needs in the parish, e.g. for smaller homes and bungalows.	
Issue: Housing Standards (Questions 59 to 61)	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Many agreed that all new homes should meet the nationally described space standards, although there was concern from some that this is too small and policies should encourage applicants to exceed this. • Many agreed that some homes should meet accessible and adaptable standards to meet the needs of the elderly and those with disabilities • Appropriate amenity space should be provided in new homes • Homes should provide space for those who work from home. • Many supported the provision of some new homes at wheelchair accessible or adaptable standards and the identification of a proportion of homes that should meet this criteria. • Encourage studio apartments and bungalows for people to retire to should meet accessibility needs. • Appropriate evidence, justification and viability assessment of space standards, accessible housing and wheelchair accessible or adaptable homes standards would be required. • It is important that policies reflect demographics and tenure and concern was expressed about the specific needs of older person households and single person households. • The starting point is for new developments should be to meet Part M of the Building Regulations relevant at the time of determination. • Policies should require standards that align with current evidence at the time of determination e.g. the SHMA to provide a flexible policy in line with demand. • Changes to the Building Regulations present the best way for introducing housing standards as they avoid developers having to meet different standards in different locations.	• Response noted regarding design, national space standards, accessible housing and flexible living space. These responses have been taken forward through the Further Issues and Options document, which addresses these issues and present options for consideration through Chapter 7 Achieving well-designed Places. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. • A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan. • The Council has taken comments forward into the Further Issues and Options consultation document within Chapter 11 Tackling Flooding and Water, which sets out options on integrated flood and water management including natural flood management techniques, reduction of risk elsewhere, surface water management and water efficiency measures in residential and non residential buildings. • The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management. The Stage 1 Water Cycle study looks at water management options assessment including, green and blue infrastructure, SuDs, diversifying water resources, leakage reduction, efficient fixtures and fittings, rainwater harvesting, greywater recycling. These will be developed further in Stage 2 and form an evidence base to assist in the development of policies relating to water efficiency.

Main Issues Raised	Council Response / How the Council has taken this into account
• Continue approach in current Local Plan regarding accessibility and adaptability and wheelchair standards. • The level access requirement for accessible homes makes the inclusion of flood resistance measure difficult. The vulnerability of the users of such sites also raises significant safety concerns. It is recommend allocations for such sites are located outside areas of flood risk. • Many people and Anglia Water supported more ambitious water efficiency standards for new homes below 110 litres per person per day. • Rainwater capture and water neutrality should be promoted. • Many developers noted that water efficiency standards should reflect building regulation requirements to allow for a consistent national approach. • The viability and availability of water efficiency fittings will determine the policy approach. • Anglian Water proposed that the local plan clearly directs a criteria-based approach that is proportionate to new non-household developments requiring applicants to demonstrate water efficiency measures and water reuse have been incorporated in proposals. Where significant non-domestic water use is required, developers should be required to submit a Water Resources Assessment with the planning application following consultation with the relevant water company.	
Issue: Gypsy, Traveller, Travelling Showpeople and Boat-dwellers Accommodation (Question 62 to 63)	
• Updated GTAA needed to identify need for and preferred location for further pitches/ plots. • If sites are to be allocated, they should be in locations frequented and preferred by the communities to ensure the sites will meet their needs and be used.	• Responses acknowledged, a Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Assessment 2024, is nearing completion. The study will identify current stock and look at how much accommodation would be required for the named groups above. This document will for part of the local plan evidence

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Ensure there are sufficient school places in the vicinity or contributions are secured. • New sites should respect the potential impacts on nearby settled communities. • Support provision of sites based on need recognising that some families prefer to live together. • Transit site provision should be made. • Residential caravans are highly vulnerable to flooding and are incompatible with sites in flood zone 3 which covers a lot of the district posing a significant constraint; surface water flood risk should also be considered.	base and be used in the development of local plan policies. • The Further Issues and Options consultation document has taken forward many of these responses in relation to the location of growth, impact of flooding and Gypsy, Traveller and Boat-dweller accommodation within Chapter 4 A Settlement Hierarchy for Huntingdonshire, Chapter 8 Growth Strategy Options and Chapter 12 Housing Tenures and Housing Mix. These chapters address these issues and present options for consideration.
Promoting a Prosperous Local Economy (Chapter 7)	
Issue: A Green Economy (Question 64)	
• Consensus that the Local Plan should implement policies and allocate sites that facilitate and grow the green economy, in turn allowing the stimulation of economic growth whilst meeting climate ambitions. • Expressed that more logistics and distribution sites would create green growth and jobs and allow for sustainable production practices. • Participants suggested there should be an increase in the provision of renewable energy and energy efficiency improvements within new and existing buildings at various scales and employment uses. This includes meeting BREAM 'excellent' standards, solar panels and insulation. • It was also noted that infrastructure such as public transport, active travel routes, electric vehicle charging points and the move away from pollutant cars will play a key role in the transition to a green economy. The local plan could allocate sites that are strategically located and integrate infrastructure into development.	• Responses noted regarding sectoral requirements relating to the green economy and logistics. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within *Chapter 5 Approach to Employment and the Economy.* The contribution to water efficiency is set out in *Chapter 11 Tackling Flooding and Water* and climate change within *Chapter 10 The Approach to Climate Change.* Strategic location of growth is also addressed in *Chapter 6 Growth Strategy Options* and active travel, public

Main Issues Raised	Council Response / How the Council has taken this into account
• The Local Plan should encourage private investment into the green economy which can be defined as low carbon, energy efficient and socially inclusive. It should also protect biodiversity. • Increase density of employment uses within town centres to raise sustainability and reduce travel distances. • Reference to the role of national government in driving the green economy. • Support for existing policies that enable a greener economy such as LP23 and LP35. • Mentioned that old, existing industrial sites could struggle to meet new environmental standards and therefore there will be increased demand for new, low carbon buildings. The Local Plan should respond to this challenge and allocate appropriate new sites, encouraging businesses to remain in the local area.	transport and a place-based approach to net zero in *Chapter 13 Transport and connectivity.* • The Council has produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised.
Issue: Supporting and Diversifying the Local Economy (Questions 65 to 69)	
Supporting local employment locations and industrial estates • Respondents highlighted the importance of ensuring a sufficient supply of employment land that meets the needs of the market through site allocations and policy making. • Overall view that existing and potential new employment sites should be supported as job creation and business growth is very important for local prosperity. • The council will need to identify suitable employment sites in consultation with local communities • The identified Established Employment Areas in the existing Local Plan should be protected • An assessment of the demand and supply for employment land should be undertaken to inform the Local Plan Review and determine whether additional employment allocations need to be identified.	• Responses noted regarding supporting local employment locations, industrial estates, sectoral requirements, adaptation to market conditions. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. It is noted that work from home, business hubs, start ups, the rural economy and flexible uses are mentioned which are issues which may require investigation. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Employment land assessments should reflect significant changes to the economy. • Suggested the evidence base informing the status of employment land should include historic suppressed demand • Infrastructure will play an important role in facilitating the needs of businesses, this includes digital connectivity, education, transport and energy efficiency. • Develop infrastructure on existing industrial estates and business parks. It is also important to ensure there is appropriate infrastructure integrated within allocated sites • High quality housing development in sustainable locations will support the local job market • The Local Plan should ensure that policy allows identified employment sites to consider alternative uses where market evidence demonstrates that traditional employment uses are not feasible or viable. • Support from developers to create new employment sites in suitable locations to meet demands of emerging sectors, which cannot be supplied by existing employment land. Concern raised about the limited potential of Alconbury Weald to meet employment land needs due to restricted premises use class and being close to capacity. • Drivers of economic growth require new employment land in suitable locations. • Mixed use development could support employment locations. • Areas with significant employment opportunities should be afforded with proportionate levels of housing growth. • Flexible planning policies for existing sites • Recommended assessments include; Housing and Economic Development Needs Assessment and SWOT analysis identify how existing employment areas may evolve overtime.	within *Chapter 5 Approach to Employment and the Economy* and *Chapter 8 Growth Strategy Options.* • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including employment and mixed use sites. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • Business rates are outside the direct scope of the local plan but are addressed by other departments within Huntingdonshire District Council. The effects of these however will have an impact on the current status of the market which will be addressed through the employment evidence base.

Main Issues Raised	Council Response / How the Council has taken this into account
Challenges to business and employment growth • Participants argue that the infrastructure provision could serve as a significant constraint to employment and business growth in the area. The Local Plan should ensure adequate infrastructure to support economic growth by supplying housing and employment sites that contribute to improvements in infrastructure such as road networks, active travel and public transportation. • Commentators also state that the Local Plan should allocate the location of sites strategically where there are good transport links. This is particularly important for large scale/ logistics and distribution sites. • Education was also argued to be an important element in supporting economic growth and ensuring skills match jobs available. • Environmental challenges could also limit growth and therefore the local plan should support green businesses and sustainable practices, including proximity to workforce and clustering. • Whilst important to protect existing employment areas, the local plan should be adaptive to market conditions supplying new sites to meet sector demand. There was particular concern over the lack of sufficient industrial space that meet environmental standards, locational requirements and sector growth. • Parish councils regarded liaising with businesses in the local area to understand challenges and issues as important. • The current spatial strategy was argued to potentially lead to unequal access to employment opportunities and distribution of growth in rural areas. • Ensure there is appropriate infrastructure to adapt to the increasing influence of 'work from home' practices. Sectors	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Reoccurring theme that existing sectors, as pointed out by the issues document, should be protected. Mentions of specific industries include research and development, manufacturing and innovation. In addition, the Local Plan should help facilitate business expansion, ensuring the delivery of employment land on new sites encouraging businesses to stay in the local area. This will allow Huntingdonshire's economy to be diversified and react well to economic shocks. • A large proportion of answers referred to the green economy, offering opportunities to facilitate economic growth whilst helping to tackle climate change. This could be done by reducing business rates for companies who demonstrate sustainable practices. • Commentators state the Local Plan should ensure that rural businesses are protected and enhanced to preserve the rural character of Huntingdonshire. Commentators suggest that housing development in smaller settlements can help maintain population numbers through consumer spending and facility use. Rural economy can be supported by business rates adjustments, respondents also suggested there should be support for startups. • Other sectors mentioned that should be supported and encouraged include; advanced manufacturing, biotechnology, life sciences, construction/ housebuilding, logistics and distribution. Flexible Local Economy • Strong view amongst respondents, developers, parish councils and others, that it is important the use class of business space/ employment land is flexible to ensure adaptability. • The Local Plan could support a flexible economy by raising affordability of premises, supporting startups and Small Medium Enterprises (SME), ensuring employment spaces/ businesses can be altered to different use classes. • Concern was raised regarding the changing of work practices leading to more people working from home and as a result reducing spending and the need for office space within traditional	

Main Issues Raised	Council Response / How the Council has taken this into account
employment centres. Housing developments and residential areas should adapt and have mixed use business hubs to reflect dispersal.	
Issue: Logistics and Distribution (Question 70)	
• Issue raised about the pressures of the logistics and distribution sector on transport infrastructure. For example, HGV vehicle movement through villages due to certain roads like the A1 being at capacity. • Stated that Huntingdonshire has a locational advantage for logistics and distribution sites especially due to the upgrade of the A14. • Significant number of responses identify the need to increase the number of employment sites to meet the premises demand of the logistics and distribution sector. • Argued that the logistics and distribution sector can provide high value jobs despite risk of automation. • Identified that logistics and distribution sites can be used as multifunctional spaces such as offices. • New employment sites for this sector could offer the opportunity to implement sustainable production techniques, decarbonising supply chain industries. • Cambridgeshire County Council comment on the negative carbon impacts of this sector and noise pollution. They also identify the risk that the jobs provided in this sector may be low skilled or waged. • Recognition there is a trade-off between locating sites on major roads away from residential areas and local amenity to reduce pollution and sustainable modes of transport to and from work. Suggestion that logistics and distribution sites should be near facilities such as schools • Developers comment on the issues paper in relation to the risk of automation and job creation, stating technological advance have raised productivity/ output and therefore more employees are needed to distribute goods	• Responses noted regarding supporting sectoral requirements, and job creation. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. • The Further Issues and Options consultation document has taken forward issues relating to location of growth and economic strategy ambitions presenting options for consideration within Chapter 5 Approach to Employment and the Economy and Chapter 8 Growth Strategy Options. Carbon impacts and contribution to addressing the climate emergency can be found in *Chapter 11 Tackling Flooding and Water* and *Chapter 10 The Approach to Climate Change.* Active travel, public transport and a place-based approach to net zero in *Chapter 13 Transport and connectivity.* In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land and access to services and facilities such as schools (SA 8, 4 and 10).

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• The majority of comments from parish councils suggest logistics and distribution sites should be located on major roads such as the A1 • View that this sector could have a detrimental impact on the rural character of Huntingdonshire.	
Issue: Rural Economy and Agriculture (71 to 73)	
Meeting the needs of the agricultural sector • A large proportion of commentators stated The Local Plan should support the agricultural sector by protecting high quality agricultural land from development. This will help to limit 'food miles' and increase self-sufficiency. • Consider the impacts to the environment from traditional farming practices. • Support smaller producers as they provide produce/ food to local markets. • Small scale residential development is appropriate for local employment in the agricultural sector. • Support farm diversification but ensure food production is the main priority. Concern over the impact of LP19 on the reduction of good quality agricultural land. • Church Commissioners for England state there is an opportunity to convert disused agricultural buildings into viable uses such as residential, but this should be considered on case-by-case basis. They also state that LP33 should be retained in the Local Plan. Appropriate uses in countryside locations • Industries that demonstrate a genuine need to be in the countryside. • View that small scale tourism would be appropriate.	• Responses noted, the Council will review Local Plan policies LP 19 Rural Economy and LP 33 Rural Buildings. • Responses noted regarding supporting sectoral requirements. To help inform future policies and develop our strategy for economic growth an evidence base will be produced. We will draw on strategic documents and a future economic growth strategy for Huntingdonshire, establish a baseline for the current supply and demand of employment land and properties in the local market, the status and functioning of EEAs and growth forecasts. This will help to identify any failures or target sectors within the market, adapting to increased premises demand for growing sectors and business whilst responding to a changing market which may include aspects such as sector decline. It will inform the use classes and floorspace required. • The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land, agricultural land and access to services and facilities such as schools and reducing the need to travel by car, promote active travel and public transport (SA 4, 8, 10 and 12). • The Further Issues and Options consultation document has taken forward issues relating to location of growth presenting options for consideration within Chapter 5 Approach to Employment and the Economy and Chapter 8 Growth Strategy Options. Carbon impacts and

Main Issues Raised	Council Response / How the Council has taken this into account
• Other industries put forward include; small scale light industry on brownfield sites, farm diversification and renewable energy (solar and wind) • Flexibility of Local Plan policies is required to reflect local conditions. Sustainable development • Farm diversification should be supported to better economic sustainability of the industry. • Protect the best quality agricultural land. • Support small scale development and require that development protects the character of settlements and the countryside. • Cambridgeshire County Council note that countryside development should be in a sustainable location, within walking distance from local facilities. Policies should also encourage local participation in the rural economy/ social life. Focus should be placed on buildings being within clusters to ensure integration. • Flexible approach to policy which supports development on unallocated sites in countryside locations if certain requirements are met e.g. the character and appearance of locality. • Some parish councils referenced the role of permitted development rights in negatively impacting the local area in terms of infrastructure pressure and scale of development.	contribution to addressing the climate emergency, such as renewables can be found in *Chapter 10 The Approach to Climate Change*. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches as will a Climate Change Report. • Permitted development rights will be considered in the formulation of local plan policies • The Council will review current local plan policy LP23 Tourism and Recreation • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including employment, residential and renewables. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. • The use of traditional farming practices is outside the scope of the local plan
Issue: Retail and Adapting our Town Centres (Questions 74 to 76)	
Regeneration and Reinvigoration • Natural England have commented that nature-based solutions could be integrated into town centres. • Ensure town centres are accessible by public footpaths and cycle paths to increase footfall. • St Neots would benefit from regeneration due to poor retail market and neglect.	• Responses noted the Further Issues and Options consultation has taken forward responses relating to active travel, impact of transport and design specifically though: • *Chapter 7 Achieving Well Designed Places* - which asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Direct growth within market towns to increase footfall and the support the economy. • Sites for potential regeneration and reinvigoration in St Ives include; the Dolphin Hotel, the Waites and the area around Waitrose. • Adapt to retail trends and therefore be flexible with the uses of space within town centres. Ensuring successful town centres • Ensure housing developments are located near town centres and high streets rather than having to create standalone communities. • Prioritise pedestrians in town centres • Strong view that town centres in the district should hold a sense of identity • Concern raised over the impact of car dominated travel to town centres and the impact this has on public health and the environment. • Consider the changing role of high streets. • Invest in infrastructure to facilitate success. • Reduce business rates to attract businesses Uses in local and town centres • Retail sector growth is considered important, this could be achieved by reducing business rates and supporting independent shops • However, significant amount of recognition there needs to be an adaptation to the changing retail market due to the role of online shopping	streets, open spaces and maintaining high quality flexible spaces • *Chapter 13 Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. • Sites with the potential for regeneration may be considered through the site allocation process if the timing aligns. • Reducing business rates is outside the scope of the local plan.
Issue: Enhancing Tourism (Questions 77 to 79)	
Opportunities • Paxton Pits could provide access to greenspace whilst protecting and enhancing the natural environment and provide business opportunity through small retail outlets	• Responses acknowledged regarding provision of open spaces, active tourism and tourism and the rural economy/business opportunities. The Council has taken these comments forward into the Further Issues and Options consultation document within:

Main Issues Raised	Council Response / How the Council has taken this into account
• Extension of Priory Park in St Neots would support tourism • The Fenland area is lacking suitable open spaces such as country parks. They advise that a water spatial strategy would be beneficial for the district, improving the access, setting, use and opportunities of rivers through, for example, moorings and marinas. This will support the rural economy and improve connections to Ely, Cambridge and Peterborough. • Support active tourism such as walking and cycling. • General view that tourism is a driver of the rural economy, allowing local businesses and services to survive. Tourism restrictions • Encourage non-motorised access to tourism locations. • Concern over the potential damage to greenspaces because of tourism. Approach to tourist accommodation • Concern raised over the influence of 'Air BnB' and self-catering on the availability of accommodation for local people. • Significant support for increasing the provision of accommodation for tourism to help drive the local economy. Highlighted that whilst Huntingdonshire has attractive tourist locations such The River Great Ouse and market towns but the benefits on the local economy are not realised due to a lack of places to stay.	• *Chapter 3 Local Plan Vision and Objectives*, which sets out options on the vision and objectives that will guide the over arching deliverables of the local plan. The options include reference to approaches to the Huntingdonshire Landscape. • *Chapter 5 Approach to the Economy* which specifies strategy ambitions specifically Option C which proposes capitalising on key priority sectors. • *Chapter 7 Achieving well-designed Places*, which raises additional questions on the role of active design. The chapter also references the use of the National Design Code to shape what aspects of design we will include in our future design policies and asks further questions on what is important. • *Chapter 9 Green Blue Infrastructure,* which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy identifies areas such as the Great Ouse Valley and the Great Fen. • *Chapter 13 Transport and Connectivity* also provides options on the approach to individual development and consideration of active travel, public transport and includes a question on place based net zero transport. • With regards to damage to damage to greenspaces, the Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land and landscape/townscape impact (SA4, 7, 8, 15). • The Council will also undertake a Habitats Regulation Assessment which will assesses if the local plan would have an adverse effect on specific sites of importance including: Special Areas of Conservation (SACs), Special Protection Areas (SPAs), proposed SACs, potential SPAs,

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
	Ramsar sites - wetlands of international importance (both listed and proposed). • Approaches to tourism accommodation noted, the Council will review current local plan policy LP23 Tourism and Recreation • In response to moorings and a water strategy, the Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses including moorings. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. A Gypsy, Traveller, Travelling Showpeople and Boat Dwellers Accommodation Assessment 2024, is also nearing completion. The study will identify current stock and look at how much accommodation would be required for the named groups above. This document will for part of the local plan evidence base and be used in the development of local plan policies.
Developing High Quality Sustainable Communities with Supporting Infrastructure (Chapter 8)	
Issue: Design of Buildings and Places (Questions 80 to 83)	
High quality design • Comments reiterated that the updated Local Plan should give consideration to national policy and guidance as well as local guidance within Huntingdonshire's Design Guide and Landscape and Townscape SPD. • The factors to guide building design in the updated Local Plan put forward by residents are summarised below: ○ Development should be net carbon zero, energy efficient and climate resilient by including passive heating, solar panels, high levels of insulation and the use of natural material such as wood and wool insulation ○ Be of high quality and reflective of local character and design and where appropriate draw on opportunities offered by the historic environment and reflect local character and distinctiveness	• Response noted the Council will give consideration to policy and guidance as well as Huntingdonshire's Design Guide and Landscape and Townscape SPD. • Regarding comments relating to developments being reflective of local character, creating a sense of place, high quality design, the historic environment, active travel, public rights of way and walkable neighbourhoods these responses have been taken forward in the Further Issues and Options consultation in Chapter 7 Achieving Well Designed Places. This chapter asks questions about specific design aspects that may be important and the principles of active design which includes reference to active travel, high quality streets, open spaces and maintaining high quality flexible spaces. *Chapter 13 Transport and Connectivity* also provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. The Council has also produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and

Main Issues Raised	Council Response / How the Council has taken this into account
○ Be flood resilient including flood resilience and resistance measures ○ Integrate walkable neighbourhoods containing local facilities ○ Providing a wide range of housing to suit all needs in terms of household composition, affordability, demographics and specialist needs, and doing so in a manner that promotes mixed communities ○ Prioritise active travel and public transport • Several comments highlighted the challenges of creating a sense of place and identity within new developments. The following ideas were put forward in how the updated Local Plan could strengthen the identity of places: ○ A good rights of way network ○ Supporting social inclusion through creating a sense of place ○ New developments that integrate successfully into the local landscape and townscape character, supporting high quality design and use materials and building styles that reflect the local area ○ Design and Access Statements, Design Guides and / or Vision Documents should be used on larger sites to justify the design concepts behind developments ○ The provision of new infrastructure, new facilities and new services in strengthening the sense of identity of places and supporting the creation of healthy communities. ○ Open spaces where people can gather- playgrounds, outside schools and for dog walking ○ Community facilities within walking distance ○ By setting out a clear spatial strategy for settlements and directing growth to appropriate locations of least environmental sensitivity ○ By ensuring that settlements which are distinctive and different from each other, are both perceived to be and remain physically separate from one another	strategies on the environment. Specifically, objectives SA5 to 7, and 15 address impact on the landscape, biodiversity, green and blue space and infrastructure and place-making. The SA site assessment includes impact on visual pollution, previously developed land, agricultural land and access to services and facilities such as schools and reducing the need to travel by car, promote active travel and public transport and the historic environment (SA 4, 8, 10 and 12, 16). • The Council has completed a Stage 1 Water Cycle Study and Level 1 Strategic Flood Risk Assessment (2024) and will complete a Stage 2 Water Cycle Study and Level 2 Flood Risk Assessment which look and will look at an integrated approach to water management and the challenges around water - both the impact of flooding from development and measures to reduce flooding. These will form evidence bases to assist in the development of policies and identify sustainable locations for growth. • In response to the provision for a wide range of housing. The council has a Housing Needs of Specific Groups 2021 document it includes assessment of issues such as affordable housing need, housing mix and needs of other groups. An update to this will help to inform need and be used in the formulation of policies and requirements for the local plan. Further options are also set out for consultation within *Chapter 12 Housing Tenures and Housing Mix* in the Further Issues and Options consultation document. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. • Responses acknowledged relating to whole life carbon assessments and modern methods of construction and net zero buildings, high quality design and building materials. The Council has taken these comments forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change,

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
Whole life carbon assessments • Comments stated that Whole Life Carbon Assessments should be used to address the carbon impact of buildings, also there should be solar panels, ground source heat pumps and carbon zero buildings. Some respondents considered that WLCs should apply to all developments supported by appropriate templates and calculators to undertake them, while some other respondents stated that whole life carbon assessments should only apply to major development proposals. • Additionally, some respondents considered that WLC assessments unnecessary considering national changes to Building Regulations whereby the carbon impact of buildings is reducing. • Comments received that major development proposals should include a detailed energy strategy to demonstrate the policy target will be met within the framework of the energy hierarchy and that this should link to HDC's climate change policy. • There should also be consideration of adequate and accessible provision for waste storage, the consideration of development on existing and allocated waste management development, and promotion of the waste hierarchy is welcomed. The Minerals and Waste Authority consider that the updated Local Plan could be much more ambitious in relation to the integration of the Circular Economy principles within the future local plan. • The updated Local Plan should encourage as far as possible the use of Passivhaus solutions to minimise the impact of new developments on the climate. Modern Methods of Construction • There was general support for the use of modern methods of construction particularly where this sped up housing delivery and delivered lower carbon development. • Some comments raised concerns that development should not be uniform in style and should still reflect local character.	which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised.

Main Issues Raised	Council Response / How the Council has taken this into account
• Several respondents stated that the updated Local Plan should have a policy that supports MMC within development, but this policy should not set prescribed standards. • Some respondents felt that a set standard within a policy would be challenging to enforce and could adversely impact the viability of proposals, therefore the level to be provided should be flexible based on each proposal.	
Issue: Open Space in New Development (Questions 84 and 85)	
• Comments received highlighted the importance of open space. • The can provide opportunities for people to adopt a healthy and active lifestyle and can help link wildlife corridors enhancing biodiversity and can also provide a link to the historic environment by creating a sense of place within new developments. • As well as helping create a sense of place, open spaces in new developments should support healthy lifestyles and opportunities for social interaction and be inclusive spaces. • Standards should follow local and national best practice and guidance, such as ANGSt and Fields in Trust guidance. • Respondents felt that generally a variety of green space choices should be utilised including informal green space, orchards, parks, community gardens, children's play areas, amenity spaces, MUGAs, sports pitches and local nature habitats across both residential and other development sites. • Consensus that the approach towards open space provision in new developments should be different depending on the type of development proposed, including for non-residential proposals. • Comments were also made that in addition to open space requirements, site specific guidance and an assessment of existing provision should also be considered to ensure that different needs are met and that high quality open space is	• Responses noted the Further Issues and Options consultation has taken forward responses relating to open space in new development. *Chapter 7 Achieving Well Designed Places* asks questions about specific design aspects that may be important and the principles of active design which includes reference to multi-functional open spaces, activity infrastructure for sport and recreation and maintaining high quality flexible spaces. In addition the chapter references the Councils' Healthy Open Spaces Strategy, the National Model Design Code. Chapter 9 Green and Blue infrastructure which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy the Access to Natural Greenspace Standards which will also help to shape policies in the Local Plan. • The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types, including aspects such as sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will be assessed.

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
achieved across new developments and that consultation on this and the maintenance of open space is beneficial.	
Issue: Travel and Transport (Questions 86 and 87)	
• Benefits will depend on what improvements are brought forwards and need to account for potential negative impacts on other aspects such as carbon emissions and active travel. • Benefits should be reducing climate change impacts and ability to promote sustainable development; investment in public transport corridors enhances opportunities. • Potential A141 bypass between Huntingdon and St Ives opens opportunities for further sustainable growth having a positive impact on the local and wider economy, reduction of congestion and improvements in air quality in peak periods. • Upgrades to the A1 would be beneficial • The Local Plan should support initiatives for a rapid transport system connecting St Ives northwards using parts of the disused railway line to Somersham, Warboys, Ramsey and onto Peterborough with a link from Somersham to Chatteris, the Fens Reservoir site and market towns in Fenland. • A141 upgrade is needed to reduce congestion and enhance mobility across Huntingdonshire and into the Fens along with improvements in and around St Ives including enhanced reliability for public transport and active travel options. • The improvements to the A14 around Huntingdon have brought new opportunities for Huntingdon and Godmanchester but many benefits have been for the wider regional economy. • Should explore opportunities to benefit from East West Rail stations at north Cambourne and south of St Neots arising from a reliable connection to Cambridge and not prematurely limit these benefits. • Should build on excellent connections to the national and regional strategic road network to maximise benefits of these.	• Responses acknowledged the Council has taken comments regarding climate change forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change, which sets out options on decarbonisation scenarios. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised including future emissions and trends, low, high and medium carbon reduction pathways and the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero. • Responses acknowledged regarding take advantage of strategic road networks and new completed and potential opportunities such as the A14, A141, East West Rail. Completed projects will be taken into account in the development of a growth strategy for Huntingdonshire which is set out in Chapter 8 Growth Strategy Options of the Further Issues and Options consultation document. Other projects such as East West Rail are reflected in Options within Chapter 13 Transport and Connectivity. Some of these projects such as East West Rail and the A141 are the responsibility of other organisations such as the East West Railway Company and Cambridgeshire and Peterborough Combined Authority, progress on these projects and emerging projects will be taken into account in the formulation of the local plan. • The upgrading of strategic road networks is the responsibility of National Highways and the A1307 the responsibility of Cambridgeshire County Council Highways. A cross organisational project delivery team work on an number of highway programmes such as the A141. Cambridgeshire and Peterborough Combined Authority is the Strategic Transport body for the area. • Options to actively manage patterns of growth are included in the Further Issues and Options consultation document *Chapter 8 Growth Strategy*

Main Issues Raised	Council Response / How the Council has taken this into account
• Strategic transport improvements should encourage business development in the area and will generate significant opportunities. • New strategic sites should be integrated in proximity to existing residential and economic growth areas to support successful provision of sustainable travel and reduce the need to travel. • The Local Plan should actively manage patterns of growth to reduce the need to travel and support non-car transport choices. • A reliable connection to Cambridge and its employment provisions will result in a demand for housing and jobs in the area. • Development should not be held back by uncertainty over East West Rail and the route alignment should meet the needs of existing as well as future residents. • A sustainable transport corridor should be promoted along the A1307 utilising two of the existing lanes for buses only running between Huntingdon railway station, through Bar Hill and into Cambridge. • Provision of more and more frequent local buses serving villages facilitating connections to larger places and current and planned main public transport hubs. • Enhanced access to electric vehicle charging is needed. • All developments should facilitate home working to reduce the need to travel. • Should promote large scale developments (new settlements) that contain mixed complementary uses in close proximity incorporating safe active travel networks.	*Options* and include options on focusing around strategic road networks and public transport. • Options relating to active travel, approach to new developments, transport and EastWest Rail are included in the Further Issues and Options consultation document *Chapter 7 Achieving well designed places* which includes questions about specific design aspects that may be important and the principles of active design. *Chapter 13 Transport and Connectivity* provides options on the approach to individual developments including active travel and public transport, questions on a place based approach to zero carbon and options around the East West Rail. • Options relating to electric vehicle charging included in the Further Issues and Options consultation document *Chapter 10 The Approach to Climate change* within Decarbonisation Scenarios.
Issue: Public Transport and Active Travel Infrastructure (Questions 88 to 90)	
• Improve access to railway stations and other key facilities by sustainable travel modes.	• Responses acknowledged, these comments regarding public transport and active travel infrastructure have been taken forward through the Further Issues and Options consultation document. Key chapters include:

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Some respondents thought that uncertainty over delivery of a station at Alconbury Weald and East West Rail meant development should be focused in the current most sustainable locations whereas others thought opportunities related to future rail services should be taken. • Suggestions were put forward that the Local Plan should reduce public transport fares, provide free parking at railway stations and secure additional bus services. • Future development sites should be accessible by or capable of supporting public transport services. • Physical and cultural barriers to use of public transport must be removed by provision of very high quality services with large scale developments facilitating genuine opportunities to maximise viable alternatives to car use. • Increase the provision of on-demand bus services to meet evolving mobility needs. • Developers should provide long term subsidies for public transport if needed for new developments. • Support for development accessible to or capable of connecting to the guided busway. • Should work with Town and Parish Councils to promote footpaths, cycleways and bridleways. • Protect and enhance the public right of way network in planning approvals with emphasis on use of soft surfaces. • Should support more and improved safe cycle paths providing direct routes. • Should integrate green infrastructure networks in new developments that facilitate active travel options. • Active travel should be prioritised for reducing carbon emissions and increasing personal health and well-being. • Cambridgeshire's Active Travel Strategy should be reviewed to consider potential allocations that could be supported by existing walking and	• Chapter 7 Achieving well designed places which includes questions about specific design aspects that may be important and the principles of active design. • Chapter 13 Transport and Connectivity provides options on the approach to individual developments including active travel and public transport, questions on a place based approach to zero carbon and options around the East West Rail. • Responses acknowledged regarding take advantage of projects such as East West Rail. Completed projects will be taken into account in the development of a growth strategy for Huntingdonshire which is set out in Chapter 8 Growth Strategy Options of the Further Issues and Options consultation document. Other projects such as East West Rail are reflected in Options within Chapter 13 Transport and Connectivity. Some of these projects such as East West Rail and the A141 are the responsibility of other organisations such as the East West Railway Company and Cambridgeshire and Peterborough Combined Authority, progress on these projects and emerging projects will be taken into account in the formulation of the local plan. • Chapter 9 Green Blue Infrastructure in the Further Issues and Options consultation document, which presents options on blue and green infrastructure areas of importance and options to designate new areas. The Local Nature Recovery Strategy and Natural England's Access to Natural Greenspace Standards are referenced as a documents of importance in the development of the Local Plan. • The active travel strategy is referenced in the Sustainability Appraisal within Stage A the Scoping process in the review of relevant plans and programmes.

Main Issues Raised	Council Response / How the Council has taken this into account
cycling routes and to prioritise high quality active travel infrastructure provision in new developments.	
Issue: Parking Provision (Questions 91 and 92)	
• Ensure off-road parking with electric charging points in all new development. • Include realistic parking provision and small car parks within developments. • Avoid encouragement of over-reliance on private car use; encourage cycle parking and safe routes. • The Local Plan should require a design-led approach to car parking with flexible policies to respond to changing vehicle technologies and people's needs and to reflect the location's accessibility by alternative transport modes. • Domestic parking should reflect good design including plating and surface water drainage. • HGV parking should include provision of toilets, showers and food facilities to be safe and healthy. • Concern over the impact of HGV parking facilities on the countryside and rural communities along the A14.	• These comments are noted and the Further Issues and Options consultation document notes that current local plan policy LP 17 'Parking Provision and Vehicle Movement' focuses on more detailed aspects but includes accessibility to services and facilities which is increasingly recognised as important, particularly by active travel modes, and so is likely to need enhancing. It also sets minimum requirements for cycle parking provision for new developments. Car parking levels are expected to be responsive to the location and nature of the proposed development rather than numeric requirements being set. • In addition the Council will undertake a transport study to inform local plan strategies and policy approaches. • Options relating to electric vehicle charging included in the Further Issues and Options consultation document Chapter 10 The Approach to Climate change within Decarbonisation Scenarios. • Chapter 11 Tackling Flooding and Water in the Further Issues and Options consultation document and evidence base studies such as the Strategic Flood Risk Assessment and Water Cycle Study will look at an integrated approach to flood management including surface water.
Issue: Community Facilities and Services (Questions 93 and 94)	
• Consensus that it is essential all communities have accessibility to a range of community facilities and services. • The Local Plan can help protect and enhance new community facilities through S106 agreements and the use of CIL. These methods are effective as they demonstrate a quantifiable need for facilities • Identify clear policies for community facility provision which include robust planning conditions or S106 agreements.	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types and including aspects such as health and social care, community facilities, sport facilities, education and green infrastructure. Infrastructure need and type across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will be included. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• A significant proportion of responses stated there should be an assessment of the capacity of existing facilities and any potential upgrading or provision of new facilities required. • Recognition there is a lack of secondary schools in the district leading to long travel distances from rural areas. • Recommended that LP22 is retained to allow for the continued protection of community facilities. • Development should support the delivery of new facilities through planning obligations or directly through providing land or buildings. Community facilities should meet the needs of new developments. • Planning policies should provide for community facilities. The Local Plan review will need to assess the need for all types of community facilities during the plan period and define a development strategy and policies to meet the identified needs and allocate sites that can deliver or support the community facilities. • A large proportion of responses referenced the NPPF in relation to community facilities • Clearer needs assessments and priority areas should be identified in the Local Plan. This will help understand whether existing facilities are fit for purpose given the changing socio-economic landscape. • Advocation for community facilities which have flexible uses encouraging shared use and engagement • Use successful provision of community facilities as a framework for other settlements. • Clear guidance on allocated sites about providing appropriate education facilities. • Comments highlight the role of population growth and the pressure this can have on existing community facilities. • Policy should support the provision of off-site community facilities where necessary.	cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • The support for current local plan policy LP22 and the requirements of the NPPF are noted. • The Further Issues and Options consultation document provides options on the objectives for the local plan some of which include reference to support for community facilities and integrated community facilities. Chapter 4 A Settlement hierarchy for Huntingdonshire sets out options for categorising settlements which will help to determine which locations growth may be directed to and how much. A Sustainability of Settlements study 2023 assesses each settlement at a point in time identifying access to services and facilities. • Sustainability appraisals of the options presented in the Further Issues and Options Consultation document have also been completed which will be consulted upon at the same time as the Further Issues and Options consultation. The sustainability appraisal is an iterative document which will assess the impact of policies, sites and strategies. It assesses the impact or potential to enhance the quality, range and accessibility of social and community services and facilities to promote social inclusion particularly amongst those most at risk of experiencing discrimination, poverty and social exclusion through SA10.

Main Issues Raised	Council Response / How the Council has taken this into account
• Empower stakeholders to purchase land for community purposes and lower restrictions for new community facilities. • Ensure new developments are near existing, as well as providing new, community facilities to allow for long term vitality and viability. • Enable access to community facilities by upgrading active travel routes. • Highlighted that some development in smaller settlements would support the maintenance of existing community facilities. • NHS Property and Land brought forwards data that shows the largest, and areas close to the largest, settlements have the greatest GP provision, but the very small settlements have limited GP provision, aligning with the spatial strategy in the existing plan. In terms of access to GPs, they recommend this strategy continues to ensure new development are in sustainable locations; good access to GPs, minimise/ promote active travel reducing carbon emissions and improving health outcomes. In addition, GP capacity analysis in Huntingdonshire demonstrated that new developments may require developer contributes towards GPs due to being having constrained capacity. • Important that places in Huntingdonshire have a place of identity and therefore widespread provision of different types of community services is required. • Lack of affordable land that could be used for community purposes. Little support for parish councils who provide certain services such as village halls, sports fields, allotments etc. • Cambridgeshire County Council highlighted that existing facilities are underutilised and unsuitable. Type and level of provision dependent on size of settlement; larger centres should have multi-functional community spaces; smaller settlements take advantage of the services offered by parish councils. Location of facilities highly important • Community buildings should be incorporated at an early stage of development.	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Case by case assessment of community needs is required. • Garden village scale of development would have capacity to deliver community facilities alongside housing growth. • Community facilities need to be local. • Development in smaller settlements/ rural areas is required to spread the benefits of growth and protect and enhance community facilities. • Use health indicators as a marker for required service provision. Mentions of community facilities regarded as important in local communities: • In general; Community halls, schools and childcare, healthcare, public open space, allotments, libraries, work from home facilities, cafes, pubs, local shops, post office, sports facilities. • For young people: play areas, skate parks. • Private sector uses such as cafes and restaurants also important to create a sense of community.	
Issue: Utilities and Digital Infrastructure (Questions 95 to 98)	
• Challenges to infrastructure include demand and outdated existing infrastructure such as water supply, wastewater treatment, electricity and lack of supply thereof. • Many responses noted that utilities companies will be able to comment on infrastructure capacity within their networks, what action is required to address any capacity issues or to upgrade networks, and whether connections are available to support development. • The integration of renewable technologies in developments combined with the energy efficient future building regulations, will help to reduce the energy needs of new developments. • The local plan should recognise the future Fens Reservoir and support the provision of associated infrastructure, through policy.	• The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical and social infrastructure types and including aspects such as transport and utilities. It ill outline Infrastructure need and type across the District to support planned growth, and estimated costs, funding sources and phasing of delivery. Alongside this a viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies and developer contributions will not undermine deliverability of the plan. • Responses acknowledged the Council has taken the comments regarding energy efficient buildings forward into the Further Issues and Options consultation document within Chapter 10 The Approach to Climate Change, which sets out options on renewable energy. The Council has also produced a Climate Change Report

Main Issues Raised	Council Response / How the Council has taken this into account
• Growth should be phased to ensure infrastructure supply can meet requirements. • Policies could support renewable energy generation by river, sun and wind, provision of EV charging points and energy storage. • Policies should require large developments to include renewable energy generation. • Policies should require solar panels on development • Policies should support infrastructure to facilitate the latest technologies / broadband and mobile provision • It should be insisted that providers work together, combining broadcasting from communal masts.	which will act as an evidence base to inform policy-making and addresses many issues raised such as: guidance on the role of sustainable design, the circular economy and retrofitting, and infrastructure and renewable energy, exploration to low carbon resources.
Distributing New Growth (Chapter 9)	
Issue: Distributing New Growth (Questions 99 to 103)	
• Many agreed that all reasonable development scenarios were identified in the issues document. • Some noted that market towns may need better/more infrastructure before being allocated further growth • There were general comments on the slow delivery of strategic expansion sites • Some suggested that a housing and economic development needs assessment should be conducted first to obtain more evidence • It was recommended that the scenario "Proportionate growth/expansion of existing settlements, such as villages to allow for growing communities", should include additional wording 'to protect and enhance existing facilities and services' • Sustainable development can help to reduce congestion and emissions, and improve air quality and public health • Many agreed that all reasonable development constraints were identified in the issues document. Land ownership/ control, habitats,	• Responses acknowledged the Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 8 Growth Strategy Options* that provide options on the general location of development. These options were also subject to a sustainability appraisal which will also be consulted upon at the same time as the Further Issues and Options document. Sustainability appraisals of the options in the Further Issues and Options consultation document have been completed which will be consulted upon at the same time as the Further Issues and Options consultation. • The Council issued a Call for sites which ran from 29 March to 7 June 2023 which allowed landowners and developers to submit sites which could be suitable for multiple uses. These sites have been assessed through a Land Availability Assessment and Sustainability Appraisal which will be consulted on along with the Further Issues and Options consultation document. Objectives relate to a number of aspects including the climate emergency, environmental and socio-economic. • Comments relating to Net zero, housing mix housing design, employment, housing targets, sustainable locations have been taken forward

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
green infrastructure, biodiversity, heritage, the landscape character, agricultural land grade, carbon impacts and transport impacts were identified specifically. It was noted that each development is capable of addressing constraints differently and providing benefits and enhance local infrastructure which should be balanced against the need for growth and viability. Preferred growth scenarios in order of preference were for: • Proportionate growth of existing settlements/ sustainable villages / small to medium sites was the most popular option • Densification of/ focus around existing market towns • Densification/expansion of existing urban areas / urban extensions • Putting development near/along public transport corridors for residential and employment • Continuation of current development strategy • A combination of the identified development scenarios • Further recommendations included: Proportionate growth of Key Service Centres, regeneration of existing sites and previously developed land outside of settlement boundaries and focusing on areas with key services or opportunities where growth could help retain services. Additional recommendations included provision of new settlements, using existing commitments accompanied by smaller scale new allocations to allow time for new strategic scale communities to come forward, and aligning the strategy with the NPPF, and Council document and priorities such as the Huntingdonshire Futures Place Strategy. • Specific locations were also recommended for inclusion in line with sites submitted in the Call for Sites There was some who noted that the growth scenarios should:	in the Further Issues and Options consultation document and can be found in: • Chapter 4 A Settlement Hierarchy for Huntingdonshire • Chapter 5 Approach to Employment and the Economy • Chapter 6 Housing Figures and Requirement • Chapter 7 Achieving Well Designed Places • Chapter 8 Growth Strategy Options • Chapter 12 Housing Tenures and Housing Mix • Comments on heritage assets, wider heritage environment and landscape, avoiding impact on agricultural productivity have been addressed through the Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies. Specifically, objectives SA 4, 7, 15 and 16. • Reponses noted regarding the NPPF, NPPG and National Design code should be followed. • Responses noted with regard to design concepts. Further options and questions have been addressed in Chapter 7 Achieving Well Designed Places to allow for extra comment to be made to inform place-making

Main Issues Raised	Council Response / How the Council has taken this into account
• Not include new settlements / avoid satellite settlements without adequate facilities/ have no over reliance on large settlements • Avoid unsustainable locations/settlements in rural areas/countryside (even if near major roads) • Not promote dispersed development regardless of the sustainability of the settlement • That continuing growth focused on Alconbury Weald and St Neots East does not align with the principal objective of sustainable development. • That previously developed land does not need to be developed to the extent of the curtilage. Priorities for new developments included: • The sustainability of the site and proximity to schools, GP surgeries, pharmacies, general shops, transport links. • Provision of appropriate infrastructure to support development e.g. retail, schools, social infrastructure • Ability to integrate with the existing community and character of the area and be of a suitable size in relation to the settlement protecting the amenity of residents. • Compliance with Local Plan requirements and the NPPF • The suitability, availability and achievability and deliverability of the land proposed for new development. • Consideration and avoidance of detrimental impact on heritage assets, wider heritage environment and landscape, avoiding impact on agricultural productivity • High quality design and a suitable mix of homes including affordable homes • Contribution to achieving net zero carbon objectives, reducing the need to travel via private transport and promoting active travel.	

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
• Opportunities to increase skills and employment/business opportunities. • Timely delivery of sites to meet housing targets Comments were received on what development concepts could be used to enable the creation of sustainable communities. The majority of responses said that the NPPF, NPPG and National Design code should be followed. Other suggestions included: • Providing opportunities for 15/20 minute neighbourhoods • Providing masterplans to demonstrate sustainable concepts and response to context • Applying Garden City principles to new settlements • Embracing a range of development concepts • Factoring in active travel and public transport at the heart and rural connectivity • Meeting net zero carbon and renewable energy solutions and providing green open spaces, biodiversity, sustainable infrastructure and broadband • Addressing stewardship • Planning holistically • Following a health first principle e.g. healthy cities • Facilitating social inclusion and interaction	
Next Steps (Chapter 10)	
Issue: Next Steps (Question 104)	
• It is crucial to consider the potential negative impacts development may have on local infrastructure, climate, facilities, and impact the character of small rural communities.	The Council has taken these comments on board. • Infrastructure and developer contributions - The council will complete an Infrastructure Delivery Study/Plan which will address issues such as: A current baseline of provision in relation to physical

Main Issues Raised	Council Response / How the Council has taken this into account

• Large-scale housing should not overwhelm existing infrastructure (schools, health care, public services, water supply, wastewater, public transport) and would require upgrades to facilitate development.
• Large scale development should not increase congestion.
• Active Travel requires a definition in the Glossary in line with the Cambridgeshire Transport Plan. Public Rights of Way definition has omitted Restricted Byways and Byways.
• Climate change impacts such as higher carbon emissions, greater energy consumption, and increased heat island effects need addressing.
• Clearing large tracts of land for construction and the subsequent loss of natural habitats can have long-lasting and irreversible environmental consequences.
• It is vital to strike a balance between development and preserving the cultural heritage and social cohesion of rural areas.
• It is crucial to engage the community in meaningful and easy to understand discussions
• The Local Plan should include monitoring indicators.
• Should consider the use of CIL for the maintenance and on-going costs associated with a range of heritage assets, with the Local Plan identifying them. Specific planning obligations and S106 agreements will continue to offer opportunities for funding improvements and the mitigation of adverse impacts on the historic environment.
• The council should work with neighbouring authorities and coordinate growth across the housing market area. Joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.
	and social infrastructure types, including aspects such as health and social care, community facilities, sport facilities and green infrastructure. Infrastructure need across the District to support planned growth, and estimated costs, funding sources and phasing of delivery will also be assessed. A viability assessment will be undertaken to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan.
	• Climate Change – The Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 10 The Approach to Climate Change*, which sets out options on decarbonisation scenarios and renewable energy. The Council has also produced a Climate Change Report which will act as an evidence base to inform policy-making and addresses many issues raised such as:
	  • Baseline emissions and, locally specific climate change risks and vulnerabilities,
	  • future emissions and trends,
	  • low, high and medium carbon reduction pathways,
	  • guidance on the role of sustainable design, the circular economy and retrofitting,
	  • the most effective spatial strategy to maximise the contribution of the local Plan to achieving net zero,
	  • infrastructure and renewable energy, exploration to low carbon resources, and
	  • offsetting and sequestering emissions
	• Congestion & Active Travel - T he Council has taken these comments forward into the Further Issues and Options consultation document within *Chapter 13 - Transport and Connectivity* that provides options on the approach to individual development and consideration of active travel and public transport and a question on net zero transport. In addition the Council will undertake a transport study to inform local plan strategies and policy approaches. The Council has produced a Sustainability Appraisal (SA), an iterative document which will assess the impact of policies, sites and strategies on the climate emergency and the environment. Specifically, objectives SA2, 8 and 12 which address issues on Improving adaptability and resilience to the unavoidable

3 Local Plan Issues

Main Issues Raised	Council Response / How the Council has taken this into account
	impacts of the climate emergency, contributing to the minimisation and reduction of all forms of pollution, and reducing the need to travel by car and promote active travel and public transport infrastructure. • Loss of habitats - Response acknowledged the council has taken comments forward regarding new green and blue infrastructure into the Further Issues and Options consultation document within *Chapter 9 Our Green and Blue Infrastructure* which sets out options for retaining, designating and or allocating green and blue infrastructure in the district. Documents also referenced here include the Local Nature Recovery Strategy which will also help to shape policies in the Local Plan. • Preserving cultural heritage - The Council has produced a sustainability appraisal, it is an iterative document which will assess the impact of policies, sites and strategies on heritage specifically through objective SA 16. • Engaging the community – the Council has produced a Statement of Community Involvement which sets the approach to community engagement, more information on the methods used to date can be found within the Statement of Consultation (this document). Consultation and engagement opportunities for the Further Issues and Options consultation will be published on the Council's website, public exhibitions will be held. • Monitoring – The Council will monitor the local plan through the Annual Monitoring Report and indicators will be developed to monitor the effectiveness of policies • Working with neighbouring authorities - The Council has a Duty to Cooperate which includes cooperation with Local Authorities and organisations to identify relevant strategic matters that cross administrative boundaries.

4 Further Issues and Options

4.1 This section addresses the Further Issues and Options phase of local plan preparation. The Further Issues and Options phase is focused on strategic planning and policy options, assessment of sites submitted in the Call for Sites and a sustainability appraisal of sites and options which will contribute towards the creation of a development strategy, policies and the identification of land with the potential to be allocated for future development.

4.2 The Further Issues and Options phase of engagement took place between 18 September 2024 to 27 November 2024 and 23 April 2025 to 4 June 2025. The timing of the consultations were later than that set out in the Council's Local Development Scheme 2023(Table 2 Local Plan preparation timetable) due to the general election. The Local Development Scheme was updated and approved at Cabinet on 11 February 2025 before being submitted to the Ministry of Housing, Communities and Local Government to reflect the changes to the Local Plan timetable.

4.3 Engagement was undertaken in compliance with Huntingdonshire District Council's Statement of Community Involvement 2023

4.4 Consultation procedures were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 & The Environmental Assessment of Plans and Programmes Regulations 2004 (where applicable).

4.5 The section is split into the following subsections to reflect the different consultation stages as follows:

- **Section 4.2: Further Issues and Options Paper -** Sets out options for what may be included in the new local plan across a variety of subjects including a growth strategy and sustainability of settlements that will help direct the location of growth in the district. Other topics include flooding, climate change, design, housing requirements, employment, blue and green infrastructure, housing mix, and transport and connectivity. It also asks some questions about what is important to the public.
- **Section 4.4: Land Availability Assessments** - Assesses sites that were put forward by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Section 4.3: Sustainability Appraisal -** Assesses strategies, options, sites and future policy options against a series of sustainability objectives.
- **Section 4.5: Additional Sites Land Availability Assessments** - Assesses additional sites that were put forward between 1 August 2024 and 31 January 2025 by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Section 4.6 Additional Sites Sustainability Appraisal** - Assesses the additional sites against a series of sustainability objectives.

The **Consultation Process section (4.1)** outlines the Summaries of the documents consulted on, their approval process and information on details on the consultation and engagement processes undertaken.

4.6 **Sections 4.2 to 4.6** provide the **Responses to the Consultation** - This outlines the number of representations made to the respective consultation document, a summary of the key issues raised and how the representations have been taken into account.

Consultation Process

Document Summaries

4.7 This section addresses the following documents:

- **Further Issues and Options Paper -** Sets out options for what may be included in the new local plan across a variety of subjects including a growth strategy and sustainability of settlements that will help direct the location of growth in the district. Other topics include flooding, climate change,

4 Further Issues and Options

design, housing requirements, employment, blue and green infrastructure, housing mix, and transport and connectivity. It also asks some questions about what is important to the public.

- **Land Availability Assessments** - Assesses sites that were put forward by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Sustainability Appraisal -** Assesses strategies, options, sites and future policy options against a series of sustainability objectives.
- **Additional Sites Land Availability Assessments** - Assesses additional sites that were put forward between 1 August 2024 and 31 January 2025 by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development.
- **Additional Sites Sustainability Appraisal** - Assesses the additional sites against a series of sustainability objectives.

Document Approval

4.8 The documents above went through the following approval process:

- Overview and Scrutiny (Performance and Growth) Panel (04/09/24) - The Panel were invited to comment on the recommendations for the Further Issues Paper, Land Availability Assessments and Sustainability Appraisals as set out in the Cabinet report. The recommendations were to approve the contents of the documents and to agree that they could be published for public consultation commencing September 2024 and running for 10 weeks. Minutes of the Panel and supporting reports can be found at Agenda for Overview and Scrutiny Panel (Performance and Growth) on Wednesday, 4 September 2024, 7:00 pm - Huntingdonshire.gov.uk
- Cabinet Meeting (10/09/24) - The Committee were asked to approve the contents of the Further Issues and Options paper, Land Availability Assessments and Sustainability Appraisals and to agree that they could be published for public consultation commencing in September 2024 and running for 10 weeks. Minutes of the committee and supporting reports can be found at Agenda for Cabinet on Tuesday, 10 September 2024, 7:00 pm - Huntingdonshire.gov.uk
- Overview and Scrutiny (Performance and Growth) Panel (02/04/2025) - The Panel were invited to comment on the recommendations for the Land Availability Assessments and Sustainability Appraisal for additional sites submitted between 1 August 2024 and 31 January 2025. Minutes of the Panel and supporting reports can be found at Agenda for Overview and Scrutiny (Performance and Growth) on Wednesday, 2 April 2025, 7:00pm - Huntingdonshire.gov.uk
- Cabinet Meeting (15/04/2025) - The Committee were asked to approve the contents of the contents of the Land Availability Assessment and Sustainability Appraisal for additional sites submitted between 1 August 2024 and 31 January 2025 and to agree that the Land Availability Assessments and Sustainability Appraisal for additional sites be published for public consultation for six weeks between 23 April and 4 June 2025. Minutes of the committee and supporting reports can be found at Cabinet - Tuesday, 15 April 2025 7:00 pm

4.9 **Consultation on the Further Issues, Land Availability Assessments and Sustainability Appraisal** took place between 18 September and 27 November 2024. The timing was later than that originally set out in the Council's Local Development Scheme 2023 (Table 2 Local Plan preparation timetable) due to the general election. The Local Development Scheme was subsequently updated and a revised version approved at Cabinet on 11 February 2025.

4.10 The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district. Posters were provided in the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

4.11 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 2 Consultation Material':

- On the Council's online consultation portal published on 18 September 2024.
- On the Council's Local Plan | Let's Talk Huntingdonshire published on 18 September *
- On the Council's Homepage of Huntingdonshire District Council - Huntingdonshire.gov.uk under the heading *Consultations* published on 18 September
- On the Council's Huntingdonshire District Council | Huntingdon | Facebook page, published on 18/09/2024*, 27/09/2024, 05/10/2024, 21/10/2024, 13/11/2024, 30/10/2024, 01/11/2024, 07/11/2024, 20/11/2024, 26/11/2024.
- On the Council's Huntingdonshire District Council | LinkedIn page, published on 18/09/2024*
- On the Council's Twitter, published on 18/09/2024*, 05/10/2024, 30/10/2024, 07/11/2024, 13/11/2024, 20/11/2024, 26/11/2024
- 6 articles within the Hunts Post (newspaper), published 18/09/2024* 25/09/2024, 02/10/2024, 16/10/2024, 23/10/2024 and 13/11/2024
- Via press release published on 18 September 2024*

- Posters and leaflets were supplied to Town and Parish Councils and District Councillors to distribute within their local areas.*
- Advertisements on 7 of HDC's bin freighters which circulate the district.*
- Banners were displayed at local parks including Huntingdon Riverside, Huntingdon Sapley Park, St Neots Riverside, St Neots Priory Park*, St Ives Hill Rise and near St Neots Spar on Cambridge Road

- Banners at the four One Leisure Centre Venues: Ramsey, Huntingdon, St Ives and St Neots including the provision of posters and leaflets

4.12 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- People and organisations who have responded to previous consultations and wish to be kept informed and those who have opted in to receive notifications through the online consultation system
- Town and Parish Councils, this included a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, this included a 'social media package' that could be used to spread the news to their local organisations and residents.

Other Methods of engagement included:

- Briefing sessions/ workshops hosted by the council for District (17/09/2024), Parish and Town Councillors (24 and 30/09/2024) to inform them about the consultation and to highlight ways they could help spread the word to residents. Packages including the consultation documents, posters and leaflets were distributed to each parish or town in the district. Follow up email with slides, a recording of the presentation and briefing note sent to all Parish and Town and District Councillors.
- Attendance at local and regional events including The Parish Forum (23/10/2024), The Climate Conference (06/11/2024), Cambs B2B South (13/11/2024) and Cambs B2B South, HDC Showcase Pride in Place (14/11/2024) and Invest in Huntingdonshire Intermediary Network. At each event the council had a stand with exhibition boards, posters, leaflets and the consultation documents engaging with a range of stakeholders.
- Hosting seven exhibitions across the district, located in Yaxley* (08/10/2024), Huntingdon (10/10/2024), St Ives (15/10/2024), Sawtry (21/10/2024), Kimbolton (22/10/2024), St Neots (28/10/2024) and Ramsey (31/10/2024). Approximate attendance of 750 people including residents, parish and town councilors and landowners.
- Information and reminders sent to Parish and Town Councils through the Town and Parish Newsletter* (4 times) and emails to Clerks and Chairs (2 times).

4 Further Issues and Options

- Information and reminders send to District Councillors (14 emails to members referencing the consultation).
- Social media campaign on a range of platforms (see above) posting about exhibition reminders, key topics and issues, reminders to respond and the release of the Local Plan video.
- Dedicated consultation landing page on Let'sTalkHuntingdonshire which included 'How to Respond' guides and FAQs to help people navigate the consultation portal and understand the process
- Alternative options offered on how to respond to the consultation including emails and paper forms.
- Physical copies of the documents, posters and leaflets within all 11 libraries in Huntingdonshire.
- Poster and leaflets provided to the mobile library service which covers the whole of Huntingdonshire.
- Notification on consultation mailing list consisting of over 5,000 consultees and agents.

4.13 **Consultation on the Additional Sites Land Availability Assessments and Additional Sites Sustainability Appraisal** took place between 23 April and 4 June 2025. The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by site, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district. Posters were provided in the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for obtaining further assistance or the provision of the document in an alternative format.

4.14 The documents were publicised as follows. Items marked with an * can be found in 4 'Appendix 2 Consultation Material':

- On the Council's online consultation portal published on 23/04/2025*
- On the Council's Local Plan | Let's Talk Huntingdonshire published on 23/04/2025*
- On the Council's Homepage of Huntingdonshire District Council - Huntingdonshire.gov.uk under the heading *Consultations* published on 23/04/2025
- On the Council's Huntingdonshire District Council | Huntingdon | Facebook page, published on 23/04/2025
- On the Council's Huntingdonshire District Council | LinkedIn page*
- On the Council's Twitter, published on 23/04/2025
- Via press release published on 23/04/25*
- Briefing packs and posters sent to Town and Parish Councils with additional sites (23/04/2025)

4.15 As part of the public engagement exercise the council undertook the following:

- Emails were sent to Specific Consultation Bodies
- People and organisations who had responded to previous consultations and wished to be kept informed and those who have opted in to receive notifications through the online consultation system received emails notifying of the start of the consultation and reminders of incomplete submissions.
- Town and Parish Councils were emailed a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, were emailed a 'social media package' that could be used to spread the news to their local organisations and residents.

Other Methods of engagement included:

- Information and reminders sent to Parish and Town Councils through the Town and Parish Newsletter* and emails to Clerks and Chairs.
- Information and reminders send to District Councillors.

- Social media campaign on a range of platforms (see above) posting about exhibition reminders, key topics and issues, reminders to respond.
- Dedicated consultation landing page on Let'sTalkHuntingdonshire which included 'How to Respond' guides and FAQs to help people navigate the consultation portal and understand the process
- Alternative options offered on how to respond to the consultation including emails and paper forms.
- Physical copies of the documents, posters and leaflets within all 11 libraries in Huntingdonshire
- Poster and leaflets provided to the mobile library service which covers the whole of Huntingdonshire.
- Notification on consultation mailing list consisting of over 6,500 consultees and agents

4.16 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

Further Issues and Options Paper

Consultation Responses Summaries

4.17 The following table outlines a summary of the type of comments received to the Further Issues and Options Paper consulted on between 18 September and 27 November 2024:

Responses to the Further Issues and Options Paper

	Further Issues and Options Paper
Number of Comments Made	2,084
Number of Individuals or Organisations that Responded	228

4.18 People were able to comment on paragraphs, and tables, and were encouraged specifically to comment on and select preferred options and to answer questions set out within the Paper. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' : Further Issues and Options Paper Consultation Responses

4.19 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

4.20 Cambridgeshire County Council responded on transport strategies in support of the duty to cooperate regarding travel and transport issues across the wider area. Their responses strongly advocated the need to focus on provision of high quality infrastructure for active travel and public transport rather than prioritising car usage. They considered that greater certainty was required over the provision of East West Rail before planning decisions could be taken which rely on its provision.

Summary from the Further and Issues Paper

4.21 The following provides a summary of the main issues raised during the consultation on the Further Issues and Options Paper and how the Council has taken these into account.

4 Further Issues and Options

Further Issues and Options Paper

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (11 comments)	

• There is a need for a strategic and holistic approach to the Local Plan
• There is concern that new development at Tempsford will impact and increase demand for services and facilities in St Neots
• The growth of Greater Cambridge, Peterborough and Tempsford could impact housing demand in Huntingdonshire and should be assessed.
• There is a need for ensuring there is enough infrastructure and services to support new development.
• Housing development should not be located in areas with insufficient infrastructure.
• The cumulative effects of flooding should be assessed
• The cumulative effects of transport should be assessed
• Environmental issues should be prioritised and the Local Nature Recovery Strategy and Priority Natural Landscapes considered
• Consideration of the unique land drainage infrastructure of the Fens is required including its condition, capacity and operation, as is Standing Advice on its Flood & Drainage Infrastructure Capacity
• Heritage Impact Assessments should be considered.
• The impact of water shortage in Cambridge should be assessed
• The Marine Management Organisation and the relevant East Inshore and East Offshore Marine Plans and relevant policies should be considered in the development of the Local Plan.
	• The cumulative impact of development has been taken into account through the development and testing of the growth strategies, consultation with neighbouring authorities and the development of evidence based documents including but not limited to:
	  • Climate change evidence base
	  • Economic and Employment Needs Assessment
	  • Strategic Transport Study
	  • Integrated Water Management Strategy including a Strategic Flood Risk Assessment and Water Cycle Study
	  • Habitats Regulations Assessment
	  • Sustainability Appraisal
	  • Infrastructure Delivery Study - Baseline Assessment
	• Heritage Impacts have been assessed through documents such as the Land Availability Assessment, Sustainability Appraisal and Infrastructure Delivery Study
	• The Marine Management Plans have been reviewed and taken into account as part of Local Plan preparation.

Introduction - Land Availability Assessment (12 comments)	
• Support for the stage 3 process • Need to consider the cumulative effect of development • Approach to site assessments and flood risk should consider the type of use being proposed, locational requirements of development and the Exceptions Test • Support the 5 stage process • Consider fields for renewable energy in Ramsey as infrastructure is at capacity meaning development here should be limited	• Support acknowledged. • Cumulative impact has been assessed to date through evidence documents such as Infrastructure Delivery Study, Water Cycle Study, Strategic Transport Studies, Habitats Regulations Assessment etc. • The council has conducted a level 1 and level 2 strategic flood risk assessment to address flood risk and inform site selection and policies • Renewable energy has been assessed through a climate change evidence base and used to inform policies in relation to climate change an

Main Issues Raised	Council Response / How the Council has taken this into account
• Support for a more ambitious approach to tackling Climate Change and consider drought, excessive heat, shortages of water, as well as to flooding, soil quality in the Sustainability Appraisal • The consultation should have included a section on biodiversity and nature	integrated water management strategy has provided evidence for strategy and policies regarding flooding and water. • The Further Issues and Options consultation addressed 'blue green infrastructure'. The Issues Engagement papers also included a section on protecting and enhancing the natural environment where responses were assessed. See 'Issues Engagement Papers'
Question - End Date of the Local Plan Update (80 response)	
• Most responses agree with the proposed end date of 2046, which allows time for major infrastructure to come forward and flexibility in delivery and certainty. • It is noted that the local plan should last at least 15 years • Some suggest an end date of 2050 to align with the UKs net zero target, the Council's Place Strategy, the Shared Ambition for Cambridgeshire and Peterborough and infrastructure delivery. • Some propose a rolling end date or a longer period of at least 30 years to account for strategic developments and to provide flexibility and changes in policy and emerging technologies • There are concerns about starting the review of the Local Plan too early • Some comments suggest the need for comprehensive evidence to support the local plan • Other dates included 2054, 2058, 2043 and 2047 (depending on adoption date)	• The Council has proposed a local plan end date of 2046 which will provide a plan period of over 15 years. This will be consulted on further through the Preferred Options Draft Local Plan consultation. • An evidence base for the local plan is being produced in tandem with the production of the local plan and can be found in the Evidence Library for the Local Plan
Options - The Vision (93 responses)	
• Responses clearly show support to creating a vision based on Huntingdonshire Futures and the Corporate Strategy (Option A), options B, C and E were also popular. • Option A should include a strong approach to climate and the environment • Option A should include reference to growth in rural communities to facilitate affordable housing • There is concern about impact of solar farms on agricultural land for option A • Option B should include a transition to social and economic equity • Option C raised concerns on the impact of increased development and traffic in rural areas	• Option A to create a vision based on Huntingdonshire Futures and the Corporate Strategy was developed further for inclusion in the Preferred Options Draft Local Plan providing further detail and informed by comments received from the Further Issues and Options Consultation.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Responses highlighted option C does not address the need for increase growth or specialist housing to meet future needs • Option D was considered less specific, but aligned well with the 3 strands of sustainable development • Other suggestions to enhance options included combining different options, the need to address growth requirements, environmental challenges, biodiversity, health and well-being, heritage, landscape and climate change	
Options - The Objectives (102 responses)	
• Option A was the most preferred option with objectives shaped by the key 'pathways' in the Huntingdonshire Futures Place Strategy • Option B and C were also popular - objectives that transition to climate change and modification of the current objectives respectively. • Amendments for option A include reflecting themes in corporate plan, addressing concerns with strategic allocations, improving housing and affordable housing, reducing carbon emissions, increasing biodiversity and green infrastructure, and encouraging sustainable travel. • Amendments for option B include transitioning to electric vehicles and improving energy efficiency, promoting sustainable development and conserving and enhancing the historic environment. • Suggestions for option C include further amendments to address the role of rural areas in delivering economic growth and the protection of agricultural land, including objectives on management of the historic environment and the protection of Priority Landscapes. Other suggestions include land supply to facilitate growth, promoting high-quality development, and supporting community needs. • Suggestions for option D include adapting the objectives to make them more detailed and measurable, emphasising the three strands of economic, social, and environmental sustainability, including objectives related to protecting small settlements and rural character, addressing climate change, and promoting sustainable movement and travel. • Other general suggestions included addressing housing need, delivering sufficient new homes and land for business sustainably and including objectives to achieving net zero by 2040, doubling	• Option A to build on Huntingdonshire Futures Place Strategy was developed further for inclusion in the Preferred Options Draft Local Plan expanding on the five pathways within the Strategy and informed by comments received from the Further Issues and Options Consultation.

Main Issues Raised	Council Response / How the Council has taken this into account
nature by 2050, and designating the Great Ouse Valley as a priority landscape.	
Options - Settlement Hierarchy (153 responses)	

• A combination of options A and F was the most popular combination, suggesting that the four market towns (Huntingdon, St Ives, St Neots, and Ramsey) should be the highest category in the settlement hierarchy to direct most growth to these areas.
• Many other respondents prefer to keep the existing settlement hierarchy. The next popular option was B, which was to keep the current categories in the existing settlement hierarchy but update the settlements included in the categories based on their current sustainability.
• Many respondents express a desire to preserve the character of small rural villages and protect the countryside from unsympathetic development
• There is a consensus that growth should be directed to areas with existing infrastructure and good transport links, such as the market towns and away from small unsustainable settlements
• There are mixed opinions on grouping settlements
• Some think some small settlements should be classified as a hamlet due to their lack of facilities e.g. Folksworth
• Some land promoters extol the sustainability of certain areas as sustainable including the market towns, Colne, Bluntisham, Earith, Godmanchester and Sawtry.
• There is a fear that some settlements are overstretched with lots of development and no supporting infrastructure.
• There are suggestions to create new categories for larger settlements within the small settlements category or to group settlements based on shared services and facilities.
• Several comments emphasize the need for up-to-date information to make options viable and highlight the importance of sustainability and infrastructure in planning
	• The Council has developed a settlement hierarchy which supports a number of policies to strategically direct growth. These policies include:
	  • Settlement Hierarchy
	  • Market Towns
	  • Service Centres
	  • Local Services Villages
	  • Villages
	  • Hamlets and the Countryside
	• The changes made in reaching the preferred approach reflect responses received regarding the diversity of our villages and the level of services that they offer.
	• The four market towns (Huntingdon, St Ives, St Neots, and Ramsey) are the highest category in the settlement hierarchy to direct most growth to these areas. This is followed by Service Centres, Local Services Villages (new category), Villages and Hamlets and Countryside categories. Hamlets are classified as clusters of less than 30 homes
	• The Sustainability of Settlements Assessment provides details of the level of services and facilities available in each settlement within the district. To ensure consistency it presents data all gathered across the summer of 2023 but it is acknowledged that a level of change is inevitable.

Options - Strategy Ambitions (Employment & Economy) (76 responses)	
• Planning for high growth was the most popular option (C) • Land owners and developers were the majority of consultees in support of High Growth (option C)	• The Economic and Employment Needs Assessment was produced to help inform the economic strategy for the local plan. Rather than relying on a single approach, the preferred economic growth scenario has combined elements of the aspirational labour demand

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account

• Option C was noted as being able to capitalise on key sectors, developing business clusters, promoting strategic employment locations with supporting infrastructure and helping to create high-skilled jobs for younger people.
• Low growth options were more supported solely by residents (option A)
• The majority of Parish Councils supported medium growth (option B)
• Option B was noted as ensuring that existing infrastructure can support the growth, and focusing on areas around large towns and major roads.
• Additional suggestions included the need to provide employment in sustainable locations, producing further evidence to support a preferred approach, focusing on environmentally sustainable growth near homes, avoiding green belt land, and minimizing road transport to reduce traffic.
• Key sectors to focus on were suggested including science, technology, logistics, small businesses and manufacturing.
	scenario (high growth) and the future residence-based labour supply scenario (medium demand).
	• The Economic and Employment Needs assessment also pointed towards the retention of Established Employment Areas, greening of stock and capitalising on key sectors such as R&D, logistics, advanced manufacturing and rural enterprise. These have fed into the development of the following policies to be consulted on through the Preferred Options phase of consultation:
	  • Protecting and enhancing established employment areas
	  • Expansion and diversification of rural businesses
	  • Shaping new businesses in the countryside
	  • Enabling key clusters and innovation-led growth
	  • Enabling logistics and distribution
	  • Helping tourism and recreation in the countryside

Options - Location of Development (Employment & Economy) (76 responses)	

• No clear strategy option was identified, many cited a combination of options
• In general suggestions focus on development in sustainable locations, flexibility to support multiple uses and types and gathering more evidence
• Many agreed to focusing employment growth within and adjacent to established employment areas (Option A) to leverage existing infrastructure and support clustering benefits.
• There was support for focusing growth on major transport routes and in market towns/existing economic areas, supporting sustainable travel options.
• Focusing on locating employment near housing was proposed
• Key concerns included impact on rural areas, loss of greenfield land, landscape and environmental impact, lack of infrastructure, public transport and water supply and water recycling centre capacity. Location away from flooding was also mentioned.
	• The Economic and Employment Needs Assessment was produced to help inform the economic strategy for the local plan. These have fed into the development of the following policies to be consulted on through the Preferred Options phase of consultation:
	  • Protecting and enhancing established employment areas
	  • Expansion and diversification of rural businesses
	  • Shaping new businesses in the countryside
	  • Enabling key clusters and innovation-led growth
	  • Enabling logistics and distribution
	  • Helping tourism and recreation in the countryside
	  The policies focus employment growth in established employment areas some new strategic allocations near to the population centres of Peterborough and Huntingdon and measured growth in rural areas.
	• The Council has produced the following evidence documents Climate Change Evidence, Infrastructure Delivery Study, Water Cycle

Main Issues Raised	Council Response / How the Council has taken this into account
	Study, Strategic Transport Study, Habitats Regulations Assessment, Strategic Flood Risk Assessment to assess the issues raised.
Options - Established Employment Areas (45 responses)	
• The response in general point to the retention and review of EEAs with the opportunity for expansion and creation of additional EEAs - Options B, C and D • Key concerns include the impact that HGV movements have on small settlements. • A number of responses promoted sites sent in through the LAA. • Comments highlighted the need for flexibility and adaptability. • Suggestions ensuring that employment sites have good access to existing infrastructure, such as roads, sewage, and public transport. • Key concerns include protecting the landscape • Comments included the need to expand economic capacity to facilitate new businesses and investments and providing flexibility to enable the district to adapt to changing economic conditions • There is a need to provide EEAs in sustainable, accessible locations • There is a need for strategic employment allocations and smaller sites.	• The Economic and Employment Needs Assessment recommended the retention, modernisation and intensification of Established Employment Areas, this has been taken forward into the Preferred Options phase of consultation as policy 'Protecting and enhancing established employment areas'. • An Infrastructure Delivery Study, Strategic Transport Study, and Water Cycle Study have helped to inform the location of sites. • Some new strategic allocations near to the population centres of Peterborough and Huntingdon have been proposed for allocation.
Options - Housing Requirement (109 responses)	
• No clear option was identified. • Responses note option A helped to to ensure infrastructure is in place, reduces flood and transport impact. • Comments on option B noted that the 5% uplift allowed for flexibility in housing delivery, sufficient for a rural area like Huntingdonshire and controlled realistic development. • Responses that favoured option C liked it for its flexibility if affordability ratios worsen, accounts for unforeseen challenges, stimulates economic growth and housebuilding, aligns with the NPPF. • Some think an employment based approach to housing numbers should be applied. • Responses also suggested the need not to increase flood risk and to consider the impact on existing residential areas. • Comments noted the need for affordable housing and flexibility in delivery • Comments stated the need to align growth with infrastructure improvements (transport, services	• The housing requirement was derived through the nationally set methodology which includes a baseline of the local housing stock that is then adjusted upwards to reflect local affordability pressures to identify the minimum number of homes expected to be planned for. this provides a minimum annual figure of new homes to be sought. The standard methodology builds in a significant uplift for affordability. To build in some flexibility for future changes in the standard methodology housing need figure an uplift of just over 10% has been included to help make sure the Local Plan stays up to date, and to reduce the risk of needing to find extra housing land very late in its preparation process. • Housing requirements are discussed with neighbouring authorities as part of the Duty to Cooperate. • Infrastructure and the number of jobs/employment floorspace was assessed through the Council's evidence base for the local plan and

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
and facilities - healthcare, education etc.) and economic growth • Schemes identified to help meet growth included the A141 improvement scheme and St Ives improvement scheme • Responses noted high housing targets would assist with economic growth and doubling GVA. • Impact of East West Rail and Ox-Cam Arc on growth and the need to account for climate change, environmental, social and economic impacts and sustainable development and protecting village identities were raised. • There should be enough housing to account for older people's housing in various forms. • The Council should understand the needs of other authorities and the Cambridgeshire and Peterborough Combined Authority. • The Council should provide a mix of sites including some strategic, to allow for sustainable delivery.	can be found in the Evidence Library for the Local Plan. • Other aspects raised have been taken into account through the formation of specific policies to address affordable housing, specialist housing, flood risk and the North Huntingdon Growth Cluster to reflect the wider Combined Authority strategies, linked to the Ox-Cam Arc.
Question - Design Characteristics (49 responses)	

Specific design characteristics that were important to respondents were:
• Being informed by documents such as the National Design Code, NPPF and The County Council's Guidance for Planners and Developers, Huntingdonshire Design Guide and Landscape and Townscape Assessment
• Avoiding on street parking/ sufficient parking, retention of garages
• Ensuring minimum standards for certain employment uses e.g. logistics
• Accessible design for older people and those with disabilities
• Active travel solutions such as pedestrian, cycle paths and bridleways
• Protection and enhancement of public rights of way
• Incorporation of green spaces, accessible greenspaces nearby well connected to promote healthy living
• Architecturally sensitive design, protection and enhancement of conservation areas, historical surroundings, character of town centres and villages
	• The Council has developed policies relating to design which have been informed by the National Design Code, NPPF and The County Council's Guidance for Planners and Developers, Huntingdonshire Design Guide and Landscape and Townscape Assessment
	• The Council has developed the following policies to address the concerns raised:
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • a design policy that addresses multifunctional greenspaces and corridors, cohesive design, vehicular movements, compatibility, overheating and allows for a flexible approach to design.
	  • 'Managing flood risk', 'Managing surface water' and 'Managing waste water'.

Main Issues Raised	Council Response / How the Council has taken this into account
• Integration of sites into existing settlements - relatable extensions, not estates • Well insulated homes, with no overheating • Including emergency services in design • Flexibility of design • Mixed use, dense developments focusing on movement sustainability, drainage, reducing flood risk and nature • Sustainability and energy efficiency such as solar panels, rainwater harvesting, air/ground sourced heat pumps, zero carbon and climate resilient buildings, limiting water use etc. • Inclusion of community spaces and leisure facilities • Provision of appropriate infrastructure and services	• 'Heritage assets and their settings', conserving and enhancing heritage assets accompanied by a heritage strategy • 'Water efficiency' and 'Minimising operational energy consumption in new buildings' • An Infrastructure Delivery Study Baseline Assessment has been developed to inform infrastructure requirements as a result of growth. Larger site allocations proposed include requirements for community and leisure facilities appropriate to the size of development and policies developed on 'how will infrastructure be provided' and 'securing infrastructure provision'.
Question - Active Design (47 responses)	

• The majority of responses support the 10 Principles of active design
• There was significant support for active travel, walkable communities and connected active travel routes supporting healthy lifestyles and high quality spaces with infrastructure
• Some note the principles should be applied flexibly as not all developments can adhere to the principles, or that different areas require different approaches e.g. smaller gardens in towns than in rural villages and the need for adequate parking in rural areas
• Some were concerned about principle 8 - active buildings inside and out and how this would be applied
• Key principles supported included mixed use and co-locating facilities, high quality flexible spaces
• Safety of children, young people and vulnerable residents was a key concern
• Provision for wheeling i.e. wheelchairs, mobility scooters or similar, pushchairs or buggies should be accommodated within the principles with appropriate surfaces as should equestrian users.
• Responses highlight the need to be applied to older areas also, whilst others supported the principles for new build only
• Some were concerned about the achievability of the principles and impact on heritage.
• A few people disagreed to the Principles due to the need to tailor design to specific areas
	• The Council has developed the following policies to address the concerns raised:
	  • 'Creating high quality places and spaces' informed by the 10 Principles of active design including Principle 8, and addresses cohesive design, safety, accessibility and permeability and allows for a flexible approach to design.
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	
	• Response noted on the need to be applied to older areas. Planning policies can only apply to developments where a planning application is submitted for consideration.
	• Concerns relating to development that may impact heritage assets will be addressed through the development of policies on conserving and enhancing heritage assets accompanied and a heritage strategy.

Question - Updating current Development Management Policies (26 responses)	

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account

Suggestions for changes to existing development management policies in the Local Plan included:
• Alignment with, and adaption to, national planning policies
• Providing a comprehensive strategy for the historic environment including non-designated heritage assets, shop fronts, archaeology and conservation areas with an appropriate up to date evidence base
• Ensuring infrastructure and services are built into developments and appropriately managed
• Updating Planning Obligations SPD and the interpretation of public open space
• Clear policies on flood risk, waste water management and natural flood management
• Updating policies to meet new design guidance and sustainability requirements
• Specific design requirements for industrial and logistics sectors
• Inclusion of policies on parking, vehicle movement, cycling facilities and storage, and EV charging
• Addressing older persons' housing, including the provision of adaptable and accessible homes and mobility scooter storage
• Allowing flexible policies to meet the needs of different needs and contexts
• The need for accessible adaptable homes
• Inclusion of design codes on full and outline applications and not reserved matters applications
	• The Council has aligned policies with national planning policies
	• The Council has developed the following policies to address the concerns raised:
	  • 'Heritage assets and their settings' conserving and enhancing heritage assets accompanied and a heritage strategy.
	  • 'How will infrastructure be provided' and 'securing infrastructure provision', the council is also updating the Planning Obligations SPD
	  • 'Managing flood risk', 'Managing surface water' and 'Managing waste water'.
	  • 'Design context and character', 'Creating high quality places and spaces', and 'Placemaking for larger scale developments'
	  • a suite of climate related policies
	  • 'Supporting active and sustainable travel'
	  • 'Ensuring accessible and adaptable homes', and 'Supporting specialist housing'
	  • 'Placemaking for larger scale developments'

Options - Approach to Strategic Growth (177 responses)	
• Most responses preferred a hybrid option based around existing strategy (option A) with focus on towns (option B) with elements of other options included. • Many support an option that enforces sustainable locations for development supported by public transport, employment, appropriate infrastructure and reduces congestion. • Option G predominantly identifies scenarios such as proportionate growth of existing sustainable settlement • focusing growth around the strategic road network (option D) was supported by those promoting logistics. • Option E dispersed growth was associated with assisting in providing affordable housing and supporting local services	• The six growth strategy options were appraised in the SA for the Further Issues and Options Paper. • Following the close of the Further Issues and Options consultation in November 2024, the responses were reviewed and these six options were further refined into four reasonable alternative growth strategies which were taken forward for further technical testing (4 in total). Each Strategy Option proposed enough housing growth to meet the Government's standard method number with a 10% buffer to allow for sufficient flexibility. • The Land Availability Assessment (LAA) and Sustainability Appraisal (SA) were used to identify the sites that were available and suitable to be included within the chosen options. Other evidence to inform the final strategic growth option

Main Issues Raised	Council Response / How the Council has taken this into account
• Option F - New communities - was noted for its potential to deliver significant infrastructure and create self-sustaining communities • Key concerns included protecting rural areas, the countryside, designated landscapes, and natural environment in addition to ensuring that growth sites have good access to existing infrastructure, such as roads, sewage, and public transport. • Areas mentioned in relation to locations development included: Ramsey, Godmanchester, Alconbury Weald, Farcet, Fenstanton, Kimbolton,Sawtry, Yaxley, Little Paxton, Brampton, Buckden, Somersham, Warboys, Elton and Alconbury Weston.	included: the Integrated Water Management Strategies (Strategic Flood Risk Assessment and the Water Cycle Study), the Infrastructure Delivery Study, Strategic Transport Study, and Habitat Regulations Assessment. Each growth option was assessed also through the Sustainability Appraisal. • The technical evidence identified potential benefits to all other strategy options lending to t a hybrid strategy based on Strategy 2 with elements of other strategies incorporated. For example, placing slightly more emphasis on some dispersed growth as per Strategy 4 to support rural areas and sustainable growth of other settlements across the district as solely focusing on the most sustainable locations could result in some social and economic disparity; also from Strategy 3 placing development along public transport routes that are located within sustainable settlements.
Options - Green and Blue Infrastructure (84 responses)	

• The majority of responses strongly supported the retention of the existing Green Infrastructure Priority Areas and designation of additional areas (option B)
• Allocating new green infrastructure was also strongly supported (option C)
Comments suggested:
• They need to enhance green infrastructure and biodiversity
• The need to be aligned with the NPPF, Cambridgeshire and Peterborough Local Nature Recovery Strategy and Huntingdonshire Nature Recovery Network
• Expanding the green infrastructure network
• Incorporating green and blue infrastructure into new developments and considering Natural England/relevant organisations standards and information.
• Some note a deficiency in access to green space
• Creating a local green infrastructure strategy
• SSSI, ancient woodland and County Wildlife Sites, Ouse and Nene Washes should be protected
• Key areas identified for consideration include the Nene Valley and campaign to designate Northamptonshire Vales and Rockingham Forest as a 'National Landscape (includes the Northern Wolds). Other areas include the Great Ouse Valley, Great Ouse Fenland Arc and Western Gateway multifunctional GI corridor, Folksworth-Elton-Ashton Wold,
	• The Council has developed the following policies to address the concerns raised:
	  • 'Green and blue infrastructure' which aligns with and references the Cambridgeshire and Peterborough Local Nature Recovery Strategy and Huntingdonshire Nature Recovery Network and green infrastructure priority areas
	  • 'Supporting active and sustainable travel'
	  • 'Managing flood risk', 'Managing surface water' and 'Managing waste water'
	  • 'Enhancing biodiversity and geodiversity'
	  • 'Protecting our nature conservation sites', including reference to sites on national, international importance
	  • 'Hamlets and the countryside' including reference to best and most versatile agricultural land
	  • ''Heritage assets and their settings', conserving and enhancing heritage assets accompanied and a heritage strategy.
	• The Marine Management Plans have been reviewed and taken into account as part of Local Plan preparation.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Grafham-Brampton-River Kym, Grafham Water and Local Geological sites geological sites e.g. Great Fen: Holme Fen and Whittlesea Mere. • Acknowledging the role of green infrastructure in climate change mitigation and public health and well-being • Ensuring a balance between agriculture and nature • The need for multifunctional green and blue spaces incorporating environmental, recreational and community purposes with SUDs, natural flood management and biodiversity net gain and wildlife enhancements. • Enhanced public rights of way and active travel routes • Using green infrastructure to improve, conserve and enhance the setting of heritage assets. • Reference to including East Marine Plan policies and key objectives should be considered	
Options - Decarbonisation Scenarios (78 responses)	

• No clear option was identified.
• Option A was considered realistic and achievable, cost-effective and aligning with market dynamics and infrastructure development - Suggestions for enhancing for option A included enhanced solar generation and concern for rapid EV adoption
• Option B was supported for its ambitious approach to climate change - Suggestions for option B included balancing ambition with practicality and achievability and requiring flexibility to support new technologies as they become viable.
• There was concern that option B would place financial burdens on new developments
• Option C was considered a moderate ambition scenario and balanced approach - Suggestions for option C included S106 and CIL payments to encourage low carbon scenarios
Alternative suggestions included:
• Reducing carbon emissions but balancing this with economic and social sustainability,
• Flexible policies to adapt to changing circumstances,
• Aligning policies with national policy and building regulations.
• Providing solar to warehouses and industrial buildings, avoiding solar farms on productive agricultural land
	• The Council has developed the following policies informed by the Whole Plan Viability Assessment and Climate Change Evidence found in the Council's Evidence Library for the Local Plan:
	  • 'Approach to renewable energy schemes'
	  • 'Minimising embodied carbon in new buildings'
	  • 'Minimising operational energy consumption in new buildings'
	  • 'Making existing buildings more energy efficient'
	  • 'Electric vehicle charging points'
	  • 'Supporting carbon capture through nature'
	  • 'Transport, travel and connectivity'

Main Issues Raised	Council Response / How the Council has taken this into account
• Consideration of facilitation of battery storage, micro-energy generation, renewable energy sources, hydrogen use and carbon capture • Passivhaus standards, heat pumps and tree planting • Ensuring the approach is viable and achievable • Consideration of impact on heritage and improvement of peat land • Reducing HGV movement to minimise emissions	
Options - Renewable Energy (74 responses)	

• Option B - an ambitious approach to renewable energy - was the most preferred option, although option A and alternative solutions were also supported.
• Option A - business as usual was noted as realistic, cost-effective and aligning with current market dynamics. Suggested improvements included Solar on large buildings/roof spaces.
• Additional suggestions for option B included the need for flexibility to incorporate new technologies and balancing ambition with viability and achievability.
• Concerns were raised regarding infrastructure capacity for enhanced EV charging
Others suggested:
• a balanced pathway approach including reducing demand
• improving efficiency, electrification, hydrogen, and carbon capture,
• extending the timeline to meet zero carbon objectives
• using CIL payments and Section 106 agreements to encourage low carbon solutions in both new and existing housing stock
• Balancing the need for solar farms with agricultural food production and village/landscape/biodiversity/wildlife impact
• Solar panels on all buildings
• Ensuring viability to achieve deliverability
• Including Passivhaus standards
• No requirements beyond building regulations
• Mitigation should be delivered through sustainable construction and carefully considered design.
	• The Council has developed the following policies informed by the Whole Plan Viability Assessment and Climate Change Evidence found in the Council's Evidence Library for the Local Plan:
	  • 'Approach to renewable energy schemes'
	  • 'Minimising embodied carbon in new buildings'
	  • 'Minimising operational energy consumption in new buildings'
	  • 'Making existing buildings more energy efficient '
	  • 'Hamlets and the countryside' including reference to best and most versatile agricultural land

Options - Integrated Flood and Water Management 1 (79 responses)	
• Options B to require natural flood management techniques as part of an integrated approach to flood risk management and impact on water	• The Council has developed policies informed by national planning policy and guidance, statutory consultees, the Whole Plan Viability Assessment

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
quality on all developments was the most popular option. • Meeting national requirements only was the second most preferred option (option A), being realistic, achievable and cost effective. • It was argued that local requirements may not be necessary and could impact the viability of development. • Natural flood management techniques were strongly supported included SuDS, green roofs and wetlands • Some proposed a more targeted approach to natural flood management techniques e.g. areas at higher flood risk Key concerns included: • Viability and deliverability of new development • The need for flexibility to ensure cost effective techniques • Ensuring solutions meet topographical and hydrological conditions • The growing challenges of climate change and increased rainfall • The impact on the environment, water quality and biodiversity • Requiring an equitable solution. • Considering advice from statutory agencies such as the environment agency and Lead Local Flood Authorities, Natural England Historic England and also the Middle Level Commissioners • Considering local guidance such as the Cambridgeshire Flood and Water SPD • Flexibility for areas partly in flood zones • Minimising downstream impacts, reducing flow to rivers, surface water run off and impact on Ouse washes, Portholme, Great Ouse and Nene Rivers, Alconbury Brook and Yaxley and surrounding areas (potentially Stilton and Folksworth) • Policies should consider the East Inshore and East Offshore Marine Plans • Consideration on impact on heritage assets • Issues identified include fluvial flooding in areas such as Brampton and St Ives, surface water flooding in areas such as Sawtry and Woodwalton, groundwater flooding in Wistow and Broughton, and sewer flooding on occasions.	and Integrated Water Management Strategies (Strategic Flood Risk Assessments and Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The evidence in the Integrated Water Management Strategies takes into account topographical and hydrological conditions, climate change, downstream impact and local flood risk. The polices developed are: • 'Managing flood risk' which includes reference to the Cambridgeshire Flood and Water SPD • 'Managing surface water' • 'Managing waste water' • 'Heritage assets and their settings', conserving and enhancing heritage assets accompanied and a heritage strategy • allocation of land to safeguard against flooding within site allocations where appropriate • criteria in site allocations to mitigate against flood risk
Options - Integrated Flood and Water Management 2 (75 repsonses)	
• Option A: This option is widely supported as it aligns with national policy and ensures that	• The Council has developed policies informed by national planning policy and guidance, statutory consultees, the Whole Plan Viability Assessment

Main Issues Raised	Council Response / How the Council has taken this into account
developments do not increase flood risk elsewhere with some suggested amendments • Option B: This option is favoured by some respondents as it seeks betterment of existing flood risk improving long-term resilience • Responses suggest the inclusion of surface water management plans to address runoff rates and flooding elsewhere Key concerns include • Not increasing flood risk elsewhere • Onerous policies and the impact of viability and deliverability of housing including off-site improvements. • Concern that development in areas at high or medium flood risk should avoid increasing flood risk elsewhere • Surface water management is a significant concern • Continued coordination between other local authorities, Environment Agency, Lead Local Flood Authorities, Natural England and Middle Level Commissioners • Taking account the long term impacts of climate change. • Ensuring national policy is followed only • Incentivising risk betterment through the development control process by providing 'positive weight' in decision making • Taking into account Cambridgeshire Flood & Water SPD, Groundwater Protection guidance and Protect Groundwater and Prevent Groundwater Pollution and national guidance • Ensuring emergency services estate is not built in flood zones and care homes note built in Flood Zones 2 or 3. • Roof water should not go into sewers • Policies should take into account sewerage capacity and water quality impact • Issues identified include fluvial flooding in areas such as Kings Ripton, Broughton, Brampton and St Ives, surface water flooding in areas such as Sawtry and Woodwalton, groundwater flooding in Wistow and Broughton, and sewer flooding on occasions. • Minimising downstream impacts, reducing flow to rivers, surface water run off and impact on Ouse washes, Portholme, Great Ouse and Nene Rivers, Alconbury Brook and Yaxley and surrounding areas (potentially Stilton and Folksworth) • Considering ground water flood risk	and Integrated Water Management Strategies (Strategic Flood Risk Assessments and Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The evidence in the Integrated Water Management Strategies takes into account climate change, downstream impact and local flood risk. The polices developed are: • 'Managing flood risk' which includes reference to the Cambridgeshire Flood and Water SPD and all forms of flooding • 'Managing surface water' • 'Managing waste water' • 'Preventing and reducing ground contamination and groundwater pollution' • 'Heritage assets and their settings', conserving and enhancing heritage assets accompanied and a heritage strategy • allocation of land to safeguard against flooding within site allocations where appropriate • criteria in site allocations to mitigate against flood risk

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Options - Water Efficiency in Residential Development (60 responses)	
• Option C to go above current/future Building Regulations standards and require up to 80 l/p/d if practicable was the most popular option and was favoured to address water scarcity, climate change and environmental impact. • Option B was also considered a reasonable approach: to meet Building Regulations optional standards or future equivalent and require 110 l/p/d and to address water scarcity in the region. • Responses that preferred aligning with meeting building regulations or equivalent supported (option A) it as it avoided overburdening developers financially and met legal requirements. • Options B and C were supported due to the district's location in a water scarce area and to address climate impacts • Key concerns included fairness and transparency, financial burdens on developers and home buyers limiting affordable housing. • The main concerns raised supporting enhanced standards included water scarcity, drought and climate change and environmental impacts. • Key suggestions included: rainwater harvesting, greywater recycling, water reuse, flexible policies to foster innovation, the need for clear evidence • Some responses noted the Written Ministerial Statement in December 2023, announced a review of building regulations to allow local planning authorities to introduce tighter water efficiency standards in new homes in areas of serious water stress. This was supported by the Environment Agency, Greater Cambridge Planning and • Anglian Water proposed planning policy set future local standards which aligns with their approach to demand management in our Water Resources Management Plan 2025-2050 and an aim to reach 110 l/p/d or further with evidence	• The Council has developed a water efficiency policy informed by national planning policy and guidance, the Written Ministerial Statement in December 2023, statutory consultees, Shared Standards in Water Efficiency for Local plans 2015, the Whole Plan Viability Assessment and Integrated Water Management Strategies (Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The policy includes water efficiency standards for residential development that is below the national water efficiency target and standards for non-residential development.
Options - Water Efficiency in Non-Household Development (47 responses)	
• Option C that all 'non-household' development be required to achieve 'excellent' for category Wat 01 of BREEAM was the most favoured option and seen as balancing sustainability and practicality, encouraging best practices in water efficiency without being overly stringent meeting national sustainability goals and fostering innovation without overburdening developers	• The Council has developed a 'Water efficiency' policy informed by national planning policy and guidance, the Written Ministerial Statement in December 2023, statutory consultees, Shared Standards in Water Efficiency for Local plans 2015, the Whole Plan Viability Assessment and Integrated Water Management Strategies (Water Cycle Studies) found in the Council's Evidence

Main Issues Raised	Council Response / How the Council has taken this into account
• Some argued that not going above building regulations avoids additional costs and ensures delivery of sites • Key concerns included the importance of water efficiency and impact on water quality and supply in the district which is in an area of water stress, and the need for clear evidence to support the proposed approach. • Other concerns included flood risk, addressing the climate crisis, increased water scarcity. • The use of the word 'impractical' was considered a way to get out of requirements • There was support for flexibility to encourage innovative technologies • Anglian Water and the Environment agency and Greater Cambridge support a policy approach to ensure that all non-household development meets outstanding in all five credits in the BREEAM Wat01 category and that larger employment developments, ask that all 'non-household' developments achieve 'excellent' or 'very good' for WAT 03 on water leak detection.	Library for the Local Plan. The policy includes water efficiency standards for residential development that is below the national water efficiency target and standards for non-residential development.
Question - The Cambridge Water Area (24 Responses)	
• Some respondents support stricter water management policies to conserve groundwater levels and chalk aquifers • Some oppose stricter water efficiency standards, arguing that additional restrictions could increase development costs and hinder housing delivery • Several responses highlight the need for infrastructure improvements, such as building a new reservoir in the Fens and completing the Grafham pipeline transfer • Recommendations include incentivising green technologies, implementing awareness campaigns, encouraging water efficiency retrofitting, developing regional water management plans, implementing nature-based solutions, agricultural interventions, and reducing water abstraction, and having a long-term water resources plan • Some responses emphasise the importance of a holistic approach to water management, including improving infrastructure for water storage and promoting water efficiency across industries • There is mention of a water credits system pilot and tighter water efficiency standards for new developments	• The Council has developed a 'Water efficiency' policy informed by national planning policy and guidance, the Written Ministerial Statement in December 2023, statutory consultees, Shared Standards in Water Efficiency for Local plans 2015, the Whole Plan Viability Assessment and Integrated Water Management Strategies (Water Cycle Studies) found in the Council's Evidence Library for the Local Plan. The policy includes water efficiency standards for residential development that is below the national water efficiency target and standards for non-residential development. • Infrastructure improvements required as a result of growth are considered in the Infrastructure Delivery Study Baseline Assessment and will be refined further as part of a stage 2 assessment.
Options - Affordable Housing Proportion (69 responses)	

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Option B which asks for the same proportion of affordable housing in all schemes for 10 or more new homes was the most popular • Option A -to maximise the proportion of affordable housing within each site of 10 or more new homes - was also popular • Option B was thought to provide a consistent approach providing clarity • Option A was considered beneficial in creating mixed communities and social cohesion • Some respondents considered a lower proportion of affordable housing on larger schemes would help to provide substantial infrastructure and balance affordable housing with viability and delivery of schemes (Option C) • Some responses challenged the need to increase overall housing numbers to facilitate greater affordable housing provision • Key suggestions included waiting for appropriate evidence of need and viability to inform the affordable housing percentage across sites • Many people noted the lack of affordable housing for residents in the district asking that this is addressed • Some suggested well integrated affordable housing and proximity to services and facilities and exploration of a range of tenures was required • Key concerns included the impact on site viability, whilst others were concerned about how viability challenges limit the supply of much needed affordable housing • Some supported the current policy	• The Council has developed a 'Providing affordable homes' policy informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to understand the balance between need and development viability and to create mixed and balanced communities.
Options - Affordable Housing Location (58 responses)	
• Option B was the most popular option who support allowing affordable housing to be built in all towns and villages to support existing communities especially in rural areas • Option A was preferred by some respondents who believe affordable housing should be built in towns and villages with existing services like shops, primary schools, or village halls • Some note that affordable housing should be provided on all major development proposals (10 plus homes) regardless of their location	• The Council has developed a policy on 'providing affordable homes' which requires affordable housing to be provided on schemes of 10 or more (net) new homes or 0.5ha of land where the number of homes is not yet specified. The policy proposes that dispersed clusters of affordable housing are required for schemes of 200 home or more. • A policy on 'Promoting rural exceptions housing' requires that development is informed by a local housing needs survey. To be eligible for the rural exceptions homes, a potential resident must be able to demonstrate a genuine

Main Issues Raised	Council Response / How the Council has taken this into account

• There is a strong emphasis on the need for affordable housing to be integrated with market value properties to promote social cohesion
• Some respondents highlighted the importance of giving preference to local residents or those with local ties when allocating affordable housing
• Concerns were raised about the potential negative impact of concentrating affordable housing in specific areas, which could lead to social issues or strain on local infrastructure
• The need for sustainable development was a recurring theme, with respondents stressing the importance of ensuring that infrastructure and services are in place to support new housing developments and should be in sustainable locations with good transport links and employment opportunities
• Some responses note that affordable housing should be built anywhere where there is a need regardless of location
	local connection and that they cannot afford suitable housing to meet their needs.
	• The location of growth and new housing is identified through the Council's site allocations and the policies below which have been informed by a growth strategy (see responses to 'Options - Approach to Strategic Growth'):
	  • 'Settlement Hierarchy'
	  • 'Market Towns'
	  • 'Service Centres'
	  • 'Local Services Villages'
	  • 'Villages'
	  • 'Hamlets and the Countryside'

Options - Size and Type of Housing (66 responses)	
• Option B and D were the most popular options • Option D - requiring schemes of 10 or more homes to widen the range of housing types and sizes available using our latest evidence supplemented by any local assessments - was thought to ensure that developments meet local housing needs and promote social diversity • Option B - allowing a flexible approach was considered a way to balance market needs with community goals • Some thought that developers were best placed to understand market needs and can respond to them effectively (option A) • Option C was seen as aligning with national policy and ensuring a variety of housing types • General concerns were raised that specific requirements could impact viability and deliverability of housing • A flexible approach was suggested to allow developers to respond to changing market conditions • Suggestions included testing the viability of housing sizes and types to inform the final decision • Some residents were concerned that allowing developers to decide housing sizes and types could stop the right type of housing being provided	• The Council has developed a 'Promoting a mix of housing' policy and 'Supporting specialist housing' policy. These have been informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to create balance between need and development viability and to create mixed and balanced communities and homes for older people and those requiring specialist homes . The 'Promoting a mix of housing' policy refers to local housing need, local assessments of need and demand and the Council's Housing Strategy and Tenancy Strategy. • The 'Providing affordable housing' policy refers to the nationally described space standards for new social and affordable rented homes and the policy 'ensuring accessible and adaptable homes' also promotes building to a higher standard than current building regulations but through a different route than the national space standards.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Older peoples housing, bungalows and national space standards were suggested • Key suggestions included using local evidence to determine the size and type of housing	
Options - Supported and Specialist Housing (41 responses)	

• No clear option was favoured however Options A and B were considered favourably in combination with other options
• Allowing self-contained supported and specialist housing to be built in towns and villages with existing services was considered beneficial in reducing social isolation (option A)
• Large scale retirement communities were considered to provide comprehensive facilities and support services, creating vibrant and self-sustaining communities (option B)
• There was concern that small scale retirement schemes may be unviable to develop (option C)
• Some responses noted the need a needs assessment and viability testing of the final policy to ensure developments can be delivered.
• A flexible approach was suggested to allow developers to respond to changing market conditions
• Responses highlighted the need for well integrated developments in sustainable locations close to services and infrastructure
• Many noted that a variety of specialist and supported housing should be provided
• The need to ensure that developments have appropriate facilities was also raised as was the provision of wheelchair access and accessibility standards
• Some suggested allocating sites for specialist and supported housing
• Being near family and friends and public transport were also key suggestions
• Responses highlighted that the Local Plan should allow for both self-contained supported and specialist housing, and support one or more larger-scale integrated retirement communities
	• The Council has developed a ' 'Supporting specialist housing' policy. This has been informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to create balance between need and development viability and to create homes for older people and those requiring specialist homes that are integrated with the wider community and near public transport, services and facilities.
	• The policy refers to a wide range of specialist housing including sheltered housing and extra care housing and the need for inclusive design in terms of the standard of facilities, the level of independence, and the provision of support and/ or care.
	• The Council has also updated its policy on 'Ensuring accessible and adaptable homes' informed by national planning policy and guidance, a local housing needs assessment and the Whole Plan Viability Assessment.
	• A number of large site allocations have included specific requirements for supported living, care homes, extra care homes, or nursing and residential care homes including:
	  • 'Draft Allocation North Huntingdon 3'
	  • 'Draft Allocation North Huntingdon 4'
	  • 'Draft Allocation Hemmingford Abbots 1'
	  • 'Draft Allocation Needingworth 1'

Options - Residential Care and Nursing Homes (34 responses)	
• Option A was the most preferred option, with option B also a favourable option. • Option A was supported for ensuring accessibility for residents and staff, reducing car dependency, and integrating care homes into the wider community	• See responses above.

Main Issues Raised	Council Response / How the Council has taken this into account
• Option B was favoured for its flexibility and the potential to meet specific local needs • Key concerns included ensuring residential and nursing homes are located in areas that are accessible to staff and residents and near key services and facilities • Other responses highlighted the need to ensure that residential care and nursing homes are financially viable and that policies are flexible enough to account for site-specific challenges • There is a suggestion to explore a range of housing types and tenures to meet diverse needs • The need to ensure that developments have appropriate facilities and are accessible was also raised • Specialist housing was seen as beneficial for reducing demands on health and social services, improving residents' well-being, and releasing larger homes back into the housing stock • Some suggested allocating sites for specialist and supported housing • Being near family and friends and public transport were also key suggestions	
Options - Self and Custom Build Homes (54 responses)	

• There were mixed responses to these options with no clear preference for a particular option.
• Option A which proposes allocating small sites within and on the edges of towns and villages was considered a practical suggestion that aligns with the demand for self-build plots
• There were concerns that a percentage based requirement for custom and self-build homes may not be viable (option b)
• Some noted the policy should reflect local need
• Option C was to treat custom and self-build proposals the same as housing proposals was considered to ensure fairness and consistency in the planning process
• Some responses raised concerns over the viability and importance of flexibility in housing policies to account for changing market conditions and site-specific challenges
• Concern was raised over undeveloped or part developed sites near completed developments
• Some respondents support community-led group self and custom build projects in locations where other housing might not be supported (option d), provided there is clear evidence of community support
	• The Council has developed a 'Facilitating self and custom build homes' policy. This has been informed by national planning policy and guidance, a local housing needs assessment, Huntingdonshire's Self and Custom Build Register and the Whole Plan Viability Assessment (found in the Council's Evidence Library for the Local Plan) to create balance between need and development viability. The policy requires 5% custom and self build plots on sites over 100 homes and plots to be marketed for 12 months.
	• Planning applications are not restricted to developers and can be submitted by community-led group self and custom build projects.
	• Planning applications for self and custom build plots or sites will be assessed through the wider housing policies and development strategy policies within the local plan to ensure they are sustainably located.
	• Two site allocations have been reserved for self and custom build housing including:
	  • 'Draft Allocation Upton 1'
	  • 'Draft Allocation Waresley 1'

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Suggestions included ensuring custom and self build developments are well integrated into developments and reflect local demand • Other suggestions included ensuring these developments are sustainably located close to services and facilities • Some respondents suggest that self and custom build plots are more suitable for smaller, dedicated sites rather than being part of larger developments	
Options - Gypsy and Traveller Accommodation Needs (23 responses)	
• Options B and D were the most favourable options • Option B, which allows for extensions to existing sites that already have permanent planning permission, was supported as these sites are already proven to be sustainable and can be improved. • Option D, which relies on a criteria-based policy approach to evaluate the suitability of land for Gypsy and Traveller pitches is believed to be flexible and sustainable and allows to sites contribute positively to the wider social fabric. • There is support for making temporary sites permanent (option c), subject to adequate flood management and the sequential test. • The need for a flexible policy to respond to demographic shifts and societal trends, market conditions and site specific challenges was highlighted • Others noted the need to integrate sites within towns and villages in sustainable locations with access to services and facilities • It was noted that sufficient capacity should be available with respect to local services, water supply and drainage. • It was noted that a criteria-based approach allows for greater local involvement and engagement with stakeholders, including local communities, planning authorities, and gypsy and traveller representatives. This approach fosters collaboration and enables the community	• The Council has developed a 'Gypsies, Travellers and Travelling Showpeople' policy. This has been informed by national planning policy and guidance and evidence on levels of current provision. Current and future need can be found in the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment. The policy supports the sustainable location of sites and adequate infrastructure to support the site. The policy provides a flexible approach to the assessment of development proposals through the submission of planning applications. Temporary sites wishing to be made permanent will be assessed through the policy.
Options - Boat Dwellers Accommodation (20 responses)	
• Option A to allocate new permanent residential moorings was the most popular option on its own and in combination with options B and/or C.	• The Council has developed a 'Water related development' policy. This has been informed by national planning policy and guidance and evidence on levels of current provision.

Main Issues Raised	Council Response / How the Council has taken this into account
• Allocating sites was considered beneficial by setting out criteria for sustainable development in the right locations and ensuring no detrimental impact on the environment. • Suggestions include the requirement of facilities on sites such as waste disposal, electric hook ups and water to allow for healthier living environments • Access to local services and facilities via walking and cycling routes was proposed to allow integration with local communities • Others suggested allowing a proportion of residential moorings on leisure marinas • Residential moorings were considered important to meet demand for more diverse housing options	Current and future need can be found in the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment. The policy supports the sustainable location of sites and adequate infrastructure such as water supply, electricity, and disposal facilities for sewage and waste to support the site. It is focused on water related tourism, sport and leisure developments, such as proposals for new short term/ leisure moorings and marinas, and residential moorings including in sustainably located marinas where the use would not lead to a change in the character of the marina away from a tourist/ leisure facility.
Options - Approach to Individual Developments (Transport and Connectivity) (80 responses)	

• Option B - to continue with the current approach was the most popular option being considered realistic for rural areas, where public transport is limited, allows for active travel and adequate road infrastructure with developer contributions assisting with upgrades and mitigating negative impacts through increased traffic
• Option A which focuses on high quality and plentiful infrastructure for active travel and public transport rather than prioritising road users was considered essential for meeting net zero targets and integrating existing networks.
Suggestions include:
• referencing the Cambridgeshire Rights of Way Improvement Plan objectives to manage, improve and promote a Public Rights of Way network, the Draft Cycling Delivery Plan and the Local Transport Plan
• the production of a strategic plan to guide the development locations
• addressing traffic congestion in Huntingdon and on the ring road, the exit from Hinchingbrooke and the iron bridge at the end of St Peter's Road
• Ensuring that the cumulative impact of transport of new development on the transport network is assessed
• Taking into account potential new transport infrastructure such as East West Rail, the A141 and the Guided busway improvements
• considering a Rapid Transit System which could connect St Ives with the settlements of Somersham, Warboys, Ramsey and Chatteris based on the disused rail network
	• Policies related to transport and connectivity have been informed by Local Transport and Connectivity Plan, Cycling and Walking Investment Strategy, Cambridgeshire Rights of Way Improvement Plan, Huntingdonshire Strategic Transport Study, Infrastructure Delivery Study Baseline Assessment and Stage 1 Whole Plan Viability Assessment.
	• Huntingdonshire's Strategic Transport Study provides a baseline assessment of how transport and connectivity in Huntingdonshire currently performs, assesses strategic sites and growth options. It will identify transport infrastructure requirements for future growth.
	• Transport initiatives in development by the Cambridge and Peterborough Combined Authority have also been taken into account in the development of policies the strategic location of growth such as the A141 Improvement Project
	• Using the evidence the Council has developed policies to address the concerns raised.
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • a design policy ('Creating high quality places and spaces ')that addresses multifunctional greenspaces and corridors, cohesive design, vehicular movements, compatibility,

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• considering car schemes and dial a ride schemes, mobility hubs and park and ride schemes • realising that rural areas require effective transport networks and provision for cars and adequate parking in developments due to lack of public transport and rural isolation • ensuring that new settlements are integrated into the rights of way network and offer improvements • ensuring that the needs of older people are considered • the need for high-quality infrastructure that supports walking, cycling, and public transport • ensuring the needs of equestrians a considered. • reducing reliance on private cars and encouraging more environmentally friendly modes of transport • Integrating Green infrastructure networks into new development	overheating and allows for a flexible approach to design. • 'How will infrastructure be provided', and 'Securing infrastructure provision' • 'Facilitating transport, travel and connectivity' which sets out a transport user hierarchy and identifies strategic transport improvements such as the A141 and East West Rail
Question - Place based Approach to Net Zero Transport (28 responses)	
• Many highlighted the difficulties in implementing net zero in rural areas • Electric vehicles were considered too expensive • Commuting by foot or bicycle was considered impractical • Public transport in the area is thought of as inadequate and unaffordable Suggestions include: • improving public transport frequency and affordability • Encouraging behaviour change • last mile connectivity • segregated cycle routes • e-scooter hire • dial a ride and shared transport schemes • 15 minute neighbourhoods • ensuring strategic development include active travel infrastructure early on, prioritises public transport, bus corridors, rail links and mobility hubs • Limiting car use in local centres • Multimodal transport systems • the need for practical and equitable solutions, noting that many rural areas face significant challenges with transport and connectivity • installing electric charging points in all developments • on-street rapid charging • promoting active travel through cycle and pedestrian-friendly infrastructure	• Huntingdonshire's Strategic Transport Study provides a baseline assessment of how transport and connectivity in Huntingdonshire currently performs, assesses strategic sites and growth options. It will identify transport infrastructure requirements for future growth. • The Council has no overall control on public transport networks but looks to locate growth in sustainably located areas. Huntingdonshire's market towns offer the highest levels of sustainability in Huntingdonshire services available in all of them include public transport services. Development in Villages will be supported where the amount and location of development proposed is sustainable in relation to availability of opportunities for users of the proposed development to access day to day services and facilities by active travel or public transport. • The Local Transport and Connectivity Plan (LTCP) strategic approach is to shift travel choices to more sustainable modes of transport, including public transport, walking, and cycling. • The Council will work with and support its partners to facilitate a safe and efficient transport system that builds on existing infrastructure to support our communities and local economic growth. This will support provision of highway infrastructure where required, promote travel choice through supporting public transport infrastructure and services, and promoting networks for safe and secure walking, cycling and wheeling that provide

Main Issues Raised	Council Response / How the Council has taken this into account

• promoting projects like the Kym Valley Way active travel route to enhance connectivity for rural communities
• promoting home delivery, home working, and broadband to reduce the need for travel
• Investment in hydrogen fuel
	a realistic alternative to private car use and facilitate opportunities for people to make healthy active travel choices.
	• Building regulations require electric vehicle charging points within new development, policy 'Providing electric vehicle charging points' provides criteria on the design and location of charging points.
	• The Council has also developed policies on:
	  • 'Supporting active and sustainable travel' addressing multiple active travel modes such as walking cycling and wheeling and public rights of way.
	  • 'Parking and vehicle movement' setting minimum levels for employment and residential.
	  • a design policy ('Creating high quality places and spaces) that addresses multifunctional greenspaces and corridors, cohesive design, vehicular movements, compatibility, overheating and allows for a flexible approach to design.
	  • 'How will infrastructure be provided', and 'Securing infrastructure provision'
	  • 'Facilitating transport, travel and connectivity' which sets out a transport user hierarchy and an approach to digital connectivity to support home delivery, home working, and broadband to reduce the need for travel
	• Investment in hydrogen fuel is beyond the scope of the local plan, the Council has developed a policy to direct the approach to renewable energy schemes

Options - East West Rail (49 responses)	
• Waiting until there is greater certainty about the timing of East West Rail was the most preferable option (option b) and seen as more realistic and cautious given the uncertainties surrounding the project's timeline and funding • Relying of the prospect of East West Rail coming forward (option a) was considered to facilitate early and strategic planning for growth in areas that will benefit from the new transport links • Option A is considered to maximise benefits by aligning development with the expected transport infrastructure, improving connectivity, accessibility, and overall quality of life in the district	• The Council has received greater certainty on the development of East West Rail which has been taken into account in the Infrastructure Delivery Study Baseline Assessment and through engagement with those involved in the East West Rail project. Stage 2 of the Infrastructure Delivery Study will provide updates on any progress. • The Council has be provided with a safeguarded route which will facilitate the delivery of East West Rail. This has assisted the council in identifying proposed sites that may be impacted by its location and/or affect delivery. • As the East West Rail project is a 'Nationally Significant Infrastructure Project' it will not be dealt

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Some comments emphasised the need to build infrastructure before starting new developments to avoid the issues of inadequate infrastructure • There is a concern that relying too heavily on the East West Rail project for growth could lead to missed opportunities and delayed housing delivery • Some comments highlight the importance of safeguarding potential routes for East West Rail in the Local Plan to ensure that future growth does not hinder the project's delivery • Several comments discuss the local impact of East West Rail, particularly in areas like St Neots and Huntingdonshire. There is concern about the potential traffic congestion and the need for strategic planning to manage anticipated traffic flows • The impact on transport in the Greater Cambridge area was also raised • It is proposed that East West Rail and the Council should work closely with landowners and site promoters to ensure that sustainable locations for development are not discounted at an early stage.	with by Huntingdonshire District Council. Instead it will be required to submit a Development Consent Order to the Planning Inspectorate who will examine the application and make a recommendation to the relevant Secretary of State for the final decision. More information can be found at: East West Rail | Home

Land Availability Assessments

Consultation Responses Summaries

4.22 The following table outlines a summary of the type of comments received to the Land Availability Assessments consulted on between 18 September and 27 November 2024:

Responses to the Land Availability Assessments

	Additional Sites Land Availability Assessments
Number of Comments Made	4,525
Number of Individuals or Organisations that Responded	1,133
Number that Agree with Assessment	745
Number that Disagree with Assessment	1,483
Number that Have Observations on Assessment	2,129
Number that Commented Without Noting Agree/ Disagree/ Have observations	168

4.23 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Land Availability Assessment Consultation Responses

4.24 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary of Sites consulted on in the Land Availability Assessments

4.25 The following sections provide a summary of the main issues raised during the consultation on the Land Availability Assessment and how the Council has taken these into account.

4.26 The sections are set out in the same order as the Land Availability Assessment consultation document and are:

- Area 1 - Northern Huntingdonshire
- Area 2 - North East Huntingdonshire
- Area 3 - Northern Central Huntingdonshire
- Area 4 - Western Huntingdonshire
- Area 5 - Central Huntingdonshire
- Area 6 - Eastern Huntingdonshire
- Area 7 - Southern Huntingdonshire

General comments

4.27 The consultation received responses from a number of statutory consultees and Duty to Cooperate bodies, these comments will inform the selection of sites coupled with further evidence as the plan progresses. They will also enable the Council to provide criteria within draft site allocations to shape and mitigate development.

Area 1 - Northern Huntingdonshire

General comment: Comments were raised against the general Northern Huntingdonshire area with specific concerns about the strain on medical services, increased traffic congestion, particularly around the Norman Cross roundabout, inadequate public services, loss of green spaces and biodiversity, with several sites prone to flooding exacerbating drainage issues, the importance of preserving the rural character and historical significance of their villages, and opposing developments in areas like Elton, Sibson, Folksworth, Stilton, Chesterton, Haddon, and Sibson cum Stibbington.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

4 Further Issues and Options

Alwalton

Alwalton 1: Land North of 23 to 33 Oundle Road, Alwalton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of respondents did not agree to development of this site. Key concerns of the site were potential loss of biodiversity, wildlife and natural habitats, the impact on the landscape and infrastructure. Other issues mentioned include drainage/sewerage problems and traffic congestion. Surface water flood risk, impact on the conservation area, Alwalton Hall and proximity to the A1 raising concerns about air, light and noise pollution for new residents were also mentioned.

A response was submitted by the site promoter supporting the site and addressing issues such as flood risk, accessibility, noise, air and light pollution, access and pollution.

Council Response

The site promoter resubmitted this site and additional land to the north in the Ongoing Call for Sites. As this site includes additional land, it was reassessed as Alwalton 2 and can be found in the updated Land Availability Assessments document.

Alwalton 2 was selected as a draft mixed use allocation (Draft Allocation Alwalton 1) for about 165 homes and about 4 ha of open space to safeguard against flooding.

Landscaping and biodiversity concerns have been address through criteria requiring the mitigation of recreational impacts on nearby nature sites including the Nene Valley Nature Improvement Area and an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. Drainage/sewerage concerns are addressed through criteria to ensure integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.

A criteria requiring the provision of suitable noise, light and air quality mitigation requires a development proposal to mitigate concerns about air, light and noise pollution, whilst land is also set aside to safeguard against flooding with flood specific criteria included. Development will require sensitive design having regard to the Conservation Area designation and adjacent Alwalton Hall accompanied by a heritage assessment and safe vehicular and pedestrian access form Oundle Road will be required.

Chesterton

General comment: Comments were generally against the proposed developments. Responses expressed concern about the significant visual impact on the countryside and village character, increased traffic congestion on the A605 and local roads, the lack of infrastructure to support the proposed developments, the potential for increased pollution, the impact on local wildlife, and the strain on public services such as schools and medical facilities. Comments also highlighted the historical and environmental significance of Chesterton, noting that substantial development would fundamentally alter the landscape and village setting.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Chesterton 1: Land West of A1 (North of Peterborough Motorway Services) - Option A (larger site), Haddon (Chesterton) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (82 responses)

Almost all responses oppose the development with two being unsure. Concerns raised were the significant visual impact on the rural landscape, increased traffic congestion on the A605 and local roads particularly arising from HGVs, the lack of infrastructure to support such a large-scale development increasing the potential for pollution and damaging wildlife as well as putting additional strain on public services. Comments also highlight the historical and environmental significance of the area, noting that the proposed development would fundamentally alter the landscape and village setting. There is a minerals and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the A605 to achieve an access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. It is unclear how high quality walking, cycling, wheeling access can be achieved either on the A605 or the Oundle Road across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. They state that the previously planning application submitted for this site could not demonstrate how it could achieve sustainable links. National Highways have also commented due to its close proximity to the strategic road network (the A1) and access from a local road, close to junction 17 which raises risk of potential crashes so safety improvements may be required.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. The site was tested by the council as part of Growth Strategies 1 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The site was promoted variously for employment and for residential led development and tested for residential through the Strategic Transport Study. This identified that the site has poor accessibility for pedestrians in particular. As Part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated.. The Highways Authority raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough. National Highways also raised significant concerns noting that J17 A1(M) is a potential crash cluster, therefore safety improvements may be required. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to high and/or medium risk from surface water sources and groundwater flood risk, particularly emergence to subsurface assets.

Chesterton 2: Chesterton Garden Village (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (86 responses)

The vast majority of comments are opposed to development. There were concerns raised about the significant visual impact on the rural landscape, increased traffic congestion on the A605 and local roads, the lack of infrastructure to support such a large-scale development, the potential for increased pollution, the impact on local wildlife, impact on designated heritage assets and the strain on public services such as schools and medical facilities. Some comments also raised the historical and environmental significance of the area, noting that the proposed development would fundamentally alter the landscape and village setting of Chesterton. There is a minerals and/or waste constraint present. The Highway Authority states that the combined parcels appear to have sufficient frontage to Oundle Road to achieve access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. It is unclear whether the corridor linking the site to Oundle Road is suitable to achieve either a vehicular or Pedestrian/cycle/emergency link. It is unclear how high quality walking, cycling, wheeling access can be achieved across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways have also commented

4 Further Issues and Options

that the site is less than a kilometre from the A1 and Alwalton junction so there is risk of potential crashes so safety improvements may be required. The Education Authority commented stating that the proposal could generate demand for an additional 426 children aged 0-3. Primary provision could generate demand for an additional 568 primary school places equating to 3FE and could be provided as one school and require a land allocation of 3ha. Secondary provision could generate demand for an additional 355 secondary school places equating to 3FE. SEND provision could generate demand for approximately 12 places for children with SEND, a contribution would be requested towards existing provision within the county.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site is at risk of groundwater emergence to both surface and subsurface assets and has limited accessibility by active travel. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. Other concerns from statutory consultees are from the Highways Authority who note that significant highway improvements are required, due to scale and that it is unclear if a corridor linking the site to Oundle Road can be achieved across the A1 to link the development with Peterborough. As the site is on the wrong side of the A1 it would be very reliant on vehicles and there are existing issues with bridge over A1. Historic England raised concerns about the the nearby (metres away) grade I listed church. There are potential adverse impact on the extensive scheduled monument of the Roman Town of Durobrivae located just 80 metres to the north of the site boundary. They also have considerable concerns about this site as a potential site allocation. A detailed heritage impact assessment would be needed to assess this and determine whether the site is suitable and if it is to make clear recommendations for protection, enhancement of the heritage assets and appropriate mitigation for any impacts. Highways England note that the junction is a potential crash cluster area therefore might need to consider safety improvement.

Conington

General comment: Comments reflects a consensus that significant changes and considerations are needed before any development can proceed. Concerns regarding congestion, flood risk, infrastructure, obscured junctions, and the archaeological and historical significance of certain areas, such as the Cromwell/Roundhill area, moated castle, and deer park site are raised.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Conington 1: Conington Airfield (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

The majority of respondents were opposed to developing the site. Concerns were raised regarding the scale of numerous industrial units, sewage, flooding, and increased traffic. There is a minerals and/or waste constraint impacting the site. The Highway Authority highlight there is a 5T weight restriction immediately to the north east of the site on the bridge at Pingle Bank so access is not achievable from Holme village notwithstanding that the approach road infrastructure north is also poor. To the south and east of the site Church Road to the B1043 is inadequate to cater for heavy commercial vehicles in terms of width and infrastructure through Conington village to the B1043. There appears to be inadequate frontage for access and visibility onto the B660 Glatton Road. It is therefore unclear how adequate vehicular access can be achieved for the site.

The site promoter states that they are currently considering further technical work to support the development vision for the site.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as there is a preference from national Government to retain airfields and the likely significant amount of infrastructure and transport improvements required to serve the development make the proposed development potentially unachievable. Additionally, there are very limited details from the site promoter to scope the potential for the site in depth at this time.

Conington 2: Land North of Conington Airfield (failed fundamental constraints)

Main Issues Raised (6 responses)

The majority of respondents were opposed to developing the site. Concerns were raised regarding the scale of numerous industrial units, sewage, flooding, and increased traffic. There is a waste constraint impacting the site. The Highway Authority highlight there is a 5T weight restriction immediately to the north east of the site on the bridge at Pingle Bank so access is not achievable from Holme village notwithstanding that the approach road infrastructure north is also poor. To the south and west of the site Church Road to the B1043 is inadequate to cater for heavy commercial vehicles in terms of width and infrastructure through Conington village to the B1043. It is unclear if there is adequate frontage to achieve a safe access.

The site promoter states that any future application on the site would be supported by an odour impact assessment to demonstrate that potential impacts from the water recycling area could be adequately mitigated.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment and failed the fundamental constraints due to the site being within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment was submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity.

Conington 3: Land West of Conington Airfield (Council conclusion pre-consultation: may be appropriate for BNG)

Main Issues Raised (5 responses)

The majority of respondents were opposed to developing the site. Comments raised concerns regarding the loss of woodland and ponds within the site. There is a mineral and/or waste constraint impacting the site. The Highways Authority states that there is connection to the public highway and there are concerns regarding the suitability of the local road network to accommodate commercial use and concerns over the accessibility sustainability of the site.

The site promoter states that it is anticipated that the site would be used to offset any development coming forward on the wider site.

Council Response

This site has not been selected as a draft allocation. It was put forward as a proposed site for commercial and open space uses. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would not support sustainable place-making as the site is consists primarily of woodland categorised as Priority Habitat – Deciduous Woodland with a pond and several internal tracks within the site. The site is also located adjacent to the Great Fen Landscape and Visual Setting Boundary which would be impacted by built development. The Assessment noted that the site may be appropriate for biodiversity net gain opportunities only top provide linkages into the

4 Further Issues and Options

wider Fenland landscape and support the retention of the existing habitat on site. However, due to the nature of the site 'Priority Habitat – Deciduous Woodland', biodiversity net gain enhancements may not be achievable due to the high level of biodiversity already present on site.

Conington 4: Land at Woolpack Farm, Conington (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (5 responses)

Most comments were opposed to development. There were concerns raised about the loss of agricultural land and access. There is a minerals and/or waste constraint impacting the site. The Highways Authority states that it is unclear how access will be achieved as there is no access to the public highway and there are possible junction capacity concerns at B660/ B1043. Lorry parking capacity is required to fully understand the potential impact the development may have. Traffic is likely to head to the A1(M) and likely to generate increased traffic on routes in the local highway network that would be used to access A1(M).

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for development as it would not support sustainable place-making due to the likely need to access the site via car and its potential impacts on the wider landscape.

Conington 5: Land at Middlemarsh Farm, Glatton Road, Sawtry (Conington) (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

Most respondents agree with the assessment that the site is unsuitable due to significant infrastructure, flood risk, archaeology and transport improvements required. There is a minerals and.pr waste constraint impacting the site. The Highways Authority state that the site appears to have sufficient frontage to Glatton Road to achieve access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that a minimum of two points of access will be required at least one in emergency form. The suitability of the approach road network will need to be assessed in relation to the ability to cater higher volumes of traffic and HCVs and may result in junction capacity issues in Sawtry and Glatton.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the likely significant amount of infrastructure and transport improvements required to serve the development making the proposed development potentially unachievable. Additionally, there are very limited details form the site promoter to scope the potential for the site in depth at this time.

Denton and Caldecote

Denton and Caldecote 1: Land South of Stilton Golf Course (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

All comments were opposed to development. Concerns were raised about the impact on village character, increased traffic, inadequate infrastructure locally, potential flooding, the disruption to well-used footpaths and local wildlife and the existing highway infrastructure being inadequate for the scale of the proposed development. There is a mineral and/or waste constraint present. The Highways Authority state that the existing highway infrastructure is inadequate for the scale and nature of the proposal. It is unclear how high quality walking, cycling, wheeling access

can be achieved to link the site to wider centres of population, notwithstanding the lack of transport provision. The development would generate increased traffic on Denton Road which would need to be significantly improved to allow for increased traffic.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the existing access being unsuitable for the scale of development and that it is very unlikely to be capable of being upgraded sufficiently. Infrastructure requirements to enable suitable access is likely to make the development unachievable.

Elton

General comment: Comments raised concerns about the village's character, natural, and ecological significance, potential flooding, inadequate infrastructure, and the presence of archaeological and heritage assets. Respondents emphasise the importance of preserving greenfield sites and suggest that existing vacant properties and alternative sites should be considered for development instead. There are also concerns about the capacity of local sewage systems and the potential increase in traffic. Overall, the consensus is against development due to the negative impact on the environment, infrastructure, and village character.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Elton 1: Land between Middle Street and Highgate Green, Elton (Council conclusion pre-consultation: may be appropriate for open space uses)

Main Issues Raised (38 responses)

The majority of respondents are opposed to built development on the site but many were supportive of retaining it for open space uses. Concerns raised include the site's role in maintaining the village's rural character, potential flooding issues, and the impact on local wildlife. Overall, the consensus is to retain the site as a green space to preserve the village's character and address environmental concerns.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Elton 2: Land North of Chestnuts Farm and River Lane, Elton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (36 responses)

The majority of respondents do not support the development of this site. Concerns were raised regarding the significant flood risk on site, its location within a conservation area, proximity to listed buildings, impact on the village's character, potential for increased traffic on narrow roads prone to flooding, and the need for extensive infrastructure improvements. There is a minerals and/or waste constraint present. The Highways Authority state that significant improvements to the road and footway infrastructure between the site and Stocks Green would be required.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development due to its physical constraints arising from fluvial flood risk, heritage and landscape considerations which reduce the developable area of this site and would result in development that would not reinforce the character of the area.

Elton 3: Land between Wansford Road and Oundle Road, Elton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (36 responses)

The majority of respondents do not support the development of this site. Concerns include the site's visibility from the village and surrounding roads, its location within a conservation area, the negative impact on the village's character, and potential for surface water flooding. Some respondents suggest that the site could accommodate a small number of affordable houses for young families if developed sympathetically, while others emphasise the need to preserve the greenfield land and consider alternative sites or repurpose vacant historic building. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access from Peterborough Road and not Oundle Road. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development as it would not reinforce the character of the area and would result in significant landscape impact. Development would extend the built form of the village eastwards which would not reinforce or retain the character of the village and would result in adverse landscape impact.

Elton 4: Land between Oundle Road and Greenhill Road, Elton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (36 responses)

The majority of respondents do not support the development of this site. Concerns include the site's visibility from the village, its location within a conservation area, the negative impact on the village's character, and high risk of surface water flooding. Some respondents suggest that the site could accommodate a small number of affordable houses for young families if developed sympathetically, while others emphasise the need to preserve the greenfield land and consider alternative sites or repurpose vacant historic buildings. The Highways Authority states the site has sufficient frontage to the public highway to achieve an access in accordance from Green Hill Road not Oundle Road. Local infrastructure improvements may be required in the form of walking/cycling connectivity and road widening to 5m and a footway would be required.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development as it would not reinforce the character of the area and would result in significant landscape impact. Additionally, to mitigate surface waterflood risk development would likely be placed in a way uncharacteristic of the area making integration and reflecting the character of the area further challenging.

Elton 5: Land between Duck Street and Wansford Road, Elton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (86 responses)

The majority of respondents were opposed to development on this site, a small number did support some development. Concerns include the site's visibility from the village, its location within a conservation area, the negative impact on the village's character, flood risk and many raised its archaeological significance, with evidence of medieval ridge and furrow farming. Reference was also made to a 1995 appeal decision which dismissed a previous development on the site based on landscape and archaeology matters. Some respondents suggest that the site could accommodate a small number of affordable houses for young families if developed sympathetically, while others emphasise the need to preserve the greenfield land and consider alternative sites or repurpose vacant historic buildings. The Highways Authority states the site has sufficient frontage to the public highway to achieve an access from both Wansford Road and Duck Lane. Local infrastructure improvements will be required in the form of walking/cycling connectivity however access to Duck Lane would require greater intervention to link back to the existing network. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Farcet

General comment: Several raised general concerns regarding further development within Farcet citing issues relating to inadequate infrastructure, strain on local schools and healthcare facilities, increased traffic, the impact on the village's character and environment, flood risk and loss of green spaces. Respondents emphasise the need for more infrastructure improvements and better planning before considering any new housing developments.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Farcet 1: Land West of Peterborough Road and North of Gazeley Gardens, Farcet (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (21 responses)

The majority of respondents are opposed to development. Concerns were raised about the loss of green space, increased traffic congestion, strain on local infrastructure and services, impact on the village's character with fears that Farcet would lose its identity and become a suburb of Peterborough, flooding, the loss of agricultural land, and the negative impact on wildlife. Some respondents highlight the lack of local amenities, such as shops, schools, and healthcare facilities, which are already under pressure. There is a minerals and/or waste constraint present. The Highways Authority state that on the basis of the red line there is inadequate connection to the public highway but the submission documents identify potential frontage acquisition meaning that an access may be feasible in the fullness of time, subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments.

The site promoter commented reiterating the site's availability. They state that landscape impact, drainage, and noise pollution are minor issues with implementable solutions, these are set out in a Vision document.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

4 Further Issues and Options

Farcet 2: Land West of Peterborough Road and South of Gazeley Gardens, Farcet (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (18 responses)

All respondents apart from one (the site promoter) opposed development on the site. Concerns raised include increased traffic congestion, impact on local roads, inadequate infrastructure, significant flooding issues, strain on local amenities such as GP surgeries, dentists, and schools as well as the loss of green space, impact on wildlife and an erosion of the buffer between Farcet and Peterborough, potentially eroding the village's character. Some respondents highlight the negative impact on privacy and property values for existing residents. The Highways Authority state that on the basis of the red line there is no connection to the public highway. Notwithstanding this, Haddon Way is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway.

The site promoter wrote in support of the site and seeks to overcome the issues identified through the planning process.

Council Response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development, but did raise concerns regarding point of access and road network capacity. Comments from Cambridgeshire Highways flagged the site as inappropriate for development due to no connection to the public highway, Haddon Way. They also noted that Haddon Way is insufficient in width meaning that improvements may not be achievable to facilitate access. They also raised concerns regarding the possibility for junction capacity issues. The site is therefore now considered inappropriate for development.

Farcet 3: Land East of Peterborough Road, Farcet (cross boundary site with Peterborough City Council) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (19 responses)

The majority of respondents do not support the development. Key issues include the impact on traffic flow, with the nearby Haddon Development already causing congestion, and the lack of local amenities such as healthcare and schools. Some comments highlight the site's importance for wildlife and protected species. Other issues include significant flooding issues, and the presence of a high-pressure gas pipeline. Some respondents suggest that the site should remain agricultural land to preserve the village's character and separation from Peterborough. Based on the whole site, the Highways Authority states that primary access should be from the A605 which is within Peterborough City Council's jurisdiction. The site appears to have sufficient frontage to achieve a secondary access on to Peterborough Road and may require off-site highway improvements in relation to the scale of development proposed. There is a possibility for capacity issues at junctions in Farcet and Yaxley. Subject to detailed design, there should be no vehicular link between the A605 and Peterborough Road with the exception of emergency access, bus, walking or cycling. The access corridor adjacent to 16c Peterborough Road is adequate only for pedestrian, cycling and emergency services. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced

The site promoter has submitted an updated planning statement setting out a reduced proposal for 200 dwellings and a local centre. Following pre-application advice, a masterplan is being developed and further supporting information.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 1 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Farcet 4: Former PH Plant Hire and 9 Cross Street, Farcet (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Concerns were raised about high housing density, inadequate infrastructure, local amenities and significant flooding issues, however others agreed with the assessment, noting that the site is already in the development stage with planning approval. The Highways Authority raised no objections due to there now being a planning approval on the site for the proposed development.

Council Response

This site has not been selected as a draft allocation as planning permission (23/02383/FUL) has been secured for the demolition of existing commercial buildings and erection of 17 dwellings including public open space, approved in May 2024.

Farcet 5: Collmart Growers, Pondersbridge (failed fundamental constraints)

Main Issues Raised (11 responses)

The majority of respondents do not support this site. Many commented that it is unsuitable due to its classification as grade 1 agricultural land, its location in a flood zone (zone 3a), and its position outside the natural boundaries of the current village development. Concerns raised include limited access to local amenities and public transport, the need for improved transport links, and the strain on existing infrastructure and facilities. There is a minerals constraint present on the site. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require highway improvements in the form of junction improvements and carriageway works. There is a possibility for junction capacity issues as traffic increases from the site on the B1095/ The drove junction.

The site promoter commented and acknowledges the grade 1 classification but considers the site's proximity to an existing commercial site with planning permission for an AD plant requires a balanced judgement.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint due to it the land being is wholly classified as grade 1 agricultural land. Grade 1 is the highest quality agricultural land. In addition it is also entirely within flood zone 3a at the time of assessment.

Folksworth and Washingley

General comment: Several comments raised concerns about inadequate infrastructure and local facilities such as shops, GP services and public transport, increased traffic arising from development, and the impact on the village's character and environment.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Folksworth and Washingley 1: Land off Hawthorn Road, Folksworth (smaller site) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (23 responses)

The majority of respondents were opposed to development on this site. Many comments highlight that Folksworth is a very small village with limited facilities, such as no shops, almost no public transport, and very few other amenities. Other issues raised were relating to flood risk, drainage, visual impact of development, traffic and access. There is a mineral and/or waste constraint present. The Highways Authority state that on the basis of the

4 Further Issues and Options

red line there is no connection to the public highway, however, Mallow Lane/Hawthorn Lane may be acceptable to serve the development if the intervening land ownership issue can be resolved. A minority of comments support the development, suggesting that it could enhance local facilities and contribute to the growth and vitality of Folksworth. Some suggestions were that the number of houses should be significantly reduced if development is to proceed and need for effective master planning to ensure successful integration with the village's character and landscape.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Folksworth and Washingley 2: Land adjacent A1 at Norman Cross, Folksworth (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (40 responses)

The majority of respondents oppose the development, citing concerns about increased traffic, safety hazards, environmental impact, and the loss of rural character. Specific issues include the potential for flooding due to poor drainage, the negative visual impact on the landscape, and the destruction of historical ridge and furrow farmland. There are also worries about the strain on local infrastructure, such as roads and healthcare services, and the incompatibility of commercial development with the residential nature of the surrounding area. There is a minerals constraint impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. Increased HGV trips may create junction capacity issues if access points are provided on the B1043 and Folksworth Road. National Highways have also commented recognising the site is adjacent to the strategic road network.

The site promoter also commented supporting the site, highlighting the potential economic benefits of the proposal and also stating that improvements to the surrounding road network and maintaining a landscape buffer to nearby settlements will be incorporated into proposals.

Council Response

This site has not been selected as a draft allocation. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations with the nearest settlement - Stilton' classified as a Local services Village.

Folksworth and Washingley 3: Land South of The Paddocks, Folksworth (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (34 responses)

The majority of respondents oppose the development, citing several key concerns relating to access and traffic arising from The Paddocks not being wide enough for two way traffic, impact on wildlife and trees, flood risk and drainage, Folksworth having limited amenities and that existing infrastructure is insufficient to accommodate additional housing, and that the development would negatively impact the village's character. There is a minerals constraint impacting the site. The Highways Authority state that the site appears to have sufficient frontage to the public highway to achieve an access. The site is affected by an existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and early dialogue with the County's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing bridleway and the site access.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not appropriate for development due to key constraints impacting the layout, capacity and integration into the settlement alongside potential damage to protected trees and therefore the character and form of this area of the village.

Folksworth and Washingley 4: Land off Hawthorn/Manor Road, Folksworth (larger site) (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (30 responses)

The majority of respondents were opposed to development on this site. Many comments highlight that Folksworth is a very small village with limited facilities, such as no shops, almost no public transport, and very few other amenities. Other issues raised were relating to flood risk, drainage, visual impact of development, traffic and access. There is a mineral and/or waste constraint present. The Highways Authority state that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and local infrastructure improvements may be required in the form of walking/cycling connectivity. A minority of comments support the development, suggesting that it could enhance local facilities and contribute to the growth and vitality of Folksworth. Some suggestions were that the number of houses should be significantly reduced if development is to proceed and need for effective master planning to ensure successful integration with the village's character and landscape.

Council Response

This site has not been selected as a draft allocation. The smaller site (Folksworth and Washingley 1: Land off Hawthorn Road, Folksworth -smaller site) was tested by the Council as part of growth strategy 3 which includes land within this site and therefore provides an indication of suitability in relation to the growth strategy on a locational and capacity basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Glatton

Glatton 1: Land North of Glatton Ways and East of Glatton Hall, Glatton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

All respondents were opposed to development on this site. Comments raised concerns regarding the visibility and landscape impact of development, heritage impacts, loss of agricultural land, impact of wildlife and trees as well as local infrastructure. There is a mineral and/or waste constraint present. The Highways Authority state that the site appears to have sufficient frontage to achieve an access to the B660, with the new access located as far to the south west as possible, but is likely to require local infrastructure improvements in the form of walking/cycling connectivity. No access should be gained via Mill Hill/Denton Road.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site would not be appropriate for development due to the steep topography of the site and potential adverse impact upon the character of the village and conservation area. In addition, highway access may require the removal of protected tress.

4 Further Issues and Options

Great Gidding

Great Gidding 1: Land adjacent to 52 Main Street, Great Gidding (failed fundamental constraints)

Main Issues Raised (2 responses)

Comments received were generally supportive of development. The Minerals and Waste Authority identified no minerals or waste constraint impacting the site. The Highways Authority stated that the site has access to the public highway but does not appear suitable to cater for multiple dwellings however, a single dwelling may be possible whist retaining off-street parking for the host property.

Council Response

This site has not been selected as a draft allocation. This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint for assessment by being below the site threshold.

Great Gidding 2: Land South of Great Gidding Village Hall, Great Gidding (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 responses)

There was a mixed response to this site. The Minerals and Waste Authority identified no minerals or waste constraint impacting the site. The Highways Authority stated that the site has access to the public highway in accordance with requirements respecting local junction spacing subject to improvement to gradients between the highway and the site. The formation of an access and visibility splays may result in the loss of green infrastructure. CPRE suggest that 10 proposed dwellings would be overdevelopment of the site and impact on the character of the village.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement’s designation as a village. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Great Gidding 3: Land adjacent to Chapel Lane, Great Gidding (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

The majority of respondents oppose the development. Key concerns include limited drainage capacity, frequent flooding, inadequate traffic capacity, and the dangerous access from the B660. The closure of the local village school also raises sustainability issues, as transport to the catchment school in Sawtry would be costly and environmentally damaging. Some respondents, including CPRE note the scale of development is unsuitable for the village's size and facilities. There is a minerals and/or waste constraint present. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements to Chapel End to the north west to facilitate two way vehicle and pedestrian movements into the village; improvements to the junction of Chapel End and Back Lane; and localised widening to Back Lane.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for development due to key constraints arising from predominantly being in a Water Recycling Buffer Zone impacting the layout and capacity and potential for the scale and location of development causing significant landscape impact eroding the rural feel and character of Great Gidding.

Great Gidding 4: St Gidding School, Great Gidding (failed fundamental constraints)

Main Issues Raised (3 responses)

There was a mixed response to this site. The Minerals and Waste Authority identified no minerals or waste constraint impacting the site. The Highways Authority stated that the Site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing subject to significant engineering works to achieve gradients between the highway and the site.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is below the required threshold for site size and the site promoter has not provided the capacity in the submission form.

Haddon

General comment: Objections include the inappropriate use of land for large warehouses, which would bring significant light and noise pollution, increased HGV traffic on unsuitable roads, and the destruction of agricultural land and local habitats. There are also concerns about the strain on the village's limited sewage system, the lack of adequate resident notification, and the potential for speculative warehouse development along the A1 corridor. Additionally, respondents highlight the need for traffic calming measures and better pedestrian pathways to ensure safety.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Haddon 1: Manor Farm Yard, Haddon Road, Haddon (failed fundamental constraints)

Main Issues Raised (6 responses)

All comments were opposed or unsure about development on this site. Issues raised include the impact on local wildlife, increased flooding risks due to poor drainage, and the strain on the village's limited sewage system. Additionally, the single-track lane providing access to the village lacks pedestrian pathways, posing safety risks, and the proposed development would exacerbate traffic congestion and parking problems. There is a minerals and/or waste constraint present. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is below the site size and number of homes threshold.

Haddon 2: Orchard Field Allotment, Haddon Road, Haddon (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (6 responses)

4 Further Issues and Options

All comments were opposed or unsure about development on this site. Issues raised include inadequate infrastructure, such as the lack of public transport and proper sewage systems, increased flooding risks, and safety issues due to narrow roads and hazardous corners. There is a minerals and/or waste constraint present. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access but access out of the red line boundary onto the Bridleway should be avoided.

Council Response

This site has not been selected as a draft allocation because it is located within an hamlet and therefore it was not tested in any of the Council's Growth Strategies due to the hamlets inherent lack of sustainability. The District's hamlets are classified together with the countryside, the Preferred Options Draft Local Plan to 2046 allows for only limited and specific opportunities where development in these locations would be acceptable.

Haddon 3: Land West of A1 and South of Haddon House, Haddon (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (24 responses)

The majority of respondents oppose the development, agreeing with the assessment that the site is unsuitable. Key concerns include the negative impact on the rural character and agricultural land, inadequate infrastructure, and environmental issues. Specific objections highlight the destruction of green spaces, increased traffic congestion, and the strain on local roads and public services. There are also concerns about the loss of wildlife habitats, increased pollution, and the potential for flooding due to poor drainage. Additionally, respondents emphasise the need to prioritize brownfield sites over greenfield sites for development and stress the importance of preserving the village's character and community identity. There is a mineral and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but no HCV access should be permitted from the west as the highway network is unsuitable and mitigation may be required for other vehicles subject to transport assessment. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as due to the cumulative constraints relating to landscape, trees, flood risk, public rights of way and telegraph poles on the site making the potential developable area of the site very small for the proposed development. Also access is very constrained from Haddon Road and connection onto the A1(M) to serve a logistics development with largescale vehicles is currently inadequate without substantial upgrades.

Haddon 4: Land West of A1 (North of Peterborough Motorway Services) - Option B (smaller site), Haddon (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (68 responses)

All respondents were opposed or unsure about development. Comments raised concerns that development would cause significant landscape impact, result in the loss of productive farmland, result in adverse impact on the traffic network especially the A605, could exacerbate flooding issues, harm local wildlife habitats, increase pollution levels, harm the rural character of surrounding villages and is unsustainable due to the lack of existing infrastructure to support such a large-scale development. There is a mineral and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to the A605 to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and it is unclear how high quality walking, cycling, wheeling access can be achieved on the A605 across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Comments suggested that warehouses, if required, should be located at major intersections of the National Highways Strategic Road Network, such as the intersection of the A14 and A1, rather than on greenfield sites.

Council Response

The site is 100% Flood Zone one and therefore a sequentially preferable site. The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The site was promoted variously for employment and for residential led development and tested for residential through the Strategic Transport Study. This identified that the site has poor accessibility for pedestrians in particular. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. The Highways Authority Raised significant concerns noting that the site is likely to require significant highways improvements due to scale, and that it is unclear how sustainable travel links can be achieved on the A605 across the A1 to link to Peterborough.

Haddon 5: Land at A1 West (South) - South of Peterborough Motorway Services, Haddon (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (60 responses)

All respondents were opposed or unsure about development. Comments raised concerns that development would cause significant landscape impact, result in the loss of productive farmland, result in adverse impact on the traffic network especially the A605, could exacerbate flooding issues, harm local wildlife habitats, increase pollution levels, harm the rural character of surrounding villages and is unsustainable due to the lack of existing infrastructure to support such a large-scale development. There is a mineral and/or waste constraint present. The Highways Authority states that access to the A605 is acceptable in principle, however it will be subject to technical assessment which may require additional land and an alternative point of access along the overall development site. It is unclear how high quality walking, cycling, wheeling access can be achieved either on the A605 or across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Comments suggested that warehouses, if required, should be located at major intersections of the National Highways Strategic Road Network, such as the intersection of the A14 and A1, rather than on greenfield sites.

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Haddon 1) for B2 light industrial and B8 storage and distribution uses.

Concerns over landscape impact, loss of agricultural land and loss of habitats have been addressed through criteria requiring a strong landscaping scheme, a landscape and visual impact assessment, retention of trees and hedgerows and ecological survey and the phasing of development to ensure the irreversible loss of agricultural land if market conditions or demand change over time.

Flood risk will be addressed through the requirement to produce a flood risk assessment and detailed drainage strategy, and minerals and waste through criteria addressing its location within a Brick Clay Mineral Safeguarding Area. Noise and air quality assessments will be require and transport impact, access, active travel and public rights of way through specific criteria including the: need for safe and suitable means of access from the A605; assessment of transport impacts through a transport assessment; requirement for a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan; and retention of and connections to public right of way

4 Further Issues and Options

Haddon 6: Land West of A1(M) between junctions 16 and 17, and South of Haddon Road (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (43 responses)

All respondents were opposed or unsure about development. Comments raised concerns that development would cause significant landscape impact, result in the loss of productive farmland, result in adverse impact on the traffic network especially the A605, could exacerbate flooding issues, harm local wildlife habitats, increase pollution levels, harm the rural character of surrounding villages and is unsustainable due to the lack of existing infrastructure to support such a large-scale development. There is a mineral and/or waste constraint present. The Highways Authority notes that the site does not link to the A605 and access via Folksworth to the south does not appear to be feasible for all forms of transport including vehicles, pedestrians and cyclists due to poor linkage and highway constraints. Morbourne Lane is not suitable for vehicular access or intensification of use. The site appears to have sufficient frontage to Haddon Road to achieve an access but no HCV access should be permitted from the west but it is unclear how this can be prevented. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting identifying the site's proximity to the strategic road network.

Comments suggested that warehouses, if required, should be located at major intersections of the National Highways Strategic Road Network, such as the intersection of the A14 and A1, rather than on greenfield sites.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the cumulative constraints relating to landscape, trees, flood risk, public rights of way and telegraph poles. The scale of the site is fundamentally unacceptable due to the urbanising impact it would have on the landscape. Also, access is very constrained from Haddon Road and connection onto the A1(M) to serve a logistics development with largescale vehicles is currently inadequate without substantial upgrades.

Holme

General comment: Comments were received predominantly opposes the developments within Holme, citing concerns about the impact on the A605 and surrounding settlements, flooding issues, lack of gas supply, full capacity of the village school, inadequate sewage treatment, and traffic congestion.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Holme 1: Land at 39 Station Road, Holme (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (12 responses)

The majority of respondents were opposed to development on this site. Key issues include the achievability of highway access, potential traffic increases on already busy roads, and the extension of the village in a way that does not relate well to the main residential concentration. There are also concerns about flooding, the lack of gas supply, the capacity of the local school, and the adequacy of the sewage treatment works. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to the public highway to achieve an access although the existing access would however appear to be unsuitable for any shared use without improvement. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not appropriate for development due to the constraints arising from the achievability of highway access given the retention of an existing residential property and amenity impact on said property. The site would create an extension to the village with limited relationship to the main concentration of residential development within the village and therefore infrastructure and services.

Holme 2: Land at Church Street/ Short Drove, Holme (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (12 responses)

The majority of respondents were opposed to development on this site. Key issues include the potential extension of the village, which would alter its semi-rural character, and the need to protect the landscape and visual setting of the Great Fen. There are also concerns about surface flooding, inadequate sewage systems, and the capacity of local schools. Previous planning applications for the site have been refused due to its intrusive nature and impact on the open countryside. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement's designation as a village. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being high risk from fluvial sources meaning it did not meet the criteria for consideration.

Holme 3: Yaxley Road, Holme (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (11 responses)

The majority of respondents were opposed to development on this site. Key issues include the potential extension of the village, which would alter its semi-rural character, and the need to protect the landscape and visual setting of the Great Fen. There are also concerns about surface flooding, inadequate sewage systems, and the capacity of local schools. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage on Yaxley Road (access onto Short Drove is likely to require significant highway improvements in relation to the scale of development proposed) and substantial local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter states that appropriate landscaping and low density design can be achieved to address the impact upon the Great Fen.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not appropriate for development due to the potential for significant landscape impact upon the Great Fen and being of a location and scale that could be out of context with Holme.

Holme 4: Land off Pingle Bank, Holme (failed fundamental constraints)

Main Issues Raised (9 responses)

4 Further Issues and Options

Many respondents oppose the development, agreeing with the assessment that the site is inappropriate due to concerns about flooding, traffic congestion, inadequate infrastructure, and the potential negative impact on the village's semi-rural character. Specific issues include the narrowness of Pingle Bank, the strain on local sewage treatment works, and the lack of gas supply. There is a waste constraint impacting the site. The Highways Authority state that while the site appears to have sufficient frontage to achieve an access, it appears unlikely that visibility appropriate to the posted speed limit could be achieved to the south from any point along the frontage. No details of the anticipated number of dwellings have been indicated, however local infrastructure improvements would likely be required in the form of localised road widening and significant improvements to walking/cycling connectivity to local centres. Depending upon the scale of the development the suitability of the approach road network would also need to be assessed in relation to the suitability to cater the increase in traffic.

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site failed a fundamental constraint because the site is within 400m of a water recycling area and wholly within flood zone 3b. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity. Site specific flood risk was submitted for the land north of the site in 2017 however evidence from recent flood mapping puts the site is in flood zone 3a and therefore will not proceed to the next stage of assessments.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area and wholly within flood zone 3b. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity. Updated SFRA mapping evidence demonstrates that the site is in flood zone 3a and therefore will not proceed to the next stage of assessments.

Holme 5: Land to North of Station Road, Holme (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (9 responses)

There were mixed responses to development on this site. Comments include concerns about increased traffic and potential accidents due to the site's proximity to a busy T-junction and the East Coast Mainline Railway crossing. There was some support for modest retail development due to the lack of local shops, while others highlight issues such as insufficient access, speeding, and the need for green space for a play park. Challenges related to public transport, primary education capacity, and infrastructure improvements were also highlighted. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to achieve an access but may require highway improvements in relation to the scale of the proposal. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic.

Council Response

This site has been selected as a draft mixed use allocation **(**Draft Allocation Holme 1**)** for about 50 homes and 0.3 ha for local retail and health uses within the local community use class F2 or within the commercial, business or services use class E(e). Concerns relating to transport and access have been addressed through criteria requiring provision of safe access and a proportionate transport assessment that assesses the impact of traffic flow, movement and parking generated by any retail or health uses and the provision of active travel routes within and, where appropriate outside, the site to improve integration, and enable the wider community to access the health and retail uses evidenced by a travel plan. Infrastructure requirements such as green space and play parks will be guided by criteria on design and landscaping and other policies within the local plan.

Holme 6: South of Station Road, Holme (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (10 responses)

All responses were opposed or unsure towards the development. Comments raise concerns about the adverse impact on the landscape and village character, significant standing water during heavy rain, the village's lack of infrastructure to support a significant increase in population, flooding, lack of gas supply, and inadequate sewage treatment. There is a mineral and/or waste constraint. The Highways Authority state the site appears to have sufficient frontage to achieve an access but may require highway improvements in relation to the scale of the proposal. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered to be appropriate for development due to the potential adverse impact on the landscape and village character of Holme.

Sibson-cum-Stibbington

Sibson-cum-Stibbington 1: Sibson Garden Community (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (243 responses)

Almost all responses opposed the development, apart form 3 who supported it an 5 who were unsure. Major concerns include increased traffic, insufficient infrastructure, environmental impact, and community opposition. Many comments raised concerns how the development would significantly alter the rural character, increase flood risk, and strain local services and utilities. There are strong objections from local residents due to the impact on quality of life, heritage sites, and the feasibility of realigning the A1. Alternative suggestions include focusing on brownfield sites, smaller-scale developments, and ensuring infrastructure improvements before construction.

The Highway Authority state that the site appears to have sufficient frontage and is likely to be able achieve access but is likely to require significant highway improvements in relation to the scale of development proposed. At least two points of access will be required. The site is noted to join Elton Road at its southern extent - this road would not be suitable for connection and any intensification of use without significant improvement; it is however unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. This road also joins with the A1 at its northern extent; the existing junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway. Local infrastructure improvements would be required in the form of high-quality walking/cycling connectivity to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. Early dialogue with the Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing footways and bridleway. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic.

The Education Authority state that for site of this size the following demands on education would be:

- Early years provision - generate demand for an additional 863 children aged 0-3. It is expected that all new primary schools include early years facilities, and that additional sites are marketed for full day care provision.
- Primary provision - generate demand for an additional 1,150 primary school places equating to approximately 6FE to be provided as two 3FE schools. This would require a land allocation of 6ha. The mitigation proposed would only accommodate up to 1,050 primary school places and is therefore insufficient to meet the forecast demand.

4 Further Issues and Options

- Secondary provision - generate demand for an additional 719 secondary school places equating to approximately 5FE which could be provided as one 5FE school. This would require a land allocation of 5.4ha. The mitigation proposed would accommodate up to 900 secondary school places and is therefore sufficient to meet the forecast demand.
- SEND provision - generate demand for approximately 24 places for children with SEND. It is likely that a contribution would be requested towards existing provision within the county.

The site promoter also submitted comments. They reiterate the site's availability for development and that it is in a strategic location to provide a new community, diversify housing supply, economic opportunities, new green infrastructure including connections to the Nene Valley and is well-connected to the A1 and A47, supporting enhanced connectivity to nearby settlements like Peterborough. They assert that there are no significant planning or other constraints that preclude the delivery of the entire masterplan. The site is in multiple ownership, but agreements are in place to promote the land for development. They consider the site has capacity to deliver 4,500 homes even when addressing constraints such as the oil pipeline and overhead power lines. They consider the proposal is sustainable, with no significant environmental impacts and major positive social and economic impacts.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. There is a significant hazard posed by the ordinary watercourses culverted underneath the A1. The site was also scrutinised through the Strategic Transport Study and Viability Assessments which identified that it has poor accessibility and that the mitigation required to the A1 to provide access would not be viable for the proposed development. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated. . The Highways Agency also raised significant concerns saying that the site is likely to require significant highways improvements due to scale and that Elton Road is not suitable for connection or intensification without significant improvement. They noted that it is unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. They continued that, this road also joins with the A1 at its northern extent; the existing junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway. As there are limited sustainable connections to Peterborough, given the remote location of this site and existing infrastructure crossing the A1, it is unclear how this would be achieved. The Whole Plan Viability Assessment also demonstrates the site to be the most unviable of all sites put forward.

Stilton

General comment: Generally, there is significant opposition to proposed developments in Stilton, with respondents expressing concerns about traffic and parking problems, inadequate public services, and strained drainage and sewerage systems, the loss of green spaces and biodiversity, harm to Stilton's village character and historical significance, flooding risk and opposition to commercial developments near the village entrance.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Stilton 1: Goldthorns, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (20 responses)

The majority of respondents are opposed to the development of this site. Key issues include flooding problems, strained drainage and sewerage systems, increased traffic congestion, limited capacity of local schools and medical services, impact on local wildlife, impact on heritage and impair the village's character and historical

significance. Access to the site is also a significant concern, with inadequate current access points leading to safety hazards. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Caldecote Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 2 and 3. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

There were mixed responses to this site. Many respondents oppose the development due to concerns about flooding, access, inadequate infrastructure, increased traffic congestion, the negative impact on local wildlife and green spaces and potential impact on heritage assets. However, some respondents support a smaller development (including the Parish Council), provided it includes measures to address traffic, safety, and infrastructure concerns, and refurbishes the Stilton Cheese building to preserve the village's heritage. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto North Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has been selected as a draft residential allocation **(**Draft Allocation Stilton 1) for about 8 homes. Flood risk concerns have been addressed through criteria requiring a flood risk assessment and a detailed drainage strategy taking into residual risk as a result of culverts, and modelling of the ordinary watercourse to evaluate current and future flood and residual risk. Traffic, safety and access have been addressed by asking that the development provides safe and suitable vehicular and pedestrian access; and heritage through consideration and mitigation though design informed by a heritage impact assessment. Public rights of way are not present within the site. A specific criteria on the Minerals Safeguarded Area is included.

Stilton 3: Land off High Street, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (23 responses)

There were mixed responses to this site but most were opposed. Issues include flooding problems, strained drainage and sewerage systems, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Additionally, the site is adjacent to the A1(M), leading to concerns about noise, air, and light pollution and access issues are also significant, with inadequate current access points leading to safety hazards. Some respondents suggest that the land would be better used as allotments to benefit the community. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 2 and 3. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Stilton 4: Land off Caldecote Road, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (39 responses)

The majority of respondents were opposed to developing this site. Issues include flooding problems, strained drainage and sewerage systems, access, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Some comments raised concerns that the site is near to Folksworth, raising concerns about the potential merging of the two villages and the loss of their distinct identities. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access.

The site promoter commented and considers that the developable area should instead be 60% to reflect the edge of settlement location and existing development on two sides. This would raise the capacity to approximately 120 dwellings.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the growth strategies as the Cambridgeshire County Council Highways raised concerns over access to the public highway. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Stilton 5: Land rear of 16 to 58 North Street, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (17 responses)

The majority of respondents were opposed to developing this site. Issues include flooding problems, strained drainage and sewerage systems, access, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Additionally, the site is adjacent to the A1(M), leading to concerns about noise, air, and light pollution. Some respondents suggest that the land would be better used for community benefits such as allotments, a new cemetery, or business premises with on-site parking. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has been selected as a draft residential allocation **(**Draft Allocation Stilton 2**)** for about 55 homes. Flood risk concerns have been addressed through criteria requiring a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts, modelling of the unnamed ordinary watercourse to evaluate current and future fluvial and surface water flood risk. A criteria on waste water flows is also included.

Traffic, safety and access have been addressed by asking that the development provides safe and suitable vehicular and pedestrian access; and the public right of way should be integrated with active travel routes. Retention of existing boundary trees and planting, is required to assist with biodiversity, and noise, light and air quality mitigation measures in relation to the A1. The site was put forward for residential use and is not identified in the Land Availability Assessment as available for alternative uses.

Stilton 6: Land to the South and West of 61 Church Street, Stilton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (30 responses)

Most respondents were opposed to development on this site. Issues include flooding problems, strained drainage and sewerage systems, access, increased traffic congestion, inadequate infrastructure and negative impacts on wildlife. Some comments raised concerns that the site is near to Folksworth, raising concerns about the potential merging of the two villages and the loss of their distinct identities. It is impacted by a minerals and/or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the Church Street but some highway improvements will be required to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

The landowner's comments reiterate the site's availability and that the dwelling on the site could either be retained or demolished to improve access and screening and the right of way could be incorporated into public open spaces for residents. They confirm a surface water mitigation strategy will be developed and that development could be focused on the eastern half with the western half providing open green space and biodiversity net gain.

Council Response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the growth strategies. Sites 'Stilton 2: Land to the rear of The Stilton Cheese, Inn, Stilton' and 'Stilton 5: Land rear of 16 to 58 North Street, Stilton' were selected as draft allocations for the Preferred Options Draft Local Plan to 2046 as they were considered to be locationally preferable due to being infill development within the built area of Stilton and in proximity to to local services and facilities whilst this site is located within open countryside.

Yaxley

General comment: Many residents strongly oppose further development in Yaxley due to concerns about local infrastructure, environmental impact, and quality of life. Key issues include the strain on medical services, increased traffic, overcrowded schools, and flooding risks. Residents also worry about the loss of agricultural land and the negative effects on local wildlife. Specific objections are raised for various sites, emphasizing that Yaxley is already overdeveloped and cannot sustain additional growth without significant negative consequences.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Yaxley 1: Eagle Business Park Phase 3, Yaxley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (32 responses)

The majority of respondents were opposed to development on this site but a handful were supportive. Those that supported the development agreed with the assessment (including the Parish Council) and highlight the potential benefits to the village but also identified the need for improved traffic management and mitigation on environmental considerations such as sustainable drainage systems and landscaping. Those that were opposed the development citied concerns about increased traffic, congestion, and the impact on local infrastructure, including roads and drainage systems. There are significant worries about the environmental impact and the negative effects on local

4 Further Issues and Options

wildlife and biodiversity as well as the site's Fen edge location. Flooding is a major concern, the LLFA highlight that further detailed surface water management options will be required. Additionally, the impact on the local community, including noise and light pollution, and the potential for the village to lose its character and become overdeveloped, are also noted. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Broadway/B1091 in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has been selected as a draft employment allocation **(**Draft Allocation Yaxley 1**)** for commercial, business, industrial and storage and distribution uses within use classes E(g)(i-iii), B2 and B8.

The site has existing access from the public highway but traffic concerns will be addressed through the need to provide highway and active travel infrastructure that safely connect the scheme into the existing Eagle Business Park at Falcon Way. The retention of the public right of way through the site, either on the current alignment or on an enhanced route is required. Provision of a strong landscaping buffer on the southern and north eastern boundaries will be required to minimise the visual impact of the scheme on the adjoining landscape, and the Great Fen.

Concerns regarding flood risk are addressed through criteria including the sequential location of development within flood zone 1, maintenance strips for Pig Water Drain and provision of a flood risk assessment and detailed drainage strategy, taking into account groundwater, modelling of the unnamed ordinary watercourse and Pig Water ordinary watercourse. Noise and light pollution is to be addressed through the expansion of the wooded buffer on the western edge of the site to provide acoustic screening from the East Coast mainline railway.

Yaxley 2: Land South West of Yaxley and East of A1(M) near Norman Cross (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (44 responses)

The majority of respondents do not support the development of this site, agreeing with the assessment that it is inappropriate for development due to significant adverse impacts on the fenland landscape, biodiversity, heritage assets, the setting of the Great Fen, and the character and setting of Yaxley. There are substantial concerns about flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue. The LLFA state that the high risk of surface water must be taken into account. Respondents highlight that existing drainage systems are already under pressure, and additional development could lead to more frequent and severe flooding. Increased traffic and congestion are major concerns, with respondents noting that the local roads are already struggling to cope with current traffic levels. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto West End or London Road in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced. National Highways notes that the proposal includes an access to roundabout, which has some of National Highways land but is not part of the Strategic Road Network.

The site promoter has stated that the applicant has undertaken extensive design work to mitigate adverse impact on the Great Fen landscape and Yaxley's character from the outset. A Site Constraints Map was used to optimize the layout, placing smaller units near Yaxley with a buffer of vegetation and larger units closer to the A1 to minimize traffic impact on the village. The development aims to improve local permeability with strong links to the Great Fens, and the design includes measures to visually separate the built form from the wider landscape using trees and a bund. Additionally, the Vision Document illustrates how the development would integrate with surrounding settlements, providing suitable infill for growth. The Landscape and Visual Assessment (LVA) concludes that the proposed scheme would not detrimentally impact the Great Fen's character and landscape setting, with visibility varying from no views to longer-range views, softened by rendered facades and planting. They also reiterate the potential economic growth and job creation potential of the site.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered to be appropriate for development due to the likely significant adverse impacts on the fenland landscape and the setting of the Great Fen. It will also fundamentally and detrimentally impact the character and setting of Yaxley.

Yaxley 3: Land South of Main Street, Yaxley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (55 responses)

The majority of respondents do not support the development of this site. Many comments highlight severe flooding problems in the area, with the local pumping station unable to cope with the current water volume. Comments state the site is frequently waterlogged, and there are concerns about raw sewage overflow during heavy rains. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. There were also concerns regarding the existing infrastructure, including roads, schools, and medical services, is already under significant strain. Respondents believe that additional development would further overwhelm these services. Traffic congestion is a major issue, with Main Street already experiencing heavy traffic and parking problems. Respondents state development would destroy one of the last viewing points across the fens and negatively impact local wildlife. The historical and agricultural significance of the land is emphasized, with many respondents advocating for its preservation. One respondent stated that the site could provide opportunity for low density housing along the frontage in keeping with the wider character of the area. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Main Street or Great Drove in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. Significant concerns were raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time.

Yaxley 4: Folly Farm, London Road, Yaxley (Council conclusion pre-consultation - only appropriate for open space uses and BNG)

Main Issues Raised (33 responses)

The majority of respondents do not support the development of this site, agreeing with the assessment that it is inappropriate for built development instead supporting its use for open space and BNG opportunities. The proposed development's proximity to the Great Haddon development and the potential for coalescence between Yaxley and Great Haddon are critical issues. The overall sentiment among respondents is that Yaxley is already overdeveloped and cannot sustain further growth without significant negative impacts on the community and environment. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. There are substantial concerns about flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue and that the existing drainage systems are already under pressure. The LLFA highlight further detailed consideration of surface water management options will be required. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto London Road in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

4 Further Issues and Options

The site promoter disagreed with the outcome that the site could only be suitable for open space and BNG uses. They state that if residential development does not occur, the equestrian use is likely to continue. They state the site does not contain any agricultural structures and is entirely previously developed land. They consider the assessments should be revised to indicate that the land is potentially suitable for development with no or minor constraints, pending detailed sustainability appraisals and technical assessments. All relevant planning application documents, including a letter addressing perceived coalescence, have been submitted. The Council should perform delivery calculations using information from previous representations.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for the proposed development for housing through the Council's Land Availability Assessment as it was considered important to support the proposed neighbouring land uses and to reduce coalescence between Yaxley and Great Haddon. The site progressed to sustainability appraisal on the basis of assessment as open space and biodiversity net gain opportunities, where it was considered suitable. However, the land was not put forward for this use and therefore development as open space was not considered achievable.

Yaxley 5: Land off The Wykes, accessed from West End, Yaxley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (41 responses)

The majority of respondents do not support the development of this site. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. Many comments highlight severe flooding problems in the area, with the local drainage systems already under pressure. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. Increased traffic and congestion are major concerns, with respondents noting that the local roads are already struggling to cope with current traffic levels. The impact on local infrastructure, including schools and medical services, is also a significant issue, with many comments highlighting that these services are already at or near capacity. The proposed development would negatively impact local wildlife and the local character of the area as well as potential urbanising impact. There is a mineral and/or waste constraint present. The Highway Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access. It is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

The landowner commented wishing to clarify that they have a formal right of access to the field via West End, which is regularly used by large agricultural machinery and motor vehicles. The gate is locked only to prevent unwanted vehicles from using the track. They state development could be arranged in a linear row to avoid high or medium risk areas. Further details can be provided through a Drainage Strategy if requested. Concerns about the site's visibility from the Great Fen are addressed by noting that the site is well enclosed by existing planting, which will be enhanced in any future proposal.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the cumulative constraints impacting the site and the uncertainty of the achievability of access to the site.

Yaxley 6: Land to the rear of St Peter's Church, Yaxley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (39 responses)

All but one comment was opposed to development on the site (one was unsure). Many comments highlight the site's proximity to St. Peter's Church, a Grade 1 listed building, and its location within a conservation area. There are substantial concerns about flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue. The LLFA consider this site may be unsuitable for the proposed

development due to high surface water flood risk. The impact on local infrastructure, including schools and medical services, is also a significant issue, with many comments highlighting that these services are already at or near capacity. The proposed development would negatively impact local wildlife. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. There is a mineral and/or waste constraint present. The Highway Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is inappropriate for built development due to the likely significant impact on heritage assets and on the landscape which would fundamentally impact the character by having an urbanising effect on Yaxley on its western side.

Yaxley 7: Land South of 25 West End, Yaxley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (59 responses)

The majority of comments were opposed to development on this site. There are substantial concerns about the impact on heritage assets and also flooding, with several comments noting that the area is prone to flooding and that further development would exacerbate this issue. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. The impact on local infrastructure, including schools and medical services, is also a significant issue, with many comments highlighting that these services are already at or near capacity. The proposed development would negatively impact local wildlife. Access to the site is a significant concern, with comments noting that the current access points are inadequate and would lead to increased traffic congestion and safety hazards. There is a mineral and/or waste constraint present. The Highway Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access. There is a mineral and/or waste constraint present. The Highway Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto West End in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. Significant concerns were raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time.

Area 2 - North East Huntingdonshire

Broughton

Broughton1: Land off Causeway Road, Broughton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (58 responses)

The majority of responses were opposed to development on this site. Concerns raised primarily due to its location within the Conservation Area of Broughton and the potential negative impacts on the village's character, biodiversity and environment including impacting listed buildings. Many raised that the site contains a Wellingtonia/Sequoia Redwood tree, likely dating to the 19th century. Flooding was raised highlighting that Causeway Road and Bridge Road are prone to regular and impactful flooding with references to past flood events, including the severe flooding in December 2020. The cumulative impact of multiple developments along Bury Brook is also a concern, as it could significantly increase flood risk. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk and high surface water flood risk and pre-application advice is

recommended. Another concern is that that Broughton lacks public transport, shops, and schools within walking distance, making residents reliant on car use and the roads are narrow. There is a consensus that the village needs affordable homes for younger people, but this site is not appropriate for development. The Highways Authority state the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing subject to significant engineering works to achieve gradients between the highway and the site. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement's designation as a village. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as not being 100% within flood zone 1 meaning it did not meet the criteria for consideration.

Bury

General comment: General issues raised include overstretched local services and infrastructure, with new housing developments potentially exacerbating the situation, flood risk, preference for developing brownfield sites such as the old RAF Upwood over green agricultural land, and there are concerns about insufficient capacity in local schools and early years provision to accommodate the increase in children from new developments without mitigation.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bury 1: Bury Industrial Estate, Old Station Road, Bury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There was a mixed response to this site. Key concerns include inadequate parking, high surface water flood risk, and potential over-development leading to increased traffic, noise, and strain on local services. Bury Parish Council supports the development, emphasising the need for sustainable planning, flood risk mitigation, and site decontamination. The LLFA recommends pre-application advice to assess surface water flood risk. The Highways Authority state the site appears to have sufficient frontage to the public highway and already has an access which looks to be in a suitable position, however some amendment of the junction radii would be required as it is proposed for residential use rather than the existing commercial use.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Bury 1) for about 30 homes. Concerns relating to transport and traffic have been addressed through criterion requiring amendment or replacement of the existing junction with Old Station Road. Parking would be addressed through other policies in the local plan such as 'Parking provision and vehicle movement'. The allocation requires a flood risk assessment and a detailed drainage strategy, and modelling of the High Lode watercourse to evaluate current and future flood risk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bury 2: Land off Cheveril Lane, Bury (Council conclusion pre-consultation - may be appropriate for BNG)

Main Issues Raised (4 responses)

There was support for the site being used for BNG uses. The Parish Council supports this and considers the site could assist in enhancing the rural edge and character of this part of Bury as well as providing some linkages to other habitats enhancing connectivity. No minerals or waste constraint present.

Council response

This site has been selected as a draft open space allocation (Draft Allocation Bury 1) for open space and land to safeguard against flooding a layout plan will be required to identify areas of open space, biodiversity and flood risk to assist in enhancing the rural edge and character of the area.

Bury 3: Land North of High Street and East of Bury Road, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. The LLFA identify medium surface water flood risk considering the site potentially unsuitable for development. Bury Parish Council objects to the development, citing conflicts with the Bury Neighbourhood Plan, which aims to prevent the coalescence of Bury and Ramsey and protect the area's landscape and heritage. There are no minerals or waste constraints impacting the site. The Highways Authority state that the site appears to have sufficient frontage to achieve an access but is likely to require highway improvements in relation to the scale of development proposed.

The site promoter argues that the site has limited physical constraints, is in flood zone 1, and proposes sustainable urban drainage systems to mitigate flood risk. They have prepared a concept plan to address issues. The site is also noted for its sustainable location, within walking distance of amenities in Bury and Ramsey, and the potential to encourage active travel.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site forms the southern third of the protected settlement break designated in the Bury Neighbourhood Plan. The purpose of this is to prevent the spatial, physical and visual coalescence of Bury with Ramsey. The site while not extending beyond the existing building line on its western and southern sides would detrimentally start to erode the settlement break and would further the sense of coalescence between the two settlements and therefore be in direct conflict with the neighbourhood plan policy.

Bury 4: Land East of Bury Road, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. Bury Parish Council objects to the development due to its conflict with the Bury Neighbourhood Plan, which aims to prevent the coalescence of Bury and Ramsey and protect the area's landscape and heritage. Concerns were raised regarding traffic and lack of infrastructure to accommodate further development within Bury. The LLFA identify low surface water flood risk considering the site potentially unsuitable for development. There are no minerals or waste constraints impacting the site. The Highways Authority state the site appears to have insufficient frontage to achieve an access from the highway based on the red line. It is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter argues that the site has limited physical constraints, is in flood zone 1, and proposes sustainable urban drainage systems to mitigate flood risk. They have prepared a concept plan to address issues. The site is also noted for its sustainable location, within walking distance of amenities in Bury and Ramsey, and the potential to encourage active travel.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is identified in the Bury Neighbourhood Plan as a protected settlement break to prevent the coalescence of Bury with Ramsey. The scale of the site with its edges adjoining built development on three sites would further the sense of coalescence between the two settlements and therefore be in direct conflict with the neighbourhood plan policy.

Bury 5: Land off Brookfield Way, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. The LLFA identify high surface water flood risk considering the site potentially unsuitable for development. Bury Parish Council objects to the development due to flood risk and potential erosion of the rural edge of Bury. Some comments express concerns about over-development in Ramsey and Bury, leading to traffic congestion and strained infrastructure. There are no minerals or waste constraints impacting the site. The Highways Authority state the site appears to have no/inadequate frontage to achieve an access from the highway based on the red line. It is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter argues that the site has limited physical constraints, is in flood zone 1, and proposes sustainable urban drainage systems to mitigate flood risk. They have prepared a concept plan to address issues. The site is also noted for its sustainable location, within walking distance of amenities in Bury and Ramsey, and the potential to encourage active travel.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the substantial risk of flooding now and in the future accounting for climate change. Development would also further erode the rural edge of Bury.

Bury 6: Land West of Warboys Road, Bury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most comments were opposed or unsure about development on this site. The LLFA identify there is a high risk from surface water flooding potentially making the site unsuitable for development, pre-application advice is recommended. Bury Parish Council objects to the development due to its location within a conservation area, proximity to several listed buildings, and potential harm to the rural character and heritage assets. Concerns about over-development, traffic congestion, and strained infrastructure are also mentioned. Conversely, some observations suggest that with significant highway improvements and sustainable urban drainage systems, the site could be considered for limited development. There are no minerals or waste constraints impacting the site. The Highways Authority identify that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Bury.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the substantial risk of flooding now and in the future accounting for climate change. Development would also likely harm the character and rural nature of this part of the settlement as well as adversely impact heritage assets.

Bury 7: RAF Upwood - Phase 3, Bury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Half of respondents were supportive of this site. Key concerns include insufficient local employment, increased traffic, erosion of the rural character of Bury, over development, inadequate public transport, and the need for significant infrastructure improvements to support safe access to schools and mitigate traffic congestion with some comments emphasising the need for developer contributions to expand local schools and services. The LLFA considers the site potentially unsuitable due to previously reported flood risk, pre-application advice is recommended. Bury Parish Council supports the development, provided it includes green infrastructure, landscaping, and integration with previous phases of development. There are no minerals and waste constraints impacting the site. The Highways Authority stated that on the basis of the red line there is no/inadequate connection to the public highway but on the basis of the submission documents which identify potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design.

The site promoter submitted a vision document setting out the benefits of the proposal as well as how constraint swill be overcome and how the proposal will be integrated into the wider development and surrounding area.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Bury 3) for about 170 homes and about 11.5ha of land for green infrastructure to include a mixture of strategic green space, amenity open space, play space, accessible natural green space and flood mitigation. The site will allow for additional employment opportunities in the local area. Concerns relating to traffic and access have been have been addressed through criteria requiring provision of a safe and suitable means of access and integration with approved development RAF Upwood including an assessment of transport impacts through a transport assessment and travel plan alongside active travel routes to link with existing and proposed networks and local services and facilities. A strong landscaping scheme informed by a landscape and visual impact assessment and retention of trees and hedgerows will help to minimise impact on the rural character of Bury. Flood risk will be addressed through the requirement to provide a flood risk assessment and detailed drainage strategy to evaluate current and future surface water flood risk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Pidley-cum-Fenton

General comment: The Education Authority has commented stating that data suggests that mitigation will be required at primary and secondary school providers to accommodate development as Somersham Primary School and Abbey College are currently offering the maximum number of places allowed by their physical capacity.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Pidley-cum-Fenton 1: Land South at Manor Farm, Fenton Road, Fenton (failed fundamental constraint)

Main Issues Raised (4 responses)

There were mixed responses to this site. Key issues include the inadequacy of the current sewage system, which frequently overflows and would require major investment to support new development, the condition of local roads, traffic, limited active and sustainable transport links and limited village amenities. Some comments suggest that if the properties were bungalows with small gardens and improved drainage, the development might be acceptable. There are no minerals and waste constraints impacting the site. The Highways Authority states there appears to have insufficient frontage to the public highway to achieve an access in accordance with requirements for anything other than a single dwelling.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is below 0.25ha and is not considered capable of providing 5 homes considering the form of the adjoining developments and the very rural location of the site. Therefore the site did not pass the minimum site size threshold for detailed assessment.

4 Further Issues and Options

Pidley-cum-Fenton 2: Land End Farm, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to this site. Comments raised concerns regarding the inadequacy of local infrastructure including sewage systems and mobile reception, poor road conditions, limited public transport and lack of amenities as well as potential environmental impact and need for appropriate housing types. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. There are no minerals and waste constraints impacting the site.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Pidley-cum-Fenton 3: Old Football Field, Warboys Road, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site along Warboys Road as well as the capacity in the sewage system to accommodate new development, poor road conditions and the potential impact on the environment were also raised. One comment stated a preference that new housing on the site should be affordable an for local families. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. There are no minerals and waste constraints impacting the site.

The site promoter states flood mitigation and landscaping can be provided on site and are supportive of the density set out in the LAA.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Pidley-cum-Fenton 4: Bittens Field, North of Warboys Road, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site along Warboys Road as well as the capacity in the sewage system to accommodate new development, poor road conditions, flood risk and the potential impact on the environment were also raised. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity. It is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. There are no minerals and waste constraints impacting the site.

The site promoter supports the assessment proposed density. They state flood mitigation can be accommodated on site, trees and hedgerows cans be retained and development can be fully integrated with public right of way.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Pidley-cum-Fenton 5: Land North of Oldhurst Road, Pidley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site along Warboys Road as well as the capacity in the sewage system to accommodate new development, poor road conditions, water supply, flood risk and the potential impact on the environment were also raised. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing for anything other than a single dwelling. There are no minerals and waste constraints impacting the site. Two comments raised concern that part of their property appears to be included within the proposal.

The site promoter supports the assessment proposed density and supports self and custom build potential. They it is of sufficient size for onsite mitigation for flooding, landscaping and BNG.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development. Comments from Cambridgeshire Highways flagged that the site appears to have insufficient frontage to the public highway to achieve an access for anything other than a single dwelling. Therefore the site was not taken forward as part of the growth strategy options testing, alternative sites Pidley 2, 3 and 4 were.

Pidley-cum-Fenton 6: Gloucester Barn, Fen Road, Pidley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. Some concerns were raised regarding access and egress form the site as well as the capacity in the sewage system to accommodate new development, poor road conditions, water supply, flood risk and the potential impact on the environment were also raised. The Highways Authority states the site appears to have sufficient frontage to achieve an access (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments) and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

The site promoter reiterates that they consider the site to be suitable site for custom or self-build plots.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is in a location that could not be effectively masterplanned to become part of the existing community. It is also noted that the site would create an extension to the village with limited relationship to the main concentration of residential development within the village and it has the ability to substantially impact the landscape

4 Further Issues and Options

and biodiversity and ecology through the removal of extensive tree coverage. Development would also require the assembly of land in multiple uses (garden land, employment and greenfield), however the site promoter notes this is in single ownership.

Ramsey

General comment: Comments raised concerns regarding the impact on infrastructure, such as the capacity of schools, doctors' surgeries, and dental services, which are already strained. There are also issues with road safety, particularly the condition and capacity of roads like Biggin Lane and the B1040. Additionally, there are objections to building on prime agricultural land and floodplains, with suggestions to use car parks and develop green energy spaces instead. Responses highlights the need for significant improvements in infrastructure before any further development, including better transport links, more local jobs, and facilities for young people. Mitigation will be required at primary and secondary school providers to accommodate development.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Ramsey 1: Land South of Biggin Lane, Ramsey (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. Some key concerns were regarding surface water flood risk, road safety issues on Biggin Lane, and the impact of over-development on local infrastructure and services. There are also objections to the site's agricultural classification and its potential adverse impact on the landscape and townscape character of Ramsey which some feel have already experienced over development. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk. No minerals or waste constraints present. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but if there is potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter disagrees with the assessment and asserts that the site should not be dismissed based on landscape impact. They emphasises the site's accessibility and lack of significant constraints, arguing that the landscape constraints and opportunities can be addressed through masterplanning.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely adverse impact on the landscape and townscape character of Ramsey

Ramsey 2: Land to the West of Longland Crescent, Ramsey (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

The responses were mixed. The LLFA states there is medium surface water flood risk and that this site may be unsuitable for the proposed development. There is no mineral or waste constraints present. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure and quality of life. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but there may the potential frontage acquisition an access may be feasible in the fullness of time subject to detailed

design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as development of the site would continue the urbanising impact of development on this part of the countryside and risk the further sense of coalescence between Ramsey and Bury and therefore adversely impact landscape and townscape character.

Ramsey 3: Land North of Hollow Lane, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

There were mixed responses to this site. There are significant concerns about increased traffic, especially near Abbey College, which raises safety issues for students. Comments also raised that road conditions are problematic with subsidence in some areas and that an archaeological survey should be undertaken. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure and quality of life as well as the loss of habitat for animals and plants in a conservation area and the loss of essential school playing fields. They raise that further development should be accompanied by appropriate infrastructure and employment opportunities. The LLFA states there is high surface water flood risk and that must be taken into consideration. There is no mineral or waste constraints present. The Highways Authority states that the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Ramsey 2) for about 20 homes. Concerns relating to traffic, safety, access and active travel have been addressed through criteria requiring provision of safe and appropriate vehicular and pedestrian access from Hollow Lane. The site's location within a conservation area will require the development provide design sensitive to the conservation area and edge of settlement location informed by an proportionate heritage assessment. The development will be required to engage with Abbey College on the reuse of this field and determine if alternative provision of playing fields is required to address the potential loss of a playing field. The development will need to undertake a flood risk assessment and drainage strategy, taking into account groundwater, surface water and modelling of unnamed ordinary watercourse to address flooding risks. The retention of trees and hedgerow and provision of a landscape plan or strategy will assist in the mitigation against habitats. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Ramsey 4: Land East of Wood Lane, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (21 responses)

The majority of responses were opposed to the development of this site. There are strong objections to the development due to its impact on the rural character and heritage of Ramsey, traffic levels, flood risk, on local infrastructure and potential archaeology. They state it is valued for its green space, which is used for walking, dog walking, and other recreational activities. Comments raise concern regarding impact on the nearby listed buildings and the Ramsey Rural Museum which is used for various community events such as the 1940s weekend and Plough Day. These events are crucial for the financial viability of local heritage sites and the local economy. Many comments highlight that Ramsey and Bury have been over-developed, leading to traffic, noise, and pollution issues, and that further development should be accompanied by appropriate infrastructure and employment opportunities. The LLFA states there is high surface water flood risk and that must be taken into consideration.

4 Further Issues and Options

There is no mineral or waste constraints present. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. They also state the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Ramsey.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Ramsey 3) for about 14 homes and about 7.7ha for community and open space uses. Concerns regarding traffic and improvement to footways have been addressed through criteria requiring provision of safe and appropriate vehicular and pedestrian access from Wood Lane. 7.7ha of land is reserved for open space community uses to assist in the facilitation of community events. Flood risk is addressed through a requirement to provide a flood risk assessment and detailed drainage strategy, taking into account groundwater, culverts and modelling of unnamed ordinary watercourses. To mitigate heritage impact design will be required to be sensitive to the setting of the adjacent grade II listed buildings and conservation area informed by an proportionate heritage assessment. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Ramsey 5: Land at Newtown Road, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. There are no mineral or waste constraints present. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure, levels of pollution, traffic and quality of life. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council response

This site has not been selected as a draft allocation. High flood risk present on the majority of the site (flood zone 3a) which is proposed for a ‘more vulnerable’ use, alternative sequentially preferable sites are available. Built development is unlikely to be able to avoid high or medium risk flood areas.

Ramsey 6: Land East of Stocking Fen Road, Ramsey (failed fundamental constraints)

Main Issues Raised (5 responses)

The responses were unsure or opposed to development of this site. One comment highlights that the site has failed fundamental constraints but is/has been proposed within the Ramsey Masterplan market towns programme. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. There is a waste constraint present which will require mitigation. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure and quality of life. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as almost all of the site apart from its southern edge is located within 400m of a water recycling area. In addition a third of the site is classified as grade 1 agricultural land and about two thirds of the site is located within flood zone 3a.

Ramsey 7: Ramsey Gateway, St Mary's Road, Ramsey (failed fundamental constraints)

Main Issues Raised (5 responses)

The responses were unsure or supportive to development of this site. One comment highlights that the site should progress to detailed assessment due to its planning history. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. There are no minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely that two points of access will be required at least one in emergency form.

The site promoter commented that the site should progress to the next stage of assessment considering its planning history, they state the site is no longer viable for farming due to the detailed planning permission that includes a spine road and a supermarket. Also they consider discounting the site solely based on its agricultural classification fails to consider the broader growth options especially as Ramsey is identified as a sustainable location for new development, supported by the adopted settlement hierarchy and the Sustainability of Settlements (2023).

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of site is classified as grade 1 agricultural land and is within flood zone 3a.

Ramsey 8: Peppers Yard, Stocking Fen, Ramsey (failed fundamental constraints)

Main Issues Raised (4 responses)

There were mixed responses to the site. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. There is a minerals and waste constraints present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing. They also state the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Ramsey It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population to make it a sustainable location given the scale of the proposed development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of site is classified as grade 1 agricultural land and is within flood zone 3a. In addition, the site is adjacent to a water recycling area and half of the site is within 250m of a waste management area.

Ramsey 9: School Farm, Stocking Fen Road, Ramsey (failed fundamental constraints)

Main Issues Raised (4 responses)

There were mixed responses to the site. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. There is a minerals and/or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require highway improvements in relation to the scale of development proposed. Also, the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and Ramsey.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the vast majority of the site is classified as grade 1 agricultural land apart form a very small amount of the site along its southern edge and the site adjoins a water recycling area. In addition, half of the site is within flood zone 3a.

Ramsey 10: Land off Ugg Mere Court Road, Ramsey Heights (failed fundamental constraints)

Main Issues Raised (4 responses)

There were mixed responses to the site. There is a minerals and waste constraints present. The Highways Authority states it is unclear if there is sufficient frontage to achieve an access and is likely to require highway improvements in relation to the scale of development proposed. They state the current highway network is not sufficient for the development and this development could generate significant traffic for the junctions at Ramsey Heights.

The site promoter has commented stating that the site should not have been discounted based on agricultural land and flood zone 3a. They say this approach may result in a shortage of new housing in the Ramsey Fens. Exceptions should be made for land that was previously shown as being within flood zone 1 of the 2010 SFRA.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 11: Land off Middlemoor Road, Ramsey St Mary (failed fundamental constraints)

Main Issues Raised (3 responses)

There were mixed responses to the site. The LLFA states there is low surface water flood risk but that further detailed consideration of surface water management options will be required. There are no a minerals or waste constraints present. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Ramsey St Marys.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 12: Chestnut Farm, Ramsey Mereside (failed fundamental constraints)

Main Issues Raised (3 responses)

There were mixed responses to the site. The LLFA states there is low surface water flood risk but that further detailed consideration of surface water management options will be required. There are no a minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing and local infrastructure improvements may be required in the form of walking/cycling connectivity. They also state that looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 13: Land on Oillmills Road, Ramsey Mereside (failed fundamental constraints)

Main Issues Raised (2 responses)

There were mixed responses to the site. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the entirety of the site is classified as grade 1 agricultural land and within flood zone 3a.

Ramsey 14: Ramsey Forty Foot Village rural mooring, Ramsey Forty Foot (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were generally supportive towards the site. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. Local infrastructure improvements may be required in the form of walking connectivity and local infrastructure improvements may be required in the form of parking places.

Council response

This site has been selected as a draft Rural Mooring allocation (Draft Allocation Ramsey Forty Foot 1) for 1.4 ha of land for leisure moorings, open space and land to safeguard against flooding. The allocation will be required to ensure safe and suitable access can be provide and that the site can be safe for the lifetime of the development.

Ramsey 15: Land at Bridge Farm, Ramsey Forty Foot (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

The responses were mixed towards the site. There were also concerns about over-development in Ramsey and Bury, impacting local infrastructure, wildlife and quality of life. Comments highlight that infrastructure in Ramsey Forty Foot is limited. The LLFA states there is no surface water flood risk but that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 1,2 and 3. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

4 Further Issues and Options

Ramsey 16: Forty Foot Field, North of Mill Lane, Ramsey Forty Foot (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The responses were mixed towards the site. One comment supported the assessment and had concerns regarding flood risk, impact on rural nature of the village and access. The LLFA states there is low surface water flood risk and that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but the only linkage is what appears to be a private road.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the majority of the site is located within flood zones 2, 3a and 3b and the proposed residential uses are classed as a more vulnerable use.

Ramsey 17: Woodlane Farm, West of Ramsey Road, Ramsey Forty Foot, Ramsey (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

The responses were mixed towards the site. There are objections to further development in Ramsey and Bury, citing over-development, increased traffic, and strain on local infrastructure such as schools and healthcare. Some objections highlight concerns about spoiling the rural aspect of the village, affecting popular walking routes, wildlife, flood risk and the limited services in Ramsey Forty Foot, which would necessitate car use for new residents. There are also concerns about the narrow access road and its ability to handle construction traffic. The LLFA states there is no surface water flood risk but further detailed consideration of surface water management options will be required. The Minerals and Waste Authority states there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but the formation of an access may result in the loss of green infrastructure.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater flood risk should be investigated meaning it did not meet the criteria for consideration.

Somersham

General comment: The general sentiment is opposition to further housing developments due to concerns about the lack of supporting infrastructure, such as the primary school, which is already at full capacity and cannot expand. There are objections to building on historically significant land, such as the remains of the Bishops Palace fish stock pond, which is of historical interest and home to various wildlife.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Somersham 1: Dews Bus and Coach Depot, Chatteris Road, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were mixed towards the site. The Parish Council raised objections that it would expand the village too much along Chatteris Road and lead to further traffic issues. The Minerals and Waste Authority states there are some minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 3) for about 50 homes. Concerns have been addressed regarding traffic, highway improvements and active travel through criteria requiring provision of a safe and suitable means of access from Chatteris Road and assessment of transport impacts through a transport assessment as well as provision of active travel routes to facilitate integration with Somersham. The allocation highlights the sites location within a Sand and Gravel Mineral Safeguarding area and the need to consult with Cambridgeshire County Council. The site is part previously developed land.

Somersham 2: Somersham Town Football Club and land to the south of the Football Club, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The responses were mixed towards the site. The Parish Council raised objections based on drainage. The Minerals and Waste Authority states there are some minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter has commented and have submitted a Flood Risk Assessment and Landscape and Visual Impact Assessment. They state that the key principles for the development include retaining existing landscape features, considering the height of dwellings near existing properties, providing buffers to heritage sites, and integrating green infrastructure.

Council response

This site has not been selected as a draft allocation. The SFRA mapping update has shown the site is now 82% in Flood Zone 3a it is therefore no longer considered appropriate for residential development.

Somersham 3: Land North of The Pasture and South of Rectory Lane, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (2 responses)

4 Further Issues and Options

The responses were mixed towards the site. The Parish Council raised objections if access were proposed from Rectory Lane. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Vehicular access from Rectory Lane should not be proposed as the width is unsuitable for intensification, all vehicular access should be via the Pastures.

Council response

This site has not been selected as a draft allocation as planning permission has been secured on the western parcel of the site (21/02111/OUT) for 11 dwellings and associated works (all matters reserved) was approved in December 2022.

Somersham 4: Land East of Parkhall Road, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed towards the site. The Parish Council raised concerns that the site would push the boundary of the village and that there is a dangerous access due to the old railway bridge. The Minerals and Waste Authority states there are some minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter has submitted a response including a Waste Compatibility Assessment and Mineral Safeguarding Assessment as appendices.

Council response

This site was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site wholly lies within the buffer zone around the Somersham Waste Management Area. At its closest point, the site is within 20m of the WMA. No assessment was provided at the time. In response to the Spring 2025 consultation on additional sites, the site promoter submitted a Site Suitability Assessment which includes a review of air quality, odour, amenity and compatibility of the proposed use with the WMA which is currently being restored. Now that this assessment has been provided, the site passes the fundamental constraints and a full LAA and SA of the site has been undertaken. It had previously failed due it being within the consultation area for a WMA and no assessment had been provided. The site promoter also submitted a document setting out example street scenes and house types that could be used for this site. The site is now considered potentially appropriate for development.

This site has not been selected as a draft allocation. This site was assessed as having high and/or medium risk from surface water sources and groundwater risk. More sequentially preferable sites were selected which are 100% flood zone 1 with very low risk of surface water flood risk.

Somersham 5: Land to West of College Farm, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The responses were mixed towards the site. The Parish Council raised concern that the site would extend the village boundary and would affect the character of the village. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but if there was the potential for frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to constraints to the site regarding access and the detached nature of the site. An alternative development proposal including this site is set out in Somersham 7: Land to the West of College Farm (larger site), Somersham (which includes this site) was taken forward as draft allocation Somersham 2.

Somersham 6: Land to South of College Farm, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were mixed towards the site. The Parish Council raised concern that the site would extend the village boundary and would affect the character of the village. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting, therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has not been selected as a draft allocation. Although the Council's Land Availability Assessment and Sustainability Appraisal concluded that site may be appropriate for development an alternative site Somersham 7: Land to the West of College Farm (larger site), Somersham (which includes this site) was taken forward as draft allocation Somersham 3.

Somersham 7: Land to South of College Farm (larger site), Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were mixed towards the site. The Parish Council raised concern that the site would extend the village boundary and would affect the character of the village, as well as concerns regarding access at the junction. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity. They state that when looking at possible connections to the site, there may be an element of drain that may require culverting, therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 2) for about 140 homes. Concerns have been raised regarding active travel and cycling and walking connectivity. The site boundary abuts a footpath providing access to Somersham local centre. Criteria requiring the provision of a safe and suitable means of access from B1086 and assessment of transport impacts through a transport assessment will address access to the site and the requirement of a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of ordinary watercourse will mitigate flood risk and take into account a drain which may require culverting.

Somersham 8: College Farm, West of Newlands Industrial Estate, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The responses were unsure or supportive of this site. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 4) for about 45 homes. Concerns have been raised regarding active travel and cycling and walking connectivity. The site boundary abuts a footpath providing access to Somersham local centre.

Somersham 9: Land South of 35 Church Street (smaller site), Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

The majority of comments were opposed to development of this site. There is a minerals and/or waste constraint impacting the site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity. They state that the site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and village centre. Several comments including the Parish Council and Historic England were opposed to development of the site based on heritage grounds including the whole site being a scheduled monument. Other comments raised concerns regarding flood risk, impact on wildlife and the narrowness of Church Street.

Council response

This site has not been selected as a draft allocation. During the Autumn 2024 consultation on sites, comments were received from the Parish Council and Historic England expressing concern regarding impact on heritage assets. Following this, the site is no longer viewed as being potentially suitable for development due to impacts on heritage including the designated scheduled monument.

Somersham 10: Land South of 35 Church Street (larger site), Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The comments were mixed towards this site. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity. The site is affected by existing public Rights of Way, should be retained on their existing alignment, maintained, or enhanced. They also state the site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and village centre. Several comments including the Parish Council were opposed to development of the site based on heritage grounds including the whole site being a scheduled monument. Other comments raised concerns regarding flood risk, impact on wildlife and the narrowness of Church Street.

Council response

This site has not been selected as a draft allocation. During the Autumn 2024 consultation on sites, comments were received from the Parish Council and Historic England expressing concern regarding impact on heritage assets. Following this, the site is no longer viewed as being potentially suitable for development due to impacts on heritage including the designated scheduled monument.

Somersham 11: Land to the west of Parkhall Road, College Farm, Somersham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The majority of comments were opposed to development of this site. The Parish Council have observations regarding access to the site and that it is near to the old railway bridge. There is a minerals and/or waste constraint impacting the site that requires mitigation. The Highways Authority states that the site appears to have insufficient

frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. The site is affected by existing Public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. They also state that when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter reiterates the site's availability for development. They state that a Highway Statement confirms that primary vehicular access via Parkhall Road and a new footway connection are feasible, with a secondary emergency access via Queens Road and that the public footpath network will be retained and improved. A Conceptual Drainage Strategy has been undertaken.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Somersham 1) for about 120 homes. Observations regarding the site's proximity to an old railway bridge are addressed through a requirement to use design that harmonises with surrounding development to integrate the new homes with neighbouring residential development, disused railway line, allotments and smallholdings. The draft allocation highlights the site's location withing a sand and gravel mineral safeguarding area. Highways improvement will be addressed through the requirement to provide of a safe and suitable means of access from Parkhall Road and assessment of transport impacts through a transport assessment, public rights of way will be required to be retained and enhanced, including connections to public rights of way to facilitate integration with Somersham and nearby services and facilities. Presence of a drain that may require culverting will be addressed through of a flood risk assessment and detailed drainage strategy, taking into account groundwater and surface water flood risk.

Somersham 12: Land North of Chatteris Road, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

The majority of comments were opposed or unsure towards development of this site. The Parish Council have observations stating that part of the site forms part of the Somersham Nature Reserve. There is a minerals and/or waste constraint impacting the site that requires mitigation. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway but if there were potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The Wildlife Trust supports the assessment and the recognition of the need to protect the adjacent Local Nature Reserve and County Wildlife Site from the direct and indirect impacts from this proposed site, this is supported by the County Council's Biodiversity and Green Spaces Team.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to significant constraints including access, impact on active travel routes, the Local Nature Reserve and ecology and biodiversity within the wider green network/corridor, lack of access to gas, mains water and electricity supply and digital telecommunications.

Somersham 13: Land East of Chapel Field Lane, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The majority of comments were opposed towards development of this site. The Parish Council have observations stating that access is a key issue. There are no minerals and/or waste constraints impacting the site. The Highways Authority states that site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and King Street Notwithstanding this, Rectory Lane/

4 Further Issues and Options

Chapelfield Lane is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway. The County Council's Biodiversity and Green Spaces Team raise concerns regarding impacts on local accessible greenspace and ecology.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its potential harm to the character of the village and landscape. The site was also considered to have very limited accessibility via suitable vehicle and pedestrian routes into the village, and has a more rural feel as the village transitions into the countryside to the west. The site is narrow making designing a scheme in keeping of local character challenging and likely to adversely impact the village character and erode the rural edge of the settlement.

Somersham 14: Somersham Telephone Exchange (failed fundamental constraints)

Main Issues Raised (3 responses)

Most responses were opposed to development on this site. The Parish Council have observations stating that part of the site forms part of the Somersham Nature Reserve. The Minerals and Waste Authority state that there is a minerals and/or waste constraint impacting the site requiring mitigation. The Highways Authority states that on the basis of the red line there is inadequate connection to the public highway and there is insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but if there is the potential for frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing assessments. Local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment was submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity.

Upwood and The Raveleys

General comment: The general sentiment is opposition to further housing developments due to concerns about the adverse impact on the village, which is already experiencing detrimental effects from over-development in nearby areas like Bury and Ramsey. Key issues highlighted include increased traffic, noise, flooding, pollution, and the erosion of services such as healthcare and education.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Upwood and The Raveleys 1: RAF Upwood - Phase 4, Upwood (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses towards this site were mixed but most were opposed. Comments raised concerns about the site's impact on the small village, including increased traffic, insufficient infrastructure, and limited local services. Key issues include the need for road and footpath improvements, better public transport, and addressing flooding and drainage problems, lessons should be learnt form previous phases of the RAF Upwood redevelopment. Some supported the site recognising its potential to provide local employment and potentially reuse buildings. Some

suggest alternative uses, such as green spaces or nature reserves, to enhance the quality of life for residents. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs. Looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

The site promoter reiterated the site's availability for development submitting a Vision Document for the site.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Ramsey 1) for about 4.8 ha for office, research and development, industrial and general industrial uses and about 9.2 ha of land for green infrastructure to include a mixture of strategic green space, accessible natural green space and flood mitigation. This will assist in providing local employment opportunities and additional public open space. Concerns regarding transport have been addressed through criteria requiring provision of a safe and suitable means of access from Ramsey Road and assessment of impacts of proposed employment uses through a transport assessment and travel plan and the need to provide active travel routes to link with existing and proposed networks and local services and facilities. Flood risk and drainage will be addressed through a requirement to produce a a flood risk assessment and detailed drainage strategy taking into account surface water. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Upwood and The Raveleys 2: Village Field, Raveley Road, Great Raveley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The majority of comments were unsure towards this site. One comment raised that drainage and flooding is an issue which may get worse with more housing. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The Wildlife Trust supports HDC aims to protect the landscape and visual setting of the Great Fen and would like assurances that the proposed scale of development aligns with this objective.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Upwood and The Raveleys 3: Upwood Field, Meadow Lane, Upwood (failed fundamental constraints)

Main Issues Raised (7 responses)

The majority of comments were opposed towards development on this site. One comment raised that the odour from the water recycling centre impacts living conditions for local residents. There is a waste constraints impacting the site which may require mitigation. Two comments raised that the site name should be Meadow Lane rather than Meadow Road. Concerns were also raised regarding the water recycling centre, access, the narrowness of Meadow Lane, the impact on wildlife and nature conservation sites as well as infrastructure concerns within the village and Ramsey. One comment asked why reference to a 'Specific Features Recommends for Preservation Conservation- designation had not been made in the assessment. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway but if there is the potential for frontage acquisition then an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. The traffic produced by the

development would require significant improvements of Meadow Lane and there are currently no footways to the site. The Wildlife Trust supports the assessment and notes that the scale of development and location is completely inappropriate and would have significant adverse impact on Upwood Meadows NNR. The site is also located within the Fen-edge Woodland Priority Natural Landscape (from the Huntingdonshire Interim Nature Network) and being close to Upwood Meadow should be a priority location for habitat enhancement and / or nature friendly farming.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is adjacent to a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of amenity.

Warboys

General comment: The general sentiment is opposition to further housing developments due to concerns about the already overstretched infrastructure, including roads, healthcare, and schools. Many comments highlight the negative impact on local amenities, traffic congestion, and the character of the village. There were also concerns about the impact of these developments on local wildlife, air pollution, and the overall quality of life for current residents.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Warboys 1: Land on Heath Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Responses were mixed towards this site but most were opposed to development. The Parish Council agreed with the site assessment, several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Suggestions for small-scale, sustainable, and community-focused developments instead were highlighted. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. They also say the site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and the village towards pasture close.

Site promoter commented and states that suitable access can be achieved with visibility splays in both directions of at least 90m, and this takes into account the topography of the site and that the site should be considered a natural extension of the settlement which relate well to existing development to the west and south.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site would be out of context with the settlement/ built form. There may be difficulties in terms of highway safety in a village location being a adjacent to a significant junction onto the A141 and with achievability given the sloping topography of the land within the site.

Warboys 2: Land adjacent to Second and Third Avenue, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Responses were mixed towards this site but most were opposed to development. The Parish Council agreed with the site assessment, several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Suggestions for small-scale, sustainable, and community-focused developments instead were highlighted. One comment raised concern that access points would turn established cul-du-sac roads into busy access points for the proposed development and impact the quality of life of residents. Not constrained by minerals or waste constraints. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway, however, if there is the potential for frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. It is likely that two points of access will be required at least one in emergency form. Also, the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter reiterated the site's availability stating that this site and Warboys 6 should now be considered as a single site and are being promoted for comprehensive development. They state the surface water risks are manageable through appropriate drainage strategies. Landscape mitigation through landscaping buffers along the north and west boundaries is proposed. Feasibility assessments are ongoing to determine the best access strategy, with options along Humberdale Way and Saxon Way.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the location of the site being out of context with the existing built form, potential for significant adverse landscape impact and highway access to the site being potentially unachievable as a result of the presence of ransom strips and ability of Second and Third Avenue to accommodate the scale of development. Although sites 'Warboys 2' and 'Warboys 6' have now been proposed as a single site, the deliverability of this site is dependent on providing appropriate access and connection to the public highways as stated by the Cambridgeshire County Council Highways Authority. Therefore the site is currently considered unachievable.

Warboys 3: Land rear of 51 Church Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (12 responses)

The majority of responses were opposed to the development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the impact on the Conservation Area, the area's character, wildlife, flood risk and protected trees. There are significant concerns about the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Some respondents suggest dividing the site for different uses, such as housing and commercial development and there are recommendations to focus on developing brownfield sites and low-impact agricultural land instead of conservation areas. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and would require significant improvements to the footway infrastructure between the site and the village.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the site being wholly within Warboys Conservation Area and the potential for significant adverse impact to this designated heritage asset due the removal of established trees situated within the site to accommodate the development.

Warboys 4: Land East of Church Road, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

The majority of comments were opposed to development on this site. The Parish Council commented that the site is unsuitable for development due to its potential impact on already stretched infrastructure such as the Doctors Surgery. Key concerns raised were regarding flood risk; impact Conservation Area, protected trees, wildlife and the overall character of the area; strain on infrastructure with local schools, doctors' surgeries, and public transport already overstretched; and access and safety. Some respondents suggest finding alternative brownfield sites for development instead of using greenfield and conservation areas. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and that local infrastructure improvements may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. From an individual site perspective the site was considered that it may be appropriate for development however, in the context of the whole settlement it was not considered appropriate to consider as an allocation as the site is not well connected to Warboys and there are concerns regarding safe access and exit to the site.

Warboys 5: Little End, Station Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The majority of responses were opposed to the development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Not constrained by minerals or waste constraints. The Highways Authority states the site appears not to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter commented stating that the site forms a natural extension to development of the settlement and that access can be achieved through the adjoining site to the south which is also controlled by the landowners. They consider that a very low density development of 25dph would ensure space is available for landscaping, BNG and flood alleviation as well as reflecting the topography of the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the scale and location of the site being out of context with the settlement/ built form, the steep topography of the land and intrusion into the countryside. In addition, there would have highway access difficulties given the existing track and limited scope to upgrade.

Warboys 6: Land North of Humberdale Way, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses were mostly opposed towards development on this site. The Parish Council stated that the site is unsuitable for development, as a large-scale project would place significant strain on already stretched infrastructure, including the local doctor's surgery. Members also felt that statements regarding proximity to employment opportunities and access to a regular bus service were misleading. Residents were concerned by the potential scale of the proposal. Several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Suggestions for small-scale, sustainable, and community-focused developments instead were highlighted. One comment raised concern that access points would turn established cul-du-sac roads into busy access points for the proposed development and impact the quality of life of residents. Not constrained by minerals or waste constraints. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway, however, with potential frontage acquisition an access may be feasible in the fullness of time subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. Two points of access will be required they state the development is likely to cause junction capacity issues throughout Warboys and the surrounding area. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter reiterated the site's availability stating that this site and Warboys 2 should now be considered as a single site and are being promoted for comprehensive development. They state the surface water risks are manageable through appropriate drainage strategies. Landscape mitigation through landscaping buffers along the north and west boundaries is proposed. Feasibility assessments are ongoing to determine the best access strategy, with options along Humberdale Way and Saxon Way.

Council response

This site has not been selected as a draft allocation. Although sites 'Warboys 2' and 'Warboys 6' have now been proposed as a single site, the deliverability of this site is dependent on providing appropriate access and connection to the public highways as stated by the Cambridgeshire County Council Highways Authority. Therefore the site is currently considered unachievable.

Warboys 7: Land South of Warboys Sports Field, Warboys (unavailable for the proposed open space use)

Main Issues Raised (5 responses)

Responses were mixed towards this site. The Parish Council disagreed with the assessment stating that the land in question is connected to the current sports ground, meaning it could benefit from existing access points and utility supplies. They state concern over the lack of recognition that the Parish Council are set to provide 22 acres of sports provision land, of which only 7 acres are currently available within the parish. They wish for clarification on the term "significant constraints" as they say the land is designated for recreational purposes. Several comments raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Not constrained by minerals or waste constraints. The Highways Authority states on the basis of the green line there is no/inadequate connection to the public highway.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is unavailable for the proposed open space use and was submitted by a third party who do not own the land.

Warboys 8: Land at New Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

4 Further Issues and Options

Main Issues Raised (6 responses)

The responses were mixed towards this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. The site would not be acceptable for a development of this scale without significant improvements to the footway infrastructure between the site and the adjacent roundabout.

The site promoter reiterated the site's availability and submitted a Parameter Plan showing the location of the proposed areas for residential development and natural green space. They state the recent consent for 8 dwellings on part of the site demonstrated that a new footway could be provided along New Road to link into existing footways to the north of the site. This footway could be extended to provide access to the land now promoted. They raise issues between this assessment and Warboys 2 highlighting 'inconsistencies' within the assessments relating to landscape impact and mitigation, impact of the water tower and active travel infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site is in a location that could not be effectively masterplanned to become part of the existing community. In addition it was considered that the site would create an extension to the village with limited relationship to the main concentration of residential development within the village and has a very close relationship with the countryside the impact of which would be significant. The site promoter has reduced the potential capacity expectation to 7 homes. This reduced site area is in principle considered to be suitable.

Warboys 9: Land at Ramsey Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The responses were mostly opposed towards development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the scale of the proposal, its impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required and when looking at possible connections to the site, there may be an element of drain that may require culverting therefore early dialogue with CCC's LLFA would be prudent.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the potential for significant adverse impact upon the local landscape and potential difficulties integrating the site with the existing place and community.

Warboys 10: Manor Farm Buildings, Church Road, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

The responses were mostly opposed towards development of this site. Respondents feel that the development would alter the fabric of the village, creating a busy site between Adam Lyons Recreation Field and St. Mary Magdalene Church. Concerns include the potential danger to children due to increased traffic and the impact on the play area. There were concerns regarding heritage assets. Other concerns raised were the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to wildlife, environment, road safety, pedestrian access, and the suitability of current access were also raised. Suggestions made include identifying brownfield sites and agricultural land that do not impact the village's character. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing, however, access is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway.

Council response

This site has not been selected as a draft allocation. The Highways Authority states the site appears to have insufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing and access is of insufficient width to accommodate a development of this scale without improvements which may not be achievable within the existing highway. Therefore the site is currently considered unachievable.

Warboys 11: Land to the rear of 70 - 84 Station Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The responses were mostly opposed towards development of this site. The Parish Council agreed with the site assessment. Comments raised concerns regarding the scale of the proposal, its impact on the area's character, the capacity of local infrastructure, including schools, doctors' surgeries, and public transport to support additional development. Issues related to road safety, pedestrian access, and the suitability of current access points were also raised. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity and the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter commented on behalf of the landowners stating that is in a sustainable location. The Site Development Plan reserves a large area for open space, landscaping, and BNG, minimising the landscape impact. They state detailed masterplanning and additional landscaping will help assimilate the development into the surrounding landscape. They recognise there may be a minimal loss of view for existing residents along Station Road. They state the landowners dispute the Council's claim of multiple landowners, stating that the red line boundary encompasses only two landowners and are in discussions with them to secure a comprehensive development plan and ensure adequate access and utility connections.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the scale and location of the site being out of context with the settlement/ built form and the potential for significant landscape impact which would be hard to avoid given the downward sloping gradient of the land within the site.

Warboys 12: Land off Fenton Road, Warboys (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses were mostly opposed towards development on this site. The Parish Council stated that the site is unsuitable for development, as it lacks direct connection to the village aside from a crossing over the A141 and expressed concerns about the strain this development would place on already stretched infrastructure and noted

that statements about bus access and employment opportunities were misleading. Several respondents raised concerns regarding access from the A141, the safety and feasibility of placing additional traffic here. Other issues raised that the village already experiences traffic issues, inadequate infrastructure, strained local services, flood risk and concerns about the loss of the rural character that further development may bring. Not constrained by minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter states the site is an appropriate site for development subject to good masterplanning to ensure the preservation of the local landscape, designated heritage asset and integration with the built form and wider community. They refer to a high level masterplan and will undertake further technical work to demonstrate additional mitigation in relation to the other constraints identified.

Council response

This site has not been selected as a draft allocation. Although a vision document was resubmitted in relation to this site, and the Land Availability Assessment has assessed the site in isolation concluding that the site may be potentially suitable. When looking at the wider context that the site sits within, it is considered that the site is detached from the main built area of Warboys which would pose challenges for safe pedestrian access across the A141 to local services and facilities for development of this scale. It is therefore not suitable for allocation.

Wistow

General comment: The general consensus is against development, with concerns about the inadequate infrastructure to support new housing, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There were also concerns about the impact on local wildlife and the rural character of the area. Suggestions were to discount all sites in Wistow and enhance local infrastructure, such as roads and drainage systems before considering any new developments.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Wistow 1: Land West of Harris Lane, Wistow (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (41 responses)

The majority of respondents were opposed to development. The general consensus is against development, with significant concerns about the loss of agricultural land, inadequate local infrastructure, environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There are also concerns about the impact on local wildlife and the rural character of the area. One comment recognised the potential need for some growth in the village. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking connectivity. The site would not be acceptable for a development of this scale without improvements to the road and footway infrastructure between the site and to the south and east as well as possible improvements in the form of passing places. The Education Authority identifies there is an existing pressure on early year's places and there is likely to be insufficient capacity locally to accommodate the increase in children at local primary and secondary schools without mitigation.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Wistow 2: Land South of Ramsey Road adjoining Kingsland Farm (larger site), Wistow (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (17 responses)

The majority of respondents were opposed to development. There were strong opposition based on the loss of agricultural land, inadequate local infrastructure, significant environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There was a also concerns regarding the impact on the rural character of the area. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely to require two points of access. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Bury, also looking at possible connections to the site, they state there may be an element of drain that may require culverting therefore early dialogue with the LLFA would be required on this.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would result in significant adverse landscape impact and adversely impact the character of the area and is also of a scale that would further stress local facilities. Development could also adversely impact the permitted attenuation pond within the site which was approved to accommodate off site drainage for the redevelopment of RAF Upwood.

Wistow 3: Land South of Ramsey Road, North West of Kingsland Farm (smaller site), Wistow (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of respondents were opposed to development. There were strong opposition based on the loss of agricultural land, inadequate local infrastructure, significant environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There was a also concerns regarding the impact on the rural character of the area. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely to require two points of access. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Bury, also looking at possible connections to the site, they state there may be an element of drain that may require culverting therefore early dialogue with the LLFA would be required on this.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would result in significant adverse landscape impact and adversely impact the character of the area and is also of a scale that would further stress local facilities.

Wistow 4: Land South of Ramsey Road, North East of Kingsland Farm (smaller site), Wistow (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (15 responses)

4 Further Issues and Options

The majority of respondents were opposed to development. There were strong opposition based on the loss of agricultural land, inadequate local infrastructure, significant environmental impacts, poor road conditions, lack of public transport, insufficient local amenities and frequent flooding. There was a also concerns regarding the impact on the rural character of the area. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and it is likely to require two points of access. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Bury.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would result in significant adverse landscape impact and adversely impact the character of the area and is also of a scale that would further stress local facilities. In addition, development could adversely impact the permitted attenuation pond within the site which was approved to accommodate off site drainage for the redevelopment of RAF Upwood.

Area 3 - Northern Central Huntingdonshire

General comment: A comment was received against the whole of the North Central by the Alconbury Brook Flood Group area setting flood risk concerns, these concerns are also registered against several sites within Alconbury, Alconbury Weston and The Stukeleys.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Abbots Ripton

General comment: General comments related to concerns on the impact on the village's historic character and conservation area.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Abbots Ripton 1: West of Wennington Road Wennington, Abbots Ripton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Comments were mixed but broadly supportive or unsure of this site. The primary concerns revolve around the scale and density of the development and its potential impact on the Wennington conservation area and its listed buildings. There is a strong emphasis on ensuring that the development respects the vernacular architecture and character of Wennington, with suggestions for an architectural competition to achieve high standards in design. There was concern given Wennington's lack of amenities, public transport, and reliance on single-track roads. Comments also highlighted the need for affordable housing, public transport and community involvement in the planning process. There is a minerals and or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance requirements respecting local junction spacing but local infrastructure improvements may be required in the form of passing places.

Council response

This site has not been selected as a draft allocation because it is located within an hamlet and therefore it was not tested in any of the Council's Growth Strategies due to the hamlets inherent lack of sustainability. The District's hamlets are classified together with the countryside, the Preferred Options Draft Local Plan to 2046 allows for only limited and specific opportunities where development in these locations would be acceptable.

Abbots Ripton 2: Home Farm North, Abbots Ripton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

The majority of respondents were opposed to development on this site. Opposition to the development is due to its impact on listed buildings, conservation area, townscape and residential garden settings. There are significant concerns about flood risk, the negative impact on the village's character and identity, access and traffic issues, ecological and environmental concerns, and the loss of valuable agricultural land. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the development would have a fundamental impact on the setting of listed buildings, conservation area, townscape, character of the area and residential garden settings. That the site could create transport and safety impact for pedestrians as a result of access via Rectory Lane and have a negative ecological impact.

Abbots Ripton 3: Home Farm South, Abbots Ripton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

Most respondents were against or unsure about the site. Concerns were raised regarding flood risk with significant past flooding experiences and the need for flood zone risk removal before development; the impact on veteran elm trees, species-rich grassland, and overall biodiversity; and infrastructure challenges, particularly with the Anglian Water sewage pumping station. Comments also highlighted the visual impact of development on the rural landscape, access and traffic issues, and the loss of agricultural land. There are no minerals or waste constraints. The Education Authority states that there is expected to be sufficient places locally to be able to accommodate the increase in children from this development, without mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft mixed use allocation **(**Draft Allocation Abbots Ripton 1**)** for about 15 homes and about 0.5ha for commercial use within classes E(g)(i-iii). flood risk concerns have been addressed through criteria requiring sequential location of development outside areas of flood risk and provision of a flood risk assessment and detailed drainage strategy, taking into account surface water, residual risk from a culvert and modelling of unnamed ordinary watercourse to evaluate current and future fluvial and surface water flood risk.

Concerns on the impact on the landscape, veteran elm trees, and biodiversity will be addressed though a requirement for the retention and protection of existing trees and hedgerows, and the provision of a comprehensive scheme of landscaping set out within a landscape plan or strategy and management plan. There is a criteria to address waste water flow and the development will have to address access traffic and active travel concerns by providing a suitable means of access a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village

4 Further Issues and Options

Abbots Ripton 4: Penny Green, Abbots Ripton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

Responses were mixed but half of them were opposed to development. Kings Ripton Parish Council commented some small scale development within the village may be acceptable providing it does not change the character of the village and all development can guarantee mitigation to actively reduce the peak flow to the Bury Brook which is close by. One responders object based on concerns about ecological harm to trees and biodiversity, flood risk, topographical challenges, visual impact, inadequate access and traffic issues, unsuitability for residential and commercial development, and the loss of agricultural land, all of which threaten the rural character and environmental integrity of Abbots Ripton. Another objection was raised highlighting infrastructure challenges, particularly with the main Anglian Water sewage pumping station. Not constrained by minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site could create transport and safety impact for pedestrians and vehicles as a result of access via 'The Green' and lack of pedestrian connections to the main village and services. That direct access from 'The Green' has not been included within the site boundary making it unclear if this may impede delivery and viability or if there are ownership issues and that the site is removed from the main village of Abbots Ripton having little relationship to the village creating isolated developed in the countryside.

Abbots Ripton 5: Land South of Station Road, Abbots Ripton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Responses were mixed but half of them were opposed to development. Kings Ripton Parish Council commented some small scale development within the village may be acceptable providing it does not change the character of the village and all development can guarantee mitigation to actively reduce the peak flow to the Bury Brook which is close by. One responders object based on concerns about ecological harm to trees and biodiversity, flood risk, topographical challenges, visual impact, inadequate access and traffic issues, unsuitability for residential and commercial development, and the loss of agricultural land, all of which threaten the rural character and environmental integrity of Abbots Ripton. Another objection was raised highlighting infrastructure challenges, particularly with the main Anglian Water sewage pumping station. Not constrained by minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments). Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site would create transport and safety impacts for pedestrians due to lack of pedestrian connections to the main village and services. It is also removed from the main village of Abbots Ripton having little relationship to the village creating isolated developed in the countryside.

Abbots Ripton 6: Sapley Park Garden Village (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (15 responses)

The majority of respondents were opposed to the development. Concerns raised include its impact on farmland, historic and archaeological sites, conservation villages, and areas supporting wildlife, including red-listed species. The Wildlife Trust objects due to potential adverse impacts on nature conservation sites and nature recovery efforts. Flood risk and heritage impacts as well as infrastructure constraints were raised. There is topographical variation within the site, leading to potential visual intrusion and challenges in development. The CPRE opposes the development due to its visual dominance and impact on the rural landscape. Another concern was on the pressure it would add to the road network, traffic, congestion and safety concerns and how development could be integrated with surrounding areas. There are no minerals or waste constraints. The Highways Authority states that access should be from the A141and secondary accesses may be possible from C112 King Ripton Road/Sapley Road; C115 Abbots Ripton Road/Huntingdon; and B1090 St Ives Road all of which appear to have sufficient frontage and may require off-site highway improvements in relation to the scale of development proposed. The suitability of the approach road network for secondary accesses will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs and may require infrastructure improvements. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter commented stating that the landowner is flexible as to the exact scale and form of any allocation that could come forward. Further to feedback received in the LAA, the landowner would like to withdraw the area of the Site to the west of the East Coast mainline railway in recognition that it is unlikely to be deliverable with the plan period currently proposed.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site was considered to be less viable than other sites submitted. It has highly variable accessibility to services and facilities with the southern part being good whilst the northern parts of the site have poor accessibility and significant challenges in terms of active travel and public transport at present. Until there is greater certainty over the rerouting of the A141 (which will potentially run through the site impeding access) the ease and safety of potential connections to Huntingdon are challenging. The previous Local Plan Inspector expressed significant concern over the market absorption challenges. This site is very close to the existing strategic location of Alconbury Weald and likely to compete directly in the market. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets.

Alconbury

General comment: Several comments raised general concern to proposed developments in Alconbury Weston, primarily due to flood risks exacerbating existing issues, environmental impact, impact on the character of the village and the strain on local infrastructure.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Alconbury 1: Land South of Great North Road, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

4 Further Issues and Options

The majority of responses were opposed to development on this site. The LLFA identified it is at a high risk of surface water flooding making it potentially unsuitable for development. Concern regarding surface water flooding was also made by several other respondents particularly flooding along Great North Road, Sharp Lane and The Leys. Alconbury Brook Flood Group highlighted that development may exacerbate these issues and that mitigation is required. Respondents also considered that there will be increased traffic and noise pollution and development would impact local wildlife and the rural character of the village. There was also concerns about the capacity of local services, such as doctors' surgeries and schools, to cope with the increased population. There were also concerns about the loss of identity of Alconbury and Alconbury Weston as separate but linked villages. Some questioned the need for development beyond infill, especially considering the ongoing development at the adjacent Alconbury Weald site. The Parish Council stated the site could be supported subject to mitigation. There is a minerals and/or waste constraint which could be overcome with mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

Since the Land Availability Assessment was originally undertaken, the site's potential development use has been confirmed as residential rather than mixed use or employment. This site has been selected as a draft residential allocation (Draft Allocation Alconbury 1) for about 30 homes. More recent flood map updates and information find that site is not constrained by fluvial flood risk however surface water flood risk is present on a small portion of the site in the northern most corner. Remaining flood risk concerns will be addressed through a flood risk assessment and drainage strategy to include safe access and escape routes. The site's location within a Sand & Gravel Mineral Safeguarding area is addressed through specific criteria within the policy, and highways concerns through the requirement for provision of a safe and suitable means of access from Great North Road.

The site does not coalesce with Alconbury Weston and infills land between residential and farm buildings. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Alconbury 2: Land to the East of Globe Lane (smaller site), Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

There were mixed responses to this site. The LLFA identify the site has a low risk of surface water flooding, but there have been previous reports of local flooding. Comments raised concerns are raised about the site's potential to exacerbate flooding in the area, with specific mentions of Cock Brook and the impact on local infrastructure. Alconbury Brook Flood Group highlighted that development may exacerbate these issues and that mitigation is required. Respondents also considered that there will be increased traffic and noise pollution and development would impact local wildlife and the rural character of the village. There was also concerns about the capacity of local services, such as doctors' surgeries and schools, to cope with the increased population. Some questioned the need for development beyond infill, especially considering the ongoing development at the adjacent Alconbury Weald site. The Parish Council stated the site could be supported subject to mitigation and could provide new public open spaces. There is a minerals and/or waste constraint which could be overcome with mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Alconbury 2) for about 60 homes. More recent flood map updates and information find that site is not constrained by fluvial flood risk and surface water flood risk very low. Remaining flood risk concerns will be addressed through a proportionate flood risk assessment and detailed assessment of surface water flood risk. The site's location within a Sand & Gravel Mineral Safeguarding is addressed through specific criteria within the policy.

A landscape and visual impact assessment and arboricultural assessment demonstrating retention of existing mature and established trees and hedgerows and provision of substantial landscaping on all boundaries will be required to address concerns in relation to impact local wildlife and the rural character of the village. Highway concerns and access will be addressed through criteria requiring provision of a safe and suitable means of access from Globe Lane and assessment of transport impacts through a proportionate transport assessment.

An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Alconbury 3: Land to the East of Globe Lane (larger site), Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of responses were opposed to this site. Comments raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group warns the site is unsuitable unless a large floodplain extension is implemented. Other concerns are that Globe Lane is too narrow, sewage capacity and infrastructure and service provision, loss of agricultural land, impact on wildlife, impact on the character of Alconbury and loss of separation between it and Alconbury Weald. The Parish Council stated the site could be possible suitable if all these concerns could be addressed. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and the suitability of the approach road network from the A14/Woolley Road will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs.

The site promoter reiterated the site's availability and considered that many of the issues identified in the assessments can be overcome such as traffic and that the Design Principles and Concept Document (July 2023) helps to address some of the landscape and oil pipeline concerns.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that due to its scale this may provide challenges in effectively masterplanning a large disproportionate residential expansion to become part of the existing community. The site is of a size that is likely to have a significant impact on the landscape or townscape representing a significant extension to the settlement (40%). Access would be from Globe Road, a narrow lane may present safety and transport impacts and significantly increase transport movements through the village, which would require further assessment and mitigation. An oil pipeline infrastructure crosses the site which could impact the achievability of site or affect design, layout and location of properties, this would require further investigation.

Alconbury 4: Brooklands Farm, land to the East of A1 junction 13, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

There were mixed responses towards this site. The Parish Council support this site subject to measures to mitigate constraints such as flood risk. Comments raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group suggests mitigation measures such as a storage pond, permeable surfaces

4 Further Issues and Options

and rainwater gardens. Other concerns are that HGV traffic may worsen road conditions, highway safety, loss of agricultural land, impact on wildlife, and noise pollution form the A1. There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. They also state it is likely that two points of access will be required at least one in emergency form and it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

The site promoter reiterated the site's availability for development and expressed their willingness to work on overcoming concerns such as surface water flood risk, landscaping and the water recycling area as well as the scale of development.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Alconbury 5: Land to the North of School Lane, Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (16 responses)

The majority of responses were opposed to this site. Comments raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group highlights the topography of the site and need for enhanced drainage. Other concerns is that Manor Lane is too narrow, impact on infrastructure and service provision, sewage capacity, impact on wildlife, impact on medieval ridge and furrow land and on the character of the village. Some raised that Alconbury Weald should absorb further growth instead. The Parish Council stated the site could be possible supported with limitations and required additional measures to address these concerns were included as well a reduced number of houses on site. The LLFA states there is low surface water flood risk and that the site may potentially be unsuitable for the proposed development. There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed including the suitability of the approach road network via Manor Lane from the B1043 and Junction 13 of the A1(M) through Alconbury village will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs. Also, it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements will be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability and submitted a Vision document which they consider demonstrates that many of the issues identified in the assessments can be overcome. The submitted Design Principles and Concept Document (Nov 2024) outlines that landscape buffers and greenspace can be incorporated as well as street layouts that integrate with the topography of the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is not considered appropriate for development as it would have a significant landscape impact. Development would be highly exposed within the wider landscape due to the sloping nature of the site and would require flood mitigation.

Alconbury 6: Land North of B1043 and East of Alconbury, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

There were mixed responses towards this site. Comments, including those form the Parish Council raised concerns regarding flood risk that would require mitigation, the Alconbury Brook Flood Group suggests mitigation measures such as a storage pond. Other concerns are HGV traffic on local roads, highway safety, infrastructure and service capacity, loss of agricultural land, impact on wildlife, loss of trees and hedgerows and noise pollution form the A1. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to B1043 Rusts Lane to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. This site is not acceptable as it does not accommodate walking or cycling. It will also cause junction capacity pressures on the nearby roundabouts and junctions. It is not clear if the north western half of the site will be connected to the south eastern half via the tree belt. If not, on the basis of the boundary line there is inadequate connection to the public highway. They also state it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability for development and considers the site provides economic benefits and can be effectively masterplanned as part of the existing business cluster and overcoming constraints on site.

Council response

This site has not been selected as a draft allocation. The site was not considered appropriate by the Highways Authority and was considered unacceptable as it does not accommodate walking or cycling. They also note that it will cause junction capacity pressures on the nearby roundabouts and junctions and that it is not clear if the north western half of the site will be connected to the south eastern half via the tree belt. If not, on the basis of the boundary line there is inadequate connection to the public highway. Therefore the site was not taken forward as a site within the growth strategy options due to these issues.

Alconbury 7: Fifty Acres, Land adjacent to Ermine Street and A1304, Alconbury (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

The responses for this site were mixed. The Parish Council were supported of the site with mitigation measures such as surface water alleviation. The Alconbury Brook Flood Group warns that development could increase flooding in Alconbury Village unless robust mitigation such as smart-controlled storage ponds and sustainable drainage. Comments raised concerns regarding flood risk, environmental impact of development, impact on wildlife, loss of agricultural land, impact on traffic and local infrastructure. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Also that it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. This site is located in proximity to Alconbury Weald. It was considered that development at Alconbury Weald would need to be completed before the commencement of any nearby residential allocation due to market absorption pressures. Therefore the site was not taken forward as a site within the growth strategy options.

Alconbury 8: Land at Weybridge Farm (Brampton Cross) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (18 responses)

4 Further Issues and Options

There were mixed responses to this site. Some expressed support for the site including Alconbury and Ellington Parish Councils subject to adequate assessments and major traffic improvements, active travel, flood risk and biodiversity measures. Comments raised concerns regarding flood risk, the scale of the proposal, environmental impact of development, impact on wildlife, loss of agricultural land, impact on traffic and local infrastructure. CPRE is opposed based on landscape impact, flooding and industrialising the open countryside. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraint impacting the site that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to Woolley Road to achieve two accesses but is likely to require significant highway improvements in relation to the scale of development proposed. They state that no access should be permitted via the A14 east bound, Woolley Hill and Woolley Road as the route is not suitable to cater for high volumes of traffic and HCVs. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. National Highways also commenting recognising the site's proximity to the strategic road network.

Comments raised the need for adequate wildlife, transport and flood risk assessments to be undertaken.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres.

This site is located away from such locations. More sequentially preferable sites have been selected for strategic employment with regards to flood risk, these are North of A141 between the Racecourse and A1307 (immediately north of Huntingdon) and West of the A1 and South of Peterborough Motorway Services. These sites have also been chosen due to their locational distribution, ensuring that logistics and distribution uses spread the transport impact. In addition, the floorspace proposed for Brampton Cross would concentrate Huntingdonshire's employment need all in one location creates less opportunity for employment across the district. This is not to say that this site may not be deliverable in the future as part of the Combined Authority's Local Growth Plan. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to substantial accessibility challenges both by non-car modes of travel and through the capacity of the highway network to accommodate the volume and nature of vehicles expected to be generated by the proposed scheme.

Significant concerns have also been raised by the Highways Agency with the need for significant highway improvements in relation to the scale of development proposed. No access should be permitted via the A14 east bound, Woolley Hill and Woolley Road as the route is not suitable to cater for high volumes of traffic and HCVs. There are also concerns regarding sustainable travel connections to wider centres of population and the site would not be acceptable for a development of this scale without significant improvements. Natural England also raise concerns citing the need careful consideration and likely requirement for additional assessments including as downstream impacts on internationally designated sites.

Alconbury Weston

General comment: Several comments raised general concern to proposed developments in Alconbury Weston, primarily due to flood risks exacerbating existing issues, environmental impact, impact on the character of the village and the strain on local infrastructure including education provision which will require mitigation to address if development went ahead.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Alconbury Weston 1: Land North West of Buckworth Road, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

There were mixed responses to the site. Comments (including those from Alconbury Weston Parish Council) raised concerns about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, the loss of green space, poor access to services and transport, ecological sensitivity (including presence of protected species), and potential overdevelopment that could alter the village's character. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Also it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements will be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Several suggest that further assessments and mitigation measures are essential before any development proceeds.

Council response

This site has not been selected as a draft allocation. The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater emergence risk at significant rates meaning it did not meet the criteria for consideration.

Alconbury Weston 2: Land East of High Gables, Buckworth Road, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

There were mixed responses to the site. Comments (including those from Alconbury Weston Parish Council) raised concerns about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, poor access to services and transport, ecological sensitivity (including presence of protected species Great Crested Newts), and potential overdevelopment that could alter the village's character. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access via Great North Road and North Road and local infrastructure improvements will be required in the form of walking/cycling connectivity.

The site promoter stated that dwellings will be prioritised towards areas of very low surface water flood risk and will not be located in areas shown to be at risk of medium or high surface water flooding. Surface water will discharge to the watercourse located adjacent to the site's northern boundary and will be restricted to greenfield runoff rates. The proposed SuDS strategy will include various drainage measures.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Alconbury Weston 3: 48 Old Great North Road, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

There were mixed responses to the site. Comments (including those from Alconbury Weston Parish Council) raised that the site has already been cleared of trees and vegetation and that there is likely to be contamination arising form the site's former use to store fuel and old tankers. Other concerns were raised about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, the loss of green space, poor access to services and transport, and impact on the village's character. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Also it is likely that two points of access will be required at least one in emergency form and local infrastructure improvements will be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. The site was not tested specifically by the Council as part of the Growth Strategy Options, however a handful of sites within Alconbury Weston were tested as part of Growth Strategy Option 3 to test an overall approach. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater emergence risk at significant rates meaning it did not meet the criteria for consideration.

Alconbury Weston 4: Land West of 41 Vinegar Hill, Alconbury Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (9 responses)

The responses were opposed to development on this site. Comments raised concerns regarding flood risk and the downstream impact on flooding in Alconbury. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals. The LLFA states there has been locally reported flooding which may

make the site potentially unsuitable for the proposed development. There are no mineral or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access via Great North Road/North Road and B1043 Old North Road in accordance with requirements respecting local junction spacing subject to improvement to gradients between the highway and the site. Local infrastructure improvements will be required in the form of walking/cycling connectivity and the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to key constraints arising the location of the development being out of context with the built form and because the topography of the land would significantly constrain the achievability of development.

Alconbury Weston 5: Land East of Vinegar Hill, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

There were mixed responses to the site. Comments (including those from Alconbury Parish Council) raised concerns about flood risk such as surface water flooding, inadequate infrastructure, environmental impact, traffic along Vinegar Hill, the loss of green space, poor access to services and transport, and impact on the village's character. Alconbury Brook Flood Group urged appropriate flood mitigation measures be included in future proposals and a reduction in the number of homes by 50%. One comment raised that there is no footpath along the frontage. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access via Great North Road/North Road and B1043 Old North Road in accordance with requirements respecting local junction spacing. Local infrastructure improvements will be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Alconbury Weston 6: Land to the North of the Crossways Distribution Centre, Alconbury Hill (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Responses were mixed with most being opposed or unsure towards development. Alconbury Weston Parish Council considered that expansion of the Crossways Distribution Centre (CDC) should be possible in a controlled and to a proportionate extent with highway improvements, flood mitigation and mitigation against impacts to wildlife and Monks Wood SSSI. The Wildlife Trust identified that development should seek to buffer and enhance the landscape around Monks Wood in line with the interim Huntingdonshire Nature Network ambitions and opportunities. Other comments raised concerns flood risk, inadequate infrastructure, traffic impact, environmental

4 Further Issues and Options

impact including that on Monks Wood SSSI, poor access to services and transport, and the presence of oil and gas pipelines. The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the B1043 Ermine Street to achieve an access and it is likely that two points of access will be required at least one in emergency form. An access off Monks Wood Road is likely to require significant highway improvements in relation to the scale of development proposed and while access from the A1(M) via B1043 Ermine Street is acceptable however, the suitability of the approach road network from the B1090 via Monks Wood Road will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs and is likely to require significant highway improvements. Local infrastructure improvements will be required in the form of walking/cycling connectivity. National Highways commented highlighting the site's proximity to the strategic road network.

The site promoter commented that reference to their Vision Document be made and that amend the assessment to note that that the site could accommodate up to 125,000 sqm of floorspace. They consider the scale and location of the proposal will deliver substantial employment growth and business clustering opportunities and the Vision Document shows how the development can be integrated with Crossways Distribution Centre while avoiding adverse impacts on Monks Wood and the surrounding landscape. They state that a range of survey and assessment work will be commissioned to demonstrate how any constraints can be appropriately addressed.

Council response

This site has not been selected as a draft allocation. It was originally considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However significant objections have been raised by Natural England who state that they "object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities."

Alconbury Weston 7: Land East of the B1043 and North of Wheatsheaf Cottages, Alconbury Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

The responses were mostly opposed or unsure towards development and agreed with the assessment. The LLFA states there is locally reported surface water flood risk making the site potentially unsuitable for the proposed development. There is a minerals and/or waste constraints impacting the site which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the B1043 Ermine Street to achieve an access.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint due to its location wholly within a waste management area which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for the management of waste.

Alconbury Weston 8: Safefield Farm, North West of Alconbury Airfield (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

The majority of comments were opposed to development. Comments raised concern of the scale of development citing its impact on the landscape and on Upton and Alconbury Weston as well as harm to ancient woodland, loss of agricultural land, presence of an oil pipeline, noise and light pollution, traffic and lack of services and infrastructure. CPRE is opposed due to its urbanising impact on the countryside and impact on the villages of Upton and Alconbury Weston and potential impact on Hermitage Wood County Wildlife site and Ancient/Semi-Ancient woodland. The LLFA states there has high risk form surface water flooding which may

make the site potentially unsuitable for the proposed development. There are minerals and/or waste constraints impacting the site that may require mitigation. The Highways Authority states the parcels on the eastern side of the A1(M) appear to have sufficient frontage to the B1043 Ermine Street/Old North Road and Alconbury Hill to achieve accesses but likely to require significant highway improvements in relation to the scale of development proposed. The parcels on the western side of the A1(M) appear to have sufficient frontage to achieve access from Vinegar Hill and Nora Wood Way but further assessment will be required. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the sites to wider centres of population. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The Wildlife Trust supports the need to buffer and to maintain strategic landscape connections between these sites and therefore reducing the potential developable areas accordingly. A further consideration is the potential for adverse impacts on these ancient woodlands from excessive access and recreational use. These will need to be effectively buffered (and could potentially be extended) and to remain connected with ecologically functional landscape connections requiring a natural landscape connection between Hermitage Wood and Hill Wood and Bevills Wood several hundred metres wide, buffers to Bevills Wood and Hill Wood of at least 100 metres wide and ideally several hundred metres and a buffer of at least 100 metres wide to Upton Wood.

Site promoter reiterated the site availability and noted that while the Council has assessed it for employment use only, they advocate for a mixed-use scheme including housing, schools, and local services, leveraging proximity to the Enterprise Zone (EZ). The site is seen as deliverable within 15 years, with strong infrastructure links and opportunities for biodiversity enhancement, collaboration with adjacent landowners, and mitigation of pollution and heritage impacts. The promoter argues that the site could support around 2,000 homes and contribute significantly to local education, employment, and sustainability goals. This is supported by a masterplan.

Council response

This site has not been selected as a draft allocation. It was originally considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However significant objections have been raised by Natural England who state that they " object to any allocation of this land due to unacceptable risks to Monks Wood SSSI/NNR and the serious impact on internationally important long-term research carried out by the UK Centre for Ecology and Hydrology (UKCEH), which would jeopardise their future plans and activities." National highways raised issues noting that "Development requires realignment of the A1 between Wansford Station overbridge and Elton Road (Water Newton)." which has the potential to impact viability and achievability. The site is therefore now considered inappropriate for development.

Alconbury Weston 9: Land Northwest of Chequers Close, Alconbury Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

There were mixed responses to this site. Multiple comments highlight concerns about surface water flooding and that site has been observed to form a temporary pond during peak rainfall, indicating its importance in flood management for the village. Other concerns included its impact on the character of the village, loss of greenspace, access, increased traffic generation, its agricultural use and loss of trees and biodiversity. Some raised that it has previously had planning permissions refused (22/01350/OUT) and appeal (APP/H0520/W/23/3327277). The LLFA states there is high surface water flood risk making the site potentially unsuitable for the proposed development There is a minerals and/or waste constraint that may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway in the turning head of Chequers Close to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity and that it is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. This site was tested as part of Growth Strategy Option 3 to test an overall approach to development in Alconbury Weston. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore sites in Alconbury Weston were not considered necessary for allocation. The Council did however apply a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source and preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

The site has since secured a Permission in Principle (25/01596/PIP) for the erection of up to 9 residential dwellings.

Alconbury Weston 10: Land East of B1043 and South of Alconbury Hill, Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (11 responses)

The majority of responses were opposed to development. Several comments agreed with the Council's assessment including Alconbury Weston Parish Council and the Wildlife Trust. Objections to the proposal were made regarding the impact it would have on local roads, flood risk, and overdevelopment in combination with other nearby major developments. The LLFA identifies the site is at high risk of surface water flooding consider this site may be unsuitable for the proposed development. CPRE consider the proposal could impact ancient woodlands in terms of light and noise and visual pollution with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument, additionally it is on elevated ground making landscape impact more prominent. No minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form.

The site promoter did not agree with the Council's assessment and reiterated the site's availability and consider the site can be masterplanned to protect ancient woodlands and provide high-quality open space, minimizing landscape impact. They dispute the Council's view that the site is not sustainably located close to local services, highlighting its proximity to new and planned services and facilities as part of the Alconbury Weald scheme.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that due to its separation from Alconbury Weald it is currently unclear how the site could be masterplanned to become part of this community, without further completion of the Alconbury Weald development and/or compilation of potential intervening land to create a more comprehensive development, additional information would be required. The site forms part of a green break between Crossways Distribution Centre and Alconbury Weald/ Alconbury Enterprise Zone. The site has a greater relationship to the open countryside than the nearby uses. The site proposal could also impact a significant concentration of ancient woodlands in terms of light and noise, with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument.

Alconbury Weston 11: Land adjacent to Alconbury Weald Development and South of Safefield Farm, Alconbury (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (13 responses)

The majority of responses were opposed to development. Several comments agreed with the Council's assessment including Alconbury Weston and Alconbury Parish Councils. Objections to the proposal were made regarding the impact it would have on local roads, flood risk, and overdevelopment in combination with other nearby major developments. The LLFA identifies the site is at high risk of surface water flooding. CPRE consider the proposal could impact ancient woodlands in terms of light and noise and visual pollution with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument. No minerals or waste constraints. The Highways Authority states that on the basis of the site boundary there is no connection to the public highway and access is dependant upon development of adjacent sites and it is unclear how high quality walking, cycling, and wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter did not agree with the Council's assessment and reiterated the site's availability and consider the site can be masterplanned to protect ancient woodlands and provide high-quality open space, thus minimizing landscape impact. The Commissioner also disputes the Council's view that the site is not sustainably located close to local services, highlighting its proximity to new and planned services and facilities as part of the Alconbury Weald scheme.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is currently unclear how the site could be masterplanned to become part of this community without further completion of the Alconbury Weald development, coordination of access arrangements which could present land ownership issues and/or compilation of potential intervening land to create a more comprehensive development, additional information would be required. The site has a greater relationship to the open countryside than the nearby uses. The site proposal could also impact a significant concentration of ancient woodlands in terms of light and noise and visual pollution with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument. The site is north and west of Alconbury Enterprise Zone which would require assessment as to the compatibility of these sites in terms of amenity. Current lack of access from the B1043 and Alconbury Weald means the site is isolated regarding means of access and could present viability issues.

Sawtry

General comment: Concerns include the destruction of natural habitats, prime agricultural land, and established woodland hedgerows. There are significant worries about the village's infrastructure, which is deemed inadequate to support the proposed developments, citing limited medical facilities, schools, shops, and public transport. Environmental issues such as light, noise, and air pollution, as well as increased traffic congestion and potential anti-social behaviour, are highlighted. Additionally, there is pressure on drainage systems and a high risk of flooding due to the soil composition. The Education Authority notes existing pressures on early years and primary school places, with recommendations for mitigation to support further development.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Sawtry 1: Green End Field, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Comments were either unsure or opposed towards development. One response stated the development would significantly alter the local landscape and character requiring landscaping mitigation, surface water flooding risk, access and traffic with a potential ransom strip, is incompatible with the surrounding area, and the presence of an oil pipeline buffer zone raises safety concerns, and the proximity to the A1 could result in noise pollution for future residents. The LLFA identifies the site is at high risk of surface water flooding and consider that it could

potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but the formation of an access and visibility splays may result in the loss of green infrastructure.

Council response

This site has not been selected as a draft allocation. The findings from the Council's Land Availability Assessment and Sustainability Appraisal noted that the site was potentially appropriate for development with a potential capacity for 16 homes. The status of this site has been revised following the results from the Level 2 Strategic Flood Risk Assessment which concluded that “This site should not be developed for more vulnerable purposes and be left for agricultural use or as open green space.” These ‘more vulnerable’ uses include residential dwellings as set out in Annex 3 of the NPPF and therefore the site is no longer considered appropriate for development.

Sawtry 2: Land at St Andrews Way, Sawtry (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Comments were mixed towards development on this site. One response raised concerns about road safety due to the dangerous access point on a tight bend with a 60 mph speed limit, and the impact of noise, air, and light pollution from the nearby A1 motorway, flood risk and drainage issues, loss of agricultural land, potential impact on the quality of life of residents, and the adverse impact on the rural character of the area. The LLFA identifies the site is at low risk of surface water flooding and consider that it could potentially be unsuitable for development due to locally reported flooding. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing. Local infrastructure improvements will be required in the form of walking/cycling/wheeling connectivity to village amenities.

The site promoter disagreed with the assessment and reiterated the site's availability for development and ask that the technical evidence submitted is revisited.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site has little relationship to the existing place and community and contributes to the approach to the village. That it would be susceptible to substantial noise light, vibrational and air pollution, some of which may be from an elevated level above the site. The site is also impacted by an oil pipeline buffer zone which could impact development and there are safety concerns for access and exit to and from the site.

Sawtry 3: Land to the West of Glatton Road, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (7 responses)

Comments were mostly opposed to development. CPRE showed support for the development. Comments raised concern regarding the site's location, lack of integration with the existing community, access and infrastructure issues, flood risk, previous land use, and significant environmental and landscape impacts including impact on Sawtry's character. They also highlight that this site's dependency on the development of a neighbouring parcel for access. The LLFA identifies the site is at high risk of surface water flooding and consider that it could potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that on the basis of the red line there is no connection to the public highway but one could be made if additional land is acquired. Local infrastructure

improvements may be required in the form of walking/cycling connectivity and the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter contends that this adjacent site is progressing, with detailed planning permission granted and delivery expected within five years, making Sawtry 3 viable for development.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 1) for about 330 homes and about 2ha of open space to safeguard against flood risk along Sawtry Brook. Concerns relating to integration will be addressed through a criteria requiring a public master planning exercise ensure that the design is capable of being integrated with the approved development to the east and south, alongside the need for safe access through the approved development. Environmental and landscape impacts are guided by criteria relating to strong landscaping and the retention of trees and hedgerow informed by a landscape and visual impact assessment and arboricultural assessment and flood risk through a flood risk assessment and detailed drainage strategy taking into account surface water flood risk and modelling of Sawtry Brook and unnamed watercourses. Walking and cycling connectivity and existing public Rights of Way mean that the site will be required to retain public rights of way alongside provision of active travel routes to facilitate integration with Sawtry.

Sawtry 4: Land East of Glatton Road and North of Brookside Industrial Estate, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (6 responses)

Comments were mostly opposed to development. Comments raised concern regarding flood risk, visual and landscape harm, poor integration with the existing village, infrastructure constraints, access, loss of agricultural land, potential contamination, legal restrictions, environmental risks and impact to Sawtry's rural character. The LLFA identifies the site is at high risk of surface water flooding and consider that it could potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity. The suitability of the approach road network from B1043 via Glatton will need to be assessed in relation to the ability to cater for higher volumes of traffic.

The site promoter reiterated the site's availability for development and submitted plans and details.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 2) for about 170 homes and about 1ha of open space to safeguard against flood risk along Sawtry Brook. Concerns relating to integration are addressed through the requirement to provide active travel routes into Sawtry, and landscaping issues through the reinforcement and retention of trees and hedgerow supported by a landscape and visual impact assessment and arboricultural assessment. Criteria relating to flood risk ask that a development proposal provide a flood risk assessment and detailed drainage strategy, taking into account residual risk from culverts and modelling of Sawtry Brook and an unnamed ordinary watercourse. The allocation includes criteria to address its location within a brick clay mineral safeguarding area and a safe and suitable means of access will be required from Glatton Road and the assessment of transport impacts through a transport assessment to address transport and access concerns. Legal restrictions expire in 2027.

Sawtry 5: Land to the North East of the Brookside Industrial Estate, Sawtry (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

4 Further Issues and Options

Comments were opposed or unsure towards development. Comments raised concern on the impact of the rural character and approach to the village, introduce industrial uses that could cause light, noise, odour, air, and visual pollution; and pose safety risks due to increased HGV traffic on narrow local roads. Other issues were flood risk, loss of agricultural land, integration with the existing community and legal access issues. The LLFA identifies the site is at high risk of surface water flooding and consider that it could potentially be unsuitable for development. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that on the basis of the site boundary the only connection to the public highway is via Tort Hill but this is a gated road and the approach road network is not suitable for additional vehicles. Access could be gained via Gidding Road and Sawtry 4 however this would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments, but is likely to require significant highway improvements to Gidding Road in relation to the scale of development proposed.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to landscape impact, impact on character and form of nearby residential area and the village in general, pollution and safety. An oil pipeline buffer zone could impact the layout and proposed use of the site. The site promoter notes that access is a significant constraint potential access from neighbouring land which may pose significant issues regarding viability or ransom strips affecting viability and/or achievability.

Sawtry 6: Glebe Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for BNG)

Main Issues Raised (5 responses)

Comments were mostly supportive of the site being used for BNG. CPRE stated support. The Wildlife Trust states they support private landowners wishing to undertake action for nature recovery to address the biodiversity crisis but have concerns regarding the location of the site as it does not related well to the Huntingdonshire Interim Nature Network. Ideally such a standalone Habitat Bank site would be at least 100 Ha in size as the lack of connections to other nearby sites or nature rich landscape will limit the species that can colonise. If the site also had a degree of public access (compatible with the chosen habitats) it could also provide a strategic natural greenspace to help address the lack of other such provision in the rapidly growing village of Sawtry and prevent future adverse impacts on nearby nature sites such as the ancient woodlands to the south of the village. The Minerals and Waste Authority identify that there no minerals and/or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve accesses in accordance with DMRB/MfS requirements. The site is affected by an existing public Right of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. The site now has a conservation covenant on it which means biodiversity net gain credits can be purchased from the site as off-site credits for development.

Sawtry 7: Land at Little Common Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Comments were mixed towards development. The LLFA identifies the site is at medium risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing and proximity to the A1(M) off slip roundabout. However, access from Cooks Lane would not be achievable without significant highway improvements. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter stated support for the assessment and reiterated its availability for commercial development. A Transport Accessibility and Highway Access Review has been prepared.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 5) for B2 general industrial uses and about 2.5ha of open space to safeguard against flood risk along Middle Level Catchwater Drain. Concerns over flood risk are addressed through the requirement for land to safeguard against flooding and through the requirement to provide a flood risk assessment and detailed drainage strategy, taking into account culverting the bridge on Cooks Lane and full detailed flood modelling of the Middle Level Catchwater Drain. The allocation addresses the site's location within a brick clay minerals safeguarding area. Access and walking and cycling connectivity are required through criteria asking for provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes.

Sawtry 8: Land North of Black Horse Industrial Estate (larger site), Sawtry (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Comments were mixed towards development. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as there are significant constraints to overcome especially in relation to the eastern parcel which would require crossing of the Middle Level Catchwater Drain, a third of this parcel is within flood zone 3a and the land is allocated in Sawtry Village Neighbourhood Plan for sports and recreation uses. The smaller site: Sawtry 9, the western parcel was however selected.

Sawtry 9: Land North of Black Horse Industrial Estate (smaller site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Comments were mixed towards development. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability for development and considered constraints can be managed and mitigated.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 6) for B2 general industrial uses and B8 storage and distribution uses alongside about 0.3ha of open space to safeguard against flood risk along Middle Level Catchwater Drain. Concerns over flood risk are addressed through the requirement for land to safeguard against flooding and through the requirement to provide a flood risk assessment and detailed drainage strategy modelling Middle Level Catchwater Drain and Black Horse Drain. The allocation addresses the site's

4 Further Issues and Options

location within a brick clay minerals safeguarding area. Walking and cycling connectivity are required through criteria asking for provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes.

Sawtry 10: Land to the East of St Judith's Lane and west of Toll Bar Way and Green End Road (larger site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (7 responses)

Comments were mostly opposed towards development. Concerns were raised over the impact on the open countryside, flood risk, loss of agricultural land, pollution from the A1, powerlines and impact on Aversely Wood SSSI. The scale of the proposal was also a concern as was its ability to integrate with the village and existing infrastructure. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site appears to have sufficient frontage to Toll Bar Way to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. National Highways highlighted the site's proximity to the strategic road network.

The site promoter stated support for the assessment but recommends further assessment particularly around flood risk (they assert the site is entirely in Flood Zone 1), landscape exposure (citing their own visual appraisal showing limited visibility), and agricultural land classification (noting the need for site-specific surveys). Their masterplanning proposes lower densities (30 dph) than the Council's estimates (35 dph).

Council response

This site has not been selected as a draft allocation. The smaller site (Sawtry 11) was selected to provide an element of separation from, and to address the impact on, Judith's Lane and potential impact on Aversley Wood SSSI.

Sawtry 11: Land to the West of Toll Bar Way and Green End Road (smaller site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (7 responses)

Comments were mostly opposed towards development. Concerns were raised over the impact on the open countryside, flood risk, loss of agricultural land, pollution from the A1, powerlines and impact on Aversely Wood SSSI. The scale of the proposal was also a concern as was its ability to integrate with the village and existing infrastructure. The LLFA identifies the site is at high risk of surface water flooding and consider that further consideration of risk should be undertaken. The Minerals and Waste Authority identify that there are minerals and/or waste constraints present which may require mitigation. The Highways Authority states that the site appears to have sufficient frontage to Toll Bar Way to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way. Such Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter stated support for the assessment but recommends further assessment particularly around flood risk (they assert the site is entirely in Flood Zone 1), landscape exposure (citing their own visual appraisal showing limited visibility), and agricultural land classification (noting the need for site-specific surveys). Their masterplanning proposes lower densities (30 dph) than the Council's estimates (35 dph).

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 3) for about 330 homes and about 3ha about of open space to safeguard against flood risk along an unnamed watercourse on the northern boundary. Concerns regarding active travel, rights of way and integration with the village of Sawtry are addressed through criteria noting that the development will require the retention, enhancement and connections to public right of way alongside provision of active travel routes to facilitate integration with Sawtry. The allocation addresses the site's location within a brick clay minerals safeguarding area. An approach to mitigating flood risk must be set out through a flood risk assessment and a detailed drainage strategy taking into account residual risk from culvert condition, and modelling of the ordinary watercourses to the north and south. Concerns that relate to landscape impact and proximity to Aversely Woods requires that the site provide a strong landscaping scheme informed by landscape and visual impact assessment and arboricultural assessment and an ecological assessment to ensure protection of the Aversley Wood SSSI. Assessment of noise and air quality impacts for the site, particularly from the A1(M) and appropriate mitigation will be required to address any adverse impacts. The presence of powerlines will be addressed through the need for a master plan for the site.

Sawtry 12: Land to the West of Toll Bar Way and North of Whitehall Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (5 responses)

All responses were opposed to development on this site. One comment raised concerns about flood risk and drainage, loss of agricultural land, landscape and visual impact, impact on Aversley Wood SSSI, access and traffic safety including a potential ransom strip, and environmental and safety issues including an oil pipeline and overhead powerlines. The LLFA states there is high surface water flood risk making this site potentially unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to Toll Bar Way to achieve an access respecting local junction spacing including the signalised junction for the Moto services area currently under construction on the east side of Toll Bar Way. Local infrastructure improvements may be required in the form of walking/cycling connectivity. CPRE are concerned at the potential impact on Aversley Wood SSSI.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses.

Sawtry 13: Land South of Old Great North Road Industrial Estate (larger site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Responses to the site were mixed. The LLFA states there is high surface water flood risk and that further detailed consideration of surface water management options will be required. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has direct access on/off the A1(M) and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access/es respecting local junction spacing and proximity to the A1(M) on slip roundabout. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter supported the assessment and submitted an Odour Risk Assessment for consideration.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment

areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with 25% of the site being within flood zone 3b. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk.

Sawtry 14: Land South of Old Great North Road Industrial Estate (smaller site), Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Responses to the site were mixed. The LLFA states there is no surface water flood risk but further detailed consideration of surface water management options will be required. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has access on/off the A1(M) via the B1043 and appears to have sufficient frontage to B1043 Old Great North Road to achieve an access/es respecting local junction spacing and proximity to the A1(M) on slip roundabout.

The site promoter supported the assessment and submitted an Odour Risk Assessment for consideration.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. This site was considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites.

Sawtry 15: Land East of B1043 and East of Keeper's Cottage, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (4 responses)

Responses to the site were generally against development. The LLFA states there is high surface water flood risk which should be taken into account. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has no frontage to the public highway but is accessed via a private access road off the B1043 Old Great North Road but an adequate access may be achievable but is likely to require significant highway improvements in relation to the scale of development proposed. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. CPRE objected to the site's development.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with only 76% of site being within flood zone 1 and the remainder in flood zones 2, 3a and 3b. The location of fluvial flood risk is such that the southern extent is severely restricted and the northern half of the site is divided by flood zone 3b raising questions as to whether a comprehensive development could be achieved. In comparison those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. This site was also considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites.

Sawtry 16: Land at Brickyard Farm, Sawtry (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (6 responses)

There was a mixed response to this site. One comment supported the site highlighting its potential contribution to the local economy. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site appears to have sufficient frontage to B1043 Old Great North Road to achieve an access respecting local junction spacing. An access to the site off B1090 Woodwalton Lane would not be acceptable for a development of this scale without significant improvements. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. The Wildlife Trust states that should this site be brought forward for development, a significant buffer of complementary habitats should be created adjacent to the SSSI and ideally extend to at least 100 metres in width and be managed to enhance biodiversity. CPRE objected to the site's development.

Council response

This site has not been selected as a draft allocation. Employment development near to Sawtry was focussed on the eastern side of the A1(M) to avoid adverse impact on additional traffic as a result of commercial operations on the village of Sawtry and to encourage comprehensive development and expansion of established employment areas and to maximise the benefits of the clustering of businesses. Of those sites that were assessed for potential allocation, this site was at a higher risk of flooding with only 87% of site being within flood zone 1 and the remainder in flood zones 2, 3a and 3b. In comparison, those sites that were proposed for draft allocations were either wholly within flood zone 1 or a nominal percentage below, which would allow for the sequential location of development away from areas at flood risk. This site was also considered more removed and isolated locationally with the chosen draft employment allocations providing a more concentrated clustering of sites. In addition this proposed site for employment has the potential to adversely impact ancient woodland and SSSI 'The Odd Quarter' which selected proposed allocations do not.

Spaldwick

General comment: Generally comments highlighting concerns about the overall impact on the village, flood risk, road safety, cumulative impact of development and capacity of infrastructure. There is existing pressure on early years and secondary school places, Spaldwick Community Primary School has sufficient capacity for the current population but may need mitigation for future developments

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Spaldwick 1: Land at Thrapston Road, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (9 responses)

The majority of responders were opposed to its development. The Parish Council are opposed to the development citing concerns regarding Norman Bridge, flood risk, impact on County Wildlife Site, sewage capacity, HGV traffic and highway safety. These concerns are also raised by several other respondents. CPRE are opposed stating that lorry parking within a residential area is unsuitable. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing. The site is adjacent to the A14 but can only be accessed from the east bound direction via the village which would not be acceptable. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

The site promoter commented reiterating its availability for development. They recognise the LAA constraints and the further work required including a traffic impact assessment, heritage impact assessment, ecological impact assessment and flood mitigation. They wish to clarify that the gross site area of the site should be 2.04 ha instead of 2.83 ha, they attached a map showing the site area. They wish the assessment to be updated to reflect this and the capacity potentially amended.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, over half the site is at fluvial flood risk, more sequentially preferable sites are available.

Spaldwick 2: Rear of Manor Farmyard, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. The Parish Council and another respondent are opposed to the development citing concerns regarding designated heritage assets, water run-off, traffic, impact on wildlife and sewage capacity. The Parish Council state that they would support a smaller number of homes more sympathetic to the character of the street scene and surrounding properties. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site has an existing access but it is likely to require significant highway improvements in relation to the scale of development proposed and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. Over three quarters of the site is at risk of fluvial flood risk, more sequentially preferable sites are available.

Spaldwick 3: Church Field, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (8 responses)

The majority of responders were opposed to its development. The Parish Council recognise the potential amenities development may bring but have the concerns regarding its location, importance as a green break, heritage assets, they may require land for future cemetery expansion, access, surface water flooding, impact on wildlife, protected trees and sewage capacity. These concerns are also raised by several other respondents. CPRE are opposed to this site being developed as the greenspace and historic setting of the Church is a key part of the setting and character of the village and should not be developed. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There is a minerals and/or waste constraint present which may require some mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and early dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. A selection of sites were tested by the Council as part of growth strategies 3 and 4 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as

the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. There was also concern over the impact on the character of the area (including views to the church) which would not be the case with the other sites that were tested as part of the growth strategies.

Spaldwick 4: Land to East of Stow Road, Spaldwick (Council conclusion pre-consultation - potentially appropriate for development)

Main Issues Raised (6 responses)

The responses were mixed but half of responders were in support of the site. The Parish Council acknowledges that this could be a suitable site for development within the village but would recommend a smaller number of homes as the proposed number of homes is a significant extension to the village and would impact its character and there is a lack of amenities and infrastructure to deal with this as well as the potential highway safety impacts. Support for a smaller development was also raised by two other respondents. The LLFA states there is high surface water flood risk and consider this site may be unsuitable for the proposed development. There are minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. Also, the site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategies 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The Stukeleys

General comment: General concerns include the potential for increased flood risk due to the large size of the sites and their proximity to Alconbury Brook, which already experiences significant flooding. The Alconbury Brook Flood Group suggests significant additional mitigation measures, such as widening the floodplain and creating off-line ponds and swales to manage runoff and reduce flood risk. There are also objections to certain developments, such as the removal of green spaces and the overdevelopment of areas struggling with infrastructure issues like road capacity, healthcare, and schools.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

The Stukeleys 1: Land North East of Ermine Street (adjoining Huntingdon) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were mixed towards this site. There were concerns about the site's isolation from sustainable travel options and the potential for it to become a small satellite settlement with no viable links to wider communities. One comment stated that safe integration and proper pedestrian crossing points across the A141 are needed to minimise car travel, suggestions include the development of overpasses or underpasses to facilitate active travel. Huntingdon Town Council support the development but reiterate concerns expressed during the planning process. The Highways Authority states the site appears to have sufficient frontage for access but will likely require significant highway improvements due to the scale of the proposed development. This includes the need for two points of access and local infrastructure improvements for walking and cycling connectivity.

4 Further Issues and Options

Council response

The site is included within the Preferred Options Draft Local Plan within the chapter 'North Huntingdon Growth Cluster Opportunity Zones' as an existing commitment. An outline planning application (reference 20/00847/OUT) was submitted on 6th May 2020 which is awaiting a decision as of September 2025 once issues with Anglian Water are resolved. The site retains the principle of the site being appropriate for development in case works have not started before this Local Plan is adopted.

The Stukeleys 2: Nook Farm, Little Stukeley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (18 responses)

The majority of the responses to this site were opposed to its development. Many respondents strongly oppose the development, citing reasons such as loss of countryside and rural character, overdevelopment, infrastructure strain, increased traffic, and road safety risks. The Alconbury Brook Flood Group has raised concerns about flood risk and suggested the flood risk should be reassessed. There were also concerns include the loss of green space, increased pollution, impact on local communities and the overall environmental footprint of the development. Some respondents support the development, noting its suitability due to its location and potential for sustainable mixed-use development. There is a minerals and/or waste constraint present that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the A1307 on both sides to achieve accesses but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required on each side at least one in emergency form. The site also has frontage to Ermine Street but the suitability of the road network will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs should access be required. Access should not be gained from minor local roads such as Mill Road and Low Road. The site is not sustainable given a lack of public transport links or high quality walking, cycling, and wheeling access from local centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced, they recommend early dialogue with CCC's Asset Information Definitive Mapping team regarding this. National Highways highlights the proximity of the site to the strategic road network including the A1307/A141, they identify that to deliver the proposed new junction, funding would need to be established and noise mitigation will be required.

Site promoter reiterated the site availability. They state that development can avoid high flood risk areas and incorporate green buffers to protect the character and heritage of The Stukeleys. It is in single ownership with no legal constraints, and is considered deliverable within 15 years. Concept plan provided.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site is the least sequentially preferable strategic site when considering flood risk and the Huntingdonshire Transport Strategy ranks the site as one of the least accessible. The site's proximity to Alconbury Weald also raised concern over delivery of the site which may be impacted by market absorption due to its proximity to an ongoing strategic housing scheme with the potential to slow housing delivery in the district and thus not contributing effectively to the Governments housing delivery targets.

The Stukeleys 3: Land between 76 and 86 Owl End, Great Stukeley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed, with half supportive of the site. One comment considered the site to be an appropriate use of a small scale development that fits in with the current rural setting. Another comment states that the access over a drainage ditch has been in place since 2014, they suggest the bullet requiring this to be removed from the assessment. They also state that hedgerows on its northern boundary have been planted and just beyond its eastern boundary screening will soon become Alconbury Weald Country Park. There are no minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. They also state that it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population and local infrastructure improvements may be required in the form of passing places.

Council response

This site has been selected as a draft residential allocation **(**Draft Allocation Great Stukeley 1**)** for about 3 homes. The allocation includes a requirement for the provision of safe and suitable vehicular access and consideration of safe accessible active travel routes to address walking, cycling and wheeling access.

The Stukeleys 4: Land North of Ermine Street, Little Stukeley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The responses were mixed, with half opposed to the site. One comment objected based that the site is considered to be outside of the village boundary and is an important buffer between Alconbury Weald and Little Stukeley. There are no minerals or waste constraints present. The Highways Authority states the site appears to have sufficient frontage to achieve an access respecting local junction spacing and local infrastructure improvements may be required in the form of walking/cycling connectivity. They also identify that access to the site may be affected by a significant watercourse and early dialogue with Lead Local Flood Authority is encouraged to determine how appropriate crossing can be managed.

Council response

This site has not been selected as a draft allocation, it was considered inappropriate for development through the Council's Land Availability Assessment as it is a protected settlement break in 'The Stukeleys Neighbourhood Plan'.

The Stukeleys 5: Land North of A141, between Huntingdon Racecourse and A1307 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (14 responses)

The responses to this site were mixed with half of respondents supporting the site's development. Some respondents support the development of the site, noting its suitability for warehouses due to its access to both the A1 and A14, and its proximity to Huntingdon. They highlight the economic benefits, including increased jobs and opportunities for local businesses. The Alconbury Brook Flood Group has raised concerns about flood risk and suggested the flood risk should be reassessed. There are concerns about the impact on existing residents, increased traffic, potential strain public services and infrastructure. There were also concerns include the loss of green space, increased pollution, and the overall environmental footprint of the development. There is a minerals and/or waste constraint present that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the A1307 and the A141 to achieve an accesses but is likely to require significant highway improvements in relation to the scale of development proposed. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to any Rights of Way diversions that may be necessary. National Highways highlights the proximity of the site to the strategic road network including the A1 and Brampton Hut Interchange, they identify that some land around the site is in flood zone 3 but this shouldn't impact directly on the A1.

4 Further Issues and Options

Council response

This site has been selected as a draft employment allocation **(**Draft Allocation North Huntingdon 2**)** for B2 light industrial and B8 storage and distribution uses with up to 70% of floorspace to be for B8 use. Flood risk concerns have been addressed through criteria requiring the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk, modelling of ordinary watercourses. Pollution and environmental impact concerns are covered through criteria that requires a noise and air quality assessment and appropriate mitigation from the A141, A1307 and proposed uses on the site and a requirement to maximise opportunities to contribute to net zero through the provision of renewable energy generation, energy efficient buildings and water reuse. Strong landscaping is required informed by a proportionate landscape and visual impact assessment to minimise landscape impact. Employment uses are considered sustainable located to existing residential populations. Supporting text asks that a Construction Environment Management Plan is completed demonstrating how a proposal can make best use of any mineral incidentally extracted as part of the development and / or make available for others to use. Transport impacts, access, improvements, public rights of way and active travel infrastructure are all addressed through criteria requiring safe and suitable means of access from the A141, assessment of transport impacts through a transport assessment, a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan and the retention of and connections to public right of way.

The Stukeleys 6: Huntingdon Racecourse (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Responses were largely opposed to development. Brampton Parish Council highlighted that the site floods and therefore they do not support its development. Huntingdon Town Council and CPRE also had concerns regarding flood risk and the impact on Brampton Racecourse SSSI. The Wildlife Trust raised concerns regarding the impacts on Brampton Racecourse SSSI and the Great Ouse Valley priority natural landscape and the significant scaling back of potential development opportunities to avoid impacts on both of these features. There is a minerals and/or waste constraint present that requires mitigation. The Highways Authority states that on the basis of the site boundary, the only connection to the public highway is at the racecourse/Brampton junction of the A141 between Spittals interchange and Brampton Hut which may not be adequate to accommodate a development of this scale without improvements which may not be achievable within the existing highway. Any proposed improvements would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments but would be likely to be significant. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. Early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to any Rights of Way diversions that may be necessary.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation North Huntingdon 1) for continued use of the site for the racecourse, equine support facilities and Huntingdon and District Rugby Football Club and complementary conference and events facilities, outdoor recreational and leisure facilities. Concerns in relation to the impact on the SSSI and Ouse Valley Priority Area are addressed through a requirement to minimise impact through strong design informed by a landscape and visual impact assessment and provision of an ecological survey and mitigation. Flood risk concerns will be addressed though the need for development to relocate existing uses to lower flood risk parts of the site wherever possible in order to reduce overall exposure to flood risk, the sequential location of new development and the provision of a flood risk assessment and detailed drainage strategy, taking into account culverts and modelling of Alconbury Brook and unnamed ordinary watercourses. The site's location within a Sand & Gravel Mineral Safeguarding is addressed through specific criteria within the policy. A proportionate transport assessment and travel plan will be required taking into account the cumulative impact of any preceding or future development and the retention and enhancement of public rights of way and pedestrian, cycle and public transport routes to address transport, active travel and access concerns.

Upton and Coppingford

Upton and Coppingford 1: Land to South West of South Farm, Upton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (2 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority confirmed there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance although it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council response

This site has been selected as a draft residential allocation **(**Draft Allocation Upton 1**)** for about 7 Custom and Self-Build homes. Active travel concerns are addressed through the requirement to provide safe and appropriate active travel and vehicular access from Pig Market End

Upton and Coppingford 2: Land to East/South East of Maple Tree House, off Pig Market End, Upton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority confirmed there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance although it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Winwick

Winwick 1: Land adjacent Winwick Village Hall, Thurning Road, Winwick (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority confirmed there are no minerals or waste constraints impacting the site. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter submitted a proposed site plan for the site showing how 5 homes can be accommodated on the site.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been

4 Further Issues and Options

selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Area 4 - Western Huntingdonshire

General comment: One comment was made on the whole of the Western Huntingdonshire area from Covington Parish Meeting who undertook a questionnaire on those within their Parish. In summary the questionnaire showed that there is a willingness to accept a small amount of growth in the village but restricted to small units of development as infill or to replace existing properties within the village boundary; a preference for smaller housing units 2 to 3 bedrooms; some enthusiasm for workshops/offices in unused farm buildings; a fear of the village growing too large and losing its character; it recognises the fact that we are a small, aging community and not able to attract younger families; and the lack of public transport and the condition of the roads are a continuing problem.

Council response: The Council has not selected any sites in Covington as draft allocations and no sites were submitted to the Council for consideration as proposed allocations in the local plan.

Brington and Molesworth

General comment: There were general observations relating to the impact of potential sites on local educational provision including early years, primary and secondary provision in the local area. There were also concerns relating to the flooding, limited village amenities and infrastructure and the impact of potential development on the character of Brington.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Site Name: Brington and Molesworth 1: Land West of Brookside, Molesworth (did not pass fundamental constraints)

Main Issues Raised (3 responses)

All responses were unsure or did not support the proposed site. The LLFA stated that surface water management would be required due to surface water flood risk, the Minerals and Waste Authority highlighted the presence of a waste constraint requiring an odour assessment and which may be difficult to overcome. The Highways Authority stated that the site has sufficient frontage for access but local walking and cycling infrastructure improvements may be required.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of residential amenity.

Brington and Molesworth 2: Land opposite Jolly Hills Farm, Molesworth (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

All responses were unsure or did not support the proposed site. The LLFA stated that there was low surface water flood risk, but local flooding has been reported to the LLFA so surface water management will be required. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation. The Highways Authority note there is "no through road" leading to RAF Molesworth and may require highway improvements to accommodate two-way traffic, and local walking and cycling infrastructure improvements may be required.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its limitations in successfully integrating development with the existing place and community and impact on the character of the area

Brington and Molesworth 3: Land North and East of Hill Place, Brington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (31 responses)

Most responses did not support this site setting out strong opposition to the proposed development, with numerous concerns about its impact on the local community, the environment, and infrastructure including increased flooding, traffic, pollution, and insufficient parking. Safety concerns were highlighted including poor road drainage, inadequate footpaths, and insufficient street lighting. Several comments highlight the need for amenities such as a shop and village hall if the development proceeds. The LLFA stated that development may be unsuitable due to high surface water flood risk, the Minerals and Waste Authority highlighted the presence of a waste constraint. The Highways Authority highlights that there is sufficient frontage onto Brington Road to achieve an access but the formation of an access may result in the loss of green infrastructure. Also local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter has set out the economic and social benefits of the scheme. A masterplan has been prepared setting out access from Hill Close, tree planting and an attenuation bond. A Drainage Appraisal has been prepared which concludes that surface water discharge from the proposed development will outfall to a ditch located on the eastern boundary.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Bythorn and Keyston

General comment: There were general observations relating to the impact of potential sites on local educational provision including early years, primary and secondary provision in the local area.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

4 Further Issues and Options

Bythorn and Keyston 1: Land West of Warren Lane, Bythorn (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

Most responses did not support this site. Respondents considered the site unsuitable for development due to the narrowness of Warren Lane and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation. The Highways Authority note that highway improvements may be required to accommodate two way traffic.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Bythorn 1) for about 10 homes. Impact on landscape impact and the rural nature of the area is addressed through the provision of a small number of homes and the requirement for a landscape and visual impact assessment to demonstrate the scheme will not have a significant detrimental impact on the adjoining countryside and a landscaping scheme to allow for the transition to the open countryside along the northern, western and southern boundaries. Although the lane is narrow there is scope to expand the lane through highways improvements which will is sought through the allocation through the requirement for provision of a safe vehicular access onto Warren Lane including upgrading of Warren Lane to accommodate highway movement and the provision of a footpath on Warren Lane to allow pedestrian access to services within the village. The development will be required to gain agreement with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.

Bythorn and Keyston 2: Land South West of Old Toll Bar House, Toll Bar Lane, Keyston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

Most responses did not support this site. Observations include concerns about the site's location near the A14 junction, which is considered dangerous and unsuitable for housing. Many comments highlight the need for significant improvements to the A14 junction to make it safer for traffic. The Highway Authority identified there is a road safety risk and a road safety audit would be required in the early feasibility stage of any proposal, also local infrastructure improvements may be required in the form of walking/cycling connectivity. Respondents considered the site unsuitable for development due to the narrowness of Toll Bar Lane and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The Highways Agency noted that Toll Bar Lane appears to be around 130m in length, between the A14 and the bend. There is a road safety risk heading north with the potential for overtaking slow moving vehicles risking head on collisions or rear end shunts as commercial vehicles turn into the site. Due to these serious concerns the site was therefore considered inappropriate for development.

Bythorn and Keyston 3: Home Farm, Bythorn (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

There were a mixed opinions towards this site. Some comments highlight the need to retain the existing redbrick agricultural buildings and convert them into residential properties rather than demolishing them and also potential impact on the Conservation Area. Suggested changes include limiting the number of dwellings to ensure existing facilities in the village are not overwhelmed. The Highway Authority identified there is sufficient road frontage from Thrapston Road and local infrastructure improvements may be required in the form of walking/cycling

connectivity. Some highlighted that the site was unsuitable due to the narrowness of the road and capacity of the foul sewage network. There were also concerns regarding storm water runoff and the potential for flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Bythorn and Keyston 4: Land off Main Street, Bythorn (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (9 responses)

Most responses did not support this site. Respondents considered the site unsuitable for development due to the narrowness of local roads and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Highways Authority states there is sufficient highway frontage along Main Street and that and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the sensitivity of the location and lack of reflection of the linear nature of development in Bythorn.

Bythorn and Keyston 5: Land East of Clack Lane, Bythorn (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were a mixed opinions towards this site. Respondents considered the site unsuitable for development due to the narrowness of local roads and the impact on the rural character and landscape of Bythorn. The Highways Authority states there is sufficient highway frontage along Thrapston Road and that and local infrastructure improvements may be required in the form of walking/cycling connectivity. There are significant surface water flood risk to overcome. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. Some sites were tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas

4 Further Issues and Options

at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration.

Bythorn and Keyston 6: Land West of Clack Lane, Bythorn (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

All responses did not support development of the site. Respondents considered the site unsuitable for development due to the narrowness of local roads and the impact on the rural character and landscape of Bythorn. There were also concerns regarding the capacity in the foul sewage network and concerns about storm water runoff increasing the risk of potential flooding. The Highways Authority identified that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with requirements.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its impact on the character of the local area and challenges in integration both impacting on the ability to achieve successful place-making.

Catworth

General comment: There were concerns relating to the impact of potential sites on local infrastructure, education provision, traffic and safety as well as environmental and heritage concerns including impact on the village's unique characteristics and landscape.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Catworth 1: Fruit Field opposite Victory Playing Field, Catworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

There was a mixed response to the site with most respondents supporting its development. The Parish Council have expressed support for this site over others within the village. Key concerns highlighted include the need for development to be in character with the village, infrastructure issues such as schools, doctors, roads, and public transport, traffic and safety concerns, environmental and heritage impacts, and the need for affordable housing. Specific suggestions include reducing the number of houses permitted, ensuring low-density housing, and implementing traffic calming measures. The Highways Authority states there is sufficient frontage to the public highway onto the B660 to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. This site was tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat

Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration.

Catworth 2: Land West of Catworth, Catworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (10 responses)

There was a mixed response to the site with several respondents supporting its development. Concerns highlighted include archaeological remains, access difficulties, traffic, parking and safety issues, environmental and heritage impacts, and the need for infrastructure improvements. The Highways Authority states that highways improvements may be required to accommodate two way traffic, consideration should be given to the feasibility of carriageway widening to achieve a suitable access. Also local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. The Highways Authority raised significant concerns in relation to the narrow road and the feasibility of providing carriageway widening to accommodate two way traffic and suitable access.

Catworth 3: Land South of A14, Catworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (27 responses)

The majority of responses did not support this site. A key concern was traffic and safety issues particularly related to the A14 junctions and increased numbers of lorries. The Highways Authority highlights that the site appears to have sufficient frontage to the public highway to achieve an access in accordance requirements respecting local junction spacing but the suitability of the approach road network will need to be assessed in relation to the suitability to cater specifically for HCVs. They also highlight the site has limited walking and cycling connectivity. Other comments highlighted concerns on the impact on the environment and landscape, heritage, pollution, flood risk and the need for infrastructure improvements. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. This site was tested by the Council as part of growth strategy option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. In addition, the Highways Agency noted that the suitability of the approach road network will need to be assessed in relation to the suitability to cater specifically for HCVs, as no further information was submitted the site was not progressed. The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations.

4 Further Issues and Options

Catworth 4: Land East of Fox Road, Catworth (Council conclusion pre-consultation - may be appropriate for BNG)

Main Issues Raised (13 responses)

All respondents were opposed to development of this site. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth, and the preservation of green spaces. Many respondents agree with the assessment and oppose built development on the site but recognise there could be opportunities for biodiversity net gain on the site. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is is inappropriate for built development as it would not support sustainable place-making and has limited potential for open space uses such as biodiversity net gain in the south eastern and northern portions of the site in conjunction with existing areas of trees at The Grange and Little Wood. The site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain.

Catworth 5: Land West of Fox Road, Catworth (Council conclusion pre-consultation - may be appropriate for open space)

Main Issues Raised (11 responses)

All respondents were opposed to development of this site. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth and on ridge and furrow, as well as the preservation of green spaces. Many respondents agree with the assessment and oppose built development on the site but recognise there could be opportunities for open space uses on the site. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development but has potential to accommodate a variety of open space uses and biodiversity net gain which should be restricted to the southern portion of the site which could be laid out to relate to the physical form of the existing village. The site was put forward for multiple uses and therefore the final intention for the site is currently unknown and thus achievability of providing open space and biodiversity net gain.

Catworth 6: Triangular Field South of Church End, Catworth (Council conclusion pre-consultation - may be appropriate for open space or BNG)

Main Issues Raised (11 responses)

All respondents were opposed to development of this site. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth, as well as the preservation of green spaces. Many respondents agree with the assessment and oppose built development on the site but recognise there could be opportunities for biodiversity net gain and/or open space uses on the site. The Minerals and Waste Authority highlighted the presence of a waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal noted that the site is inappropriate for built development, but has the potential as a biodiversity net gain site. The site has the potential to come forward outside the Local Plan process for open space/or biodiversity net gain.

Catworth 7: Land East of Church Road, Catworth (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (12 responses)

Almost all respondents were opposed to development of this site and agreed with the assessment. Key concerns highlighted include the site's unsuitability for built development due to the lack of infrastructure within the village to accommodate growth, traffic and safety issues, environmental and heritage impacts including impact on the rural character of Catworth and on a scheduled monument. The Highways Authority highlighted that there appears to be a sufficient frontage to the public highway to achieve an access but upgrades would be required and there is a public right of way that would be impacted.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the extensive area designated as a scheduled monument in December 2023 which would impede development of the residential and community uses sought on the site.

Ellington

Ellington 1: Land South of Ben Burgess, Ellington (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to this site. The LLFA identified that there has previously been low surface water flooding reported on the site and that further consideration of surface water management would be required. There is a mineral and/or waste constraint present. The Highways Authority identifies that the site does not appear to have sufficient frontage to the public highway to achieve an access. The Parish Council agrees with the Council's flood risk observations and while supportive of local employment opportunities, the site falls outside the built-up area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the site being wholly located within flood zone 3a.

Ellington 2: Land South East of Brook Farm, Ellington (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to this site. The LLFA identified that there has previously been high surface water flooding reported on the site and that further consideration of surface water management would be required. There is a mineral and/or waste constraint present. The Highways Authority identifies that the site does appear to have sufficient frontage to the public highway to achieve an access onto Thrapston Road, and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council agrees with the Council's flood risk observations and states the site is outside of the built up area identified within their neighbourhood plan.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as placing development within flood zone 1 would result in development being poorly located which could not be integrated within the existing place and community. In addition the site has significant flood risk, has unresolved issues relating to access to the site, which may be restricted due to flood risk and has unresolved issues relating to the ownership of access .

Ellington 3: Land West of Grafham Road, Ellington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to this site. The LLFA identified that there has previously been medium surface water flooding reported on the site and that further consideration of surface water management would be required. There is a mineral and/or waste constraint present. The Highways Authority identifies that the site does appear to have sufficient frontage to the public highway to achieve an access onto Grafham Road. The Parish Council notes the Council's assessment but considers the proposal to be contrary to their neighbourhood plan.

The site promoter supports the assessment of the site and confirmed its availability and that a housing developer controls the site. They confirm that sustainable drainage to mitigate surface water flood risk will be incorporated and that existing hedgerows and vegetation will be retained. . The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk-based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. However, site 'Ellington 4 Old Sheds at Manor Farm, Ellington' also met this criteria. 'Ellington 4 Old Sheds at Manor Farm, Ellington' was selected as a draft residential allocation due to the presence of large buildings on the site, meaning that it was considered more favourable as it also contributed towards the reuse of brownfield land.

Grafham

General comment: Comments raised the impact of development on a small rural community and potential impact on the rural environment and the reduction in the appeal and safety of the leisure facilities due to increase in traffic suggesting that a more appropriate development site would be the field opposite the Cinnamon restaurant. They consider there are inconsistencies within the assessments, particularly regarding the poultry farm and caravan sites, noting issues such as impact on single-track roads, lack of mains sewage disposal, limited broadband capacity, and distance from public amenities.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Grafham 1: Grafham Water Caravan and Motorhome Club Campsite, Grafham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

Most respondents were not supportive of developing the site. Respondents considered the site to be unsuitable for development due to its archaeological significance, flood risk, and access issues. The Parish Council and other stakeholders agree with the assessment, noting the site's historical importance and the need for professional archaeological investigation before any work can start. Additionally, concerns about flood risk, drainage, loss of leisure uses and the impact on Church Road's single-track access were raised, emphasising the need for infrastructure improvements and traffic studies. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Church Road in accordance with requirements respecting local junction spacing but may require highway Improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, which should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the loss of leisure uses and development being located in the countryside. It also unclear at this stage what use the site submission is proposing and whether the tourist accommodation and leisure facilities are to remain. Contact has been made with the site promoter to address these but no response has been received to date, as such the site is categorised as being potentially unachievable arising from the levels of uncertainty in the proposals. Residential development may be appropriate on the eastern parcel. This was been assessed through a separate proposal - Grafham 2 (CfS:303). Continuing the leisure use on site is considered appropriate, however the loss of such facilities would be resisted. Further investigation is also required regarding land ownership and control.

Grafham 2: Land adjacent to 24 Cedar Close, Grafham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

There were mixed responses to this site with most not supporting its development and several unsure. The site faces significant opposition due to concerns about archaeological significance, flood risk, impact on the character of the area and access issues including the impact on Church Road's single-track access, emphasising the need for infrastructure improvements and traffic studies. The Parish Council notes the Council's assessment but considers the proposal to be contrary to their neighbourhood plan. One respondent highlights that land at 22 Cedar Close is not available and not owned by the site promoter. The Education Authority highlight capacity pressures at nearby early years and secondary schools but potentially capacity at local primary schools. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Church Road in accordance with requirements respecting local junction spacing but may require highway Improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, which should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Grafham 1) for about 20 homes. Response to comments that land at 22 Cedar Close is not available and not owned by the site promoter. Following this, a check on the land showed that the rectangular piece of land immediately north of 22 Cedar Close is not in the ownership of the wider site promoter. There is also a triangular piece of land between this parcel and the wider parcel in unknown ownership. Therefore, bringing forward this site could involve several landowners. Therefore, the site area has been reduced to that which is in the ownership of the site promoter.

4 Further Issues and Options

In response to comments on the impact on the character of the area criteria have been included to require high quality design that reflects the site's position on the edge of the settlement and the need for the retention and enhancement of existing trees and hedgerows as part of a landscaping. Flood risk will be addressed through provision of a of a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flood risk. Development of this site will require the provision of a suitable means of access from Church Road and provision of a safe and appropriate access to the village by vehicles and active travel alongside integration of the existing public rights of way that run through the site to address concerns relating to access, presence of a public right of way and active travel needs. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Grafham 3: Sullivans Poultry Farm, Grafham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. There were concerns regarding the safety and connectivity via sustainable modes of transport to and from the site. Other concerns raised related to potential archaeological significance and flood risk. The Parish Council notes the assessment and identify that the poultry farm has been unused for over 10 years and the site is in need of reinstatement, however have concerns relating to flood risk and drainage, along with access via Church Road. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Church Road in accordance with requirements respecting local junction spacing but may require highway Improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that whilst the demolition of the existing poultry units could enhance the 'gateway' to the village, this does not justify new buildings in such a detached location. This is especially so of uses relating to residential and care home development which would benefit from being sustainably located near to accessible services and facilities. Proposals for commercial leisure uses could present issues relating to active travel/pedestrian safety through increased vehicle movements along what is a narrow road. As a result of the above it is considered that the site could not be effectively masterplanned to become part of the existing community.

Great Staughton

General comment: There were general observations relating to the impact of potential sites on local educational provision including early years, primary and secondary provision in the local area.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Staughton 1: Land East of B661, The Green, Great Staughton (Council initial conclusion - may be appropriate for development)

Main Issues Raised (2 responses)

Responses were generally supportive of this site. The Minerals and Waste Authority identified that the site is not constrained by a minerals or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto The Green in accordance with requirements respecting local junction spacing.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Great Staughton 1) for about 15 homes. The site will be required to provide of a high quality development which reflects the sensitive setting in proximity to a listed building and the surrounding countryside.

Great Staughton 2: Land South of 29 The Green, Great Staughton (Council initial conclusion - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were generally supportive of this site. The Parish Council are in support of this site. The Minerals and Waste Authority identified that the site is not constrained by a minerals or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto The Green in accordance with requirements respecting local junction spacing.

The landowner confirms their commitment to bringing the site forward and has invested in addressing identified issues. They commissioned a Flood Risk Assessment (FRA) and proposes a SuDS scheme to manage surface water. The visual impact is considered manageable with enhanced tree and hedge screening. The landowner challenges the assessment's statement that the site is surrounded by open countryside, arguing it has a close relationship to the village built form. A concept plan includes measures to protect trees and hedgerows, manage surface water, divert the foul sewer, and provide a range of property types, including smaller units suitable for older people and younger adults. The landowner believes the assessment needs to be amended to reflect these points.

Council response

This site has not been selected as a draft allocation. The site is allocated in the Great Staughton Neighbourhood Plan for housing.

Great Staughton 3: Land West of Cage Lane, Great Staughton (Council initial conclusion - not appropriate for development)

Main Issues Raised (3 responses)

Responses were mixed for this site. The Minerals and Waste Authority identified that the site is constrained by a minerals or waste constraint. The Highways Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with requirements. The site is also affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. CPRE Cambridgeshire and Peterborough agrees with the assessment that this is an inappropriate site for development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as there is little opportunity to successfully integrate the site with the existing place and community considering its detachment from the built form and also the potential difficulty in accessing the site.

Great Staughton 4: Brook Farmyard, Great Staughton (Council initial conclusion - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were generally supportive of this site. The Parish Council are in support of this site. The Minerals and Waste Authority identified that the site is not constrained by a minerals or waste constraint. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto The Highway in accordance with requirements respecting local junction spacing. This would also depend on the access and the turning movements of the proposed vehicles as alterations may be required to the existing infrastructure. If this is the case a road safety audit would be required in the early feasibility stage. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. The site is allocated in the Great Staughton Neighbourhood Plan for provision of a healthcare facility and enabling housing development.

Hail Weston

General comment: Comments highlight that Hail Weston is a small settlement with limited social and community infrastructure. The High Street forms the main route through the village, with critical sections lacking footpaths and having restricted sight lines. Traffic movements are restricted to one way at a time, and pedestrians face safety issues. The surface water drainage system is an issue with incidents of surface water flooding down roads and entering properties. The proposed development sites will likely increase flood risk to existing properties and exacerbate traffic issues. Other concerns were raised regarding the impact on wildlife, including ancient oak trees, rare bats, and great crested newts.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Hail Weston 1: Land West of 5 High Street, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (15 responses)

Responses were mostly against development of this site. The site faces opposition due to concerns about biodiversity loss, wildlife habitat destruction, surface water drainage issues, and infrastructure challenges. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity which would be adversely affected by the development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Hail Weston 1) for about 8 homes. Impact on landscape and surrounding area will be addressed through criteria requiring design that reflects the site's position on the edge of the settlement and integrates with residential development to the east and b. a landscaping scheme that minimises impact and responds to the open countryside to the north and west. The site is not at risk from flooding and therefore is a sequentially preferable site. transport and active travel will be addressed by criteria requiring safe and appropriate access to the site from High Street which connects directly from B645 and provision of active travel to integrate the site with the village of Hail Weston. The water cycle study does not highlight any concerns regarding wastewater infrastructure however there are policies within the local plan that will require the management of wastewater, parking and biodiversity.

Hail Weston 2: Eaton Bank (northern section), North of Kimbolton Road, Hail Weston (Council conclusion pre-consultation - not appropriate for development)

Main Issues Raised (22 responses)

All comments were opposed to development on the site. The site faces opposition due to concerns about its disproportionate size, impact on the village's character, and limited infrastructure. Many respondents object to the development, noting that it would dramatically harm the village's form and character, increase traffic on already busy roads, and strain local amenities such as schools, medical services, and sewage systems. The site is also noted for its rich biodiversity, including foxes, deer, hares, rabbits, kites, and owls, which would be adversely affected by the development. A minerals and/or waste constraint is present. The Highway Authority identifies that

the site is an integral part of the Eaton Bank sustainable new neighbourhood proposal put forward to Bedford Borough Council for consideration for allocation in the Bedford Local Plan to 2040. The site is not a proposed allocation within that Local Plan. The site appears to have sufficient frontage to the public highway to achieve an access onto the B645 in accordance with requirements respecting local junction spacing. The site is affected by existing public Rights of Way and should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is part of a wider cross-boundary scheme where achievability is uncertain. The site promoter has not submitted a separate proposal just for this site so their intentions of how it could be developed in isolation are unclear. The site is put forward as an integral part of the large scale Eaton Bank proposal with proposed uses shared across the wider site. As this is not being taken forward at present it is not appropriate to assess the land as a free-standing site because it is not the intention of the site promoter to develop it in this manner.

Hail Weston 3: The Walnuts, 113 High Street, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

The majority of comments were opposed to development on this site. It faces opposition due to concerns about access and exit, road safety, and impact on the village's character and infrastructure. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity, including bats, owls, and kites, which would be adversely affected by the development. The Highways Authority highlights the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 1, 2 and 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 no flood risk meaning it could meet the criteria for consideration. However, site 'Hail Weston 1: Land West of 5 High Street, Hail Weston' also met this criteria by not being at risk of flooding. 'Hail Weston 1: Land West of 5 High Street, Hail Weston' was selected as a draft residential allocation as it is closer to local services and facilities and will not impact the setting of an heritage asset. This site 'Hail Weston 3' is directly over the road from the grade II* listed St Nicholas's Church and any development scheme would need to be sensitive to the setting of this building.

Hail Weston 4: Land South of High Street, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (19 responses)

4 Further Issues and Options

The majority of comments were opposed to development on this site. The site faces opposition due to concerns about biodiversity loss, wildlife habitat destruction, surface water drainage issues, and infrastructure challenges. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity, including bats, owls, kites, and black squirrels, which would be adversely affected by the development. The Highways Authority highlights the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'Hail Weston 1: Land West of 5 High Street, Hail Weston' which has no flood risk.

Hail Weston 5: Land South of 143 High Street, Hail Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (24 responses)

The majority of comments were opposed to development on this site. Comments highlighted opposition due to concerns about the disproportionate size of the proposed development, which would dramatically impact the village's character and infrastructure. Many respondents note that the development would more than double the size of the village, leading to increased traffic, strain on local amenities, and loss of biodiversity. Specific concerns include the impact on wildlife habitats, surface water drainage issues, and the village's limited infrastructure, which is inadequate to support such a large development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street, B645/Kimbolton Road in accordance with requirements respecting local junction spacing. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. There is a minerals and/or waste constraint present.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its impact on the local area and inability to be integrated into the existing village of Hail Weston. The site is also of an excessive scale which would overwhelm the village and even a substantially reduced proposal would still suffer integration challenges

Hail Weston 6: Land opposite Brook End Farm, 17-19 Ford End, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (16 responses)

The majority of responses were opposed to development on this site. Responses set out opposition due to concerns about the narrow and poorly accessible Ford End road. Many respondents note that the development would pose safety risks to current residents, especially pedestrians, and would negatively impact the village's strong sense

of community. Specific concerns include the loss of biodiversity, with habitats for owls, kites, bats, and other wildlife being destroyed. Additionally, the development would strain the existing infrastructure, including roads, drainage, and sewage systems. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Ford End in accordance with requirements respecting local junction spacing and may require improvements to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. There is a minerals and/or waste constraint present.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'Hail Weston 1: Land West of 5 High Street, Hail Weston' which has no flood risk.

Hail Weston 7: Land South West of Pound Close, Hail Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (20 responses)

The majority of responses were opposed to development on this site. Comments raised opposition due to concerns about biodiversity loss, wildlife habitat destruction, surface water drainage issues, and infrastructure challenges. Many respondents disagree with the assessment, noting that the development would negatively impact the village's landscape and surrounding area. Specific concerns include the strain on the sewerage and drainage system, increased traffic and parking problems, and the site's location outside the village boundaries. Additionally, the site is noted for its rich biodiversity, including bats, owls, kites, and black squirrels, which would be adversely affected by the development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto the High Street in accordance with requirements respecting local junction spacing. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. There is a minerals and/or waste constraint present.

Council response

This site has not been selected as a draft allocation. A larger version of this site was tested by the Council as part of the Growth Strategy Option 3 (Hail Weston 4). The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). Although this site meets this criteria a more preferably sequential site has been chosen in 'Hail Weston 1: Land West of 5 High Street, Hail Weston' which has no flood risk.

4 Further Issues and Options

Kimbolton

General comment: Comments notes that 11 sites have been identified or proposed for development, concerns are raised regarding existing flood issues from the River Kym, leading to traffic concerns and expensive home insurance for residents. Other issues raise relate to access, traffic pressures, wildlife and that local schools have limited capacity to accommodate new students from these developments without mitigation.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Kimbolton 1: Brittens Farm, Station Road, Kimbolton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

There are mixed responses to this site. The LLFA considers the site unsuitable due to high surface water flood risk, recommending pre-application advice. The Minerals and Waste Authority identifies that it is impacted by a minerals and/or waste constraint. The Parish Council agrees to the development in principle if proper consideration is given to drainage, access, and environmental factors. The Highway Authority's notes the site has sufficient frontage to the public highway to achieve an access onto the B660 but may require local infrastructure improvements.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Kimbolton 1) for about 25 homes and about 0.5 ha of open space to safeguard against flooding. Concerns have been addressed regarding flood risk, drainage and environmental factors through criteria requiring demonstration that the site can pass the exception test and built development located on land within flood zone. In addition a blue green corridor is to provided on the southern 0.5ha of the site and the applicant must undertake a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water and residual flood risk, modelling of River Kym and ordinary watercourse including climate change. Provision of safe and appropriate vehicular and pedestrian access from Station Road and within the site will be required to address highways concerns.

Kimbolton 2: Land East of Stow Road, Kimbolton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

Responses were mixed but most were most are opposed to development on the site. Comments raised concerns about high surface water flood risk, loss of grade 2 agricultural land, and the impact on the village's character and infrastructure. The LLFA considers the site may be unsuitable due to high surface water flood risk. The Minerals and Waste Authority highlight a mineral and/or waste constraint. The Parish Council has concerns about drainage, access, sewerage, and road improvements but would support the development if these issues are addressed. Many respondents object to the development, citing potential flooding, loss of agricultural land, and the impact on local amenities and traffic. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing and may require wider highway Improvements to accommodate two way traffic for a site of this size. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network.

Council response

This site has not been selected as a draft allocation. 25/01543/OUT, outline planning application with all matters reserved except for site access for the erection of up to 190 homes, provision of public open space and landscaping, surface water attenuation and associated infrastructure is currently pending consideration.

Kimbolton 3: Land South East of 73 Main Road, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were mixed to development on the site. The LLFA considers the site may be unsuitable due to high surface water flood risk, pre-application advice is recommended. No minerals or waste constraints impact the site. The Parish Council agree with the Council's assessment that the site is inappropriate for development. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access onto Main Road in accordance with requirements respecting local junction spacing but due to the vertical alignment of the carriageway the visibility splay may need to be clarified.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its location, as development would erode the rural approach into Stonley as well as the site being within an oil pipeline buffer zone and having extensive surface water flood risk. Development could only be accommodated at the southern end of the site due to surface water flood risk resulting in a large set back which would not reflect the character of the area.

Kimbolton 4: Land North of Main Road, opposite Gimbers End, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a low surface water flood zone but requires further detailed consideration of surface water management options. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage for access from Main Road but due to the vertical alignment of the carriageway the visibility splay may need to be clarified. CPRE and the Parish Council agree with the assessment that the site is inappropriate for development due to its potential adverse impact on the character of Stonely.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to is potential adverse impact on the character of Stonely. In depth development of the site is very likely to harm the open character of the area and there is potential for adverse impacts on the conservation area and the naturally vegetated landscape forming an important setting into Stonely.

Kimbolton 5: Claylands Farm, Main Road, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a high surface water flood zone making the site potentially unsuitable for development meaning pre-application advice is recommended. No mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access from B645/Kimbolton Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. CPRE and the Parish Council agree with the assessment that the site is inappropriate for development.

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its separation from the village, potential impact on surrounding countryside. The site could not be effectively integrated into the existing place and community.

Kimbolton 6: Land North of Gimbers End, Stonely (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a medium surface water flood zone meaning further detailed consideration of surface water management options will be required. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access from Gimbers End but highway improvements will be required to accommodate two way traffic. Also, local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council agree with the assessment and supports development on the site.

The landowners reiterated the site's availability and supported the assessment of the site. They state that landscaping will be a key consideration in the development layout, and the site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.

Kimbolton 7: Land North of Tilbrook Road, Kimbolton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses on this site. The LLFA notes that the site is in a high surface water flood zone meaning the site may be unsuitable for development, pre-application advice is recommended. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access onto the B645/Tilbrook Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council agree with the assessment and does not support development on the site.

The landowners reiterated the site's availability. They acknowledge the potential for fluvial and surface water flooding along the north of the site but propose incorporating this into common green spaces and a drainage strategy. Development along the road frontage is seen as feasible and would match the existing village's development pattern. The site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the amount of development would not contribute to protecting the form and character of the surrounding townscape and landscape.

Kimbolton 8: Land North of Station Road/ Stow Road, Kimbolton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

There were mixed responses on this site but half of responses were supportive of the site being developed. The LLFA notes that the site is in a low surface water flood zone meaning that further detailed consideration of surface water management options will be required. The Minerals and Waste Authority highlight there is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access onto the B660 and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council state that it the proposed original site goes ahead they would be supportive of development on the site. CPRE agree with the assessment and consider the site unsuitable for development.

The landowners reiterated the site's availability. They are open to discussing the quantum of development and envisage a density of 30-35 dwellings per hectare, matching the existing village's development pattern. The site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site is highly exposed to the surrounding countryside and is not appropriate for built development due to its isolated location within the open countryside.

Kimbolton 9: Land North of Easton Road, Stonely (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Most responses were supportive of development of this site. The LLFA notes that the site is in a medium surface water flood zone meaning that further detailed consideration of surface water management options will be required. There are no mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site has sufficient frontage to the public highway to achieve an access onto Easton Road and local infrastructure improvements may be required in the form of walking/cycling connectivity. The Parish Council supports development of seven houses on the site.

The landowners reiterated the site's availability. They recognise the potential impact on the setting of the listed building, but consider that it is unlikely that residential development would harm its setting. They state that the site offers benefits such as contributing to market and affordable housing goals and being a smaller site that can be developed quickly.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are

4 Further Issues and Options

100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.

Kimbolton 10: Land South East of Bicton Industrial Estate, Kimbolton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Most responses were supportive of development of this site. The LLFA notes that there has been no previous local flooding reported on the site but consider that further detailed consideration of surface water management options will be required. There are no mineral and/or waste constraint impacting the site. The Local Highway Authority observes that on the basis of the red line there is no connection to the public highway and the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with requirements. The Parish Council supports development of the site as the access and new road to the site has already been approved. One comment raised that the impact on two County Wildlife Sites need to be managed.

The landowners reiterated the site's availability. They clarify that with carefully positioned landscaping, the site can improve and enhance strategic green infrastructure and linkages, while being sensitive to the neighbouring wildlife site. They also emphasise the need for rural employment locations and note that the site is within the TIGER on Demand public transport zone, with services accessible in Church Lane Stow Longa. The landowners are willing to explore creating a Tiger 'virtual' bus stop close to the site as part of any planning permission. The site benefits from co-location with the existing employment site, offering potential for business expansion and rural employment.

Council response

This site has been selected as a draft employment allocation (Draft Allocation Kimbolton 2) for 4.8 ha of land adjacent to Bicton Industrial Estate for commercial, business, industrial uses and storage and distribution uses. Surface water flood risk concerns are addressed through a requirement to provide a flood risk assessment and detailed drainage strategy to evaluate current and future fluvial and surface water flood risk including modelling of unnamed watercourse. Public highway connections were remedied in April 2022 through an approved application 21/01827/FUL which provides an alternative access from Stow Road. Criterion to undertake an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement will assist in safeguarding the adjacent county wildlife site. The site was also combined with existing employment allocation 'KB3 South of Bicton Industrial Estate, Kimbolton' (which is in Huntingdonshire's Local Plan to 2036) to provide a more comprehensive development and provide local business and employment opportunities.

Kimbolton 11: Land at Hatchet Lane, Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most responses were opposed to development on this site. A major concern as the flood risk of the site and the impact of development on flood risk in the local area. The LLFA notes the site has a high risk of surface water flood risk an considers the site to potentially be unsuitable or development as a result. There is a mineral and/or waste constraint impacting the site. The Local Highway Authority observes that the site appears to have sufficient frontage to the public highway to achieve an access onto Main Road and local infrastructure improvements would be required in the form of walking/ cycling connectivity. There is also a Right of Way which should be retained on their existing alignment, maintained, or enhanced. The Parish Council supports the assessment and opposes development of the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the level of flood risk on site including groundwater flood risk and the substantial adverse impact on the character of the area and on the River Kym landscape. It was also considered that development here would not support sustainable placemaking and would disrupt the character and form of the area

Leighton Bromswold

Leighton Bromswold 1: Land West of Sheep Street, Leighton Bromswold (did not pass the fundamental constraints)

Main Issues Raised (9 responses)

The majority of respondents do not support the site's development. Concerns highlighted include the strain on current services, poor infrastructure, the impact on the conservation area and listed buildings, and the loss of agricultural land. Many respondents agree with the assessment and oppose the development, citing reasons such as the village's limited services, the need for sustainable development, and the preservation of the village's character and landscape.

The site promoter disagreed and states that an odour assessment will accompany any future application as would a heritage statement.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as it completely falls within 400m of a Water Recycling Area.

Old Weston

Old Weston 1: Land South of Manor Farm, Old Weston (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

All respondents did not support or were unsure about development of the site. Concerns were raised regarding the site's unsuitability for built development due to poor internet, inadequate surface water drainage, poor road conditions, and excessive driving speeds. Additionally, there are concerns about the impact on the village's fabric and character, loss of vistas, and the strain on local infrastructure. There is a mineral/ waste constraint requiring mitigation. The Highways Authority identifies that there appears to be a sufficient frontage to the public highway to achieve an access onto the B660 or Brington Road and improvements may be required to accommodate two way traffic.

Council response

This site has not been selected as a draft allocation. The site was not tested by the Council as part of the Growth Strategy Options due to the settlement’s designation as village. The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at risk from fluvial flooding (zones 2, 3a and 3b) meaning it did not meet the criteria for consideration.

Old Weston 2: Land South of St Swithin's Church, Old Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

4 Further Issues and Options

All respondents did not support or were unsure about development of the site. Concerns were raised regarding the site's unsuitability for built development due to poor internet, inadequate surface water drainage, poor road conditions, and excessive driving speeds. Additionally, there are concerns about the impact on the village's fabric and character, loss of vistas, and the strain on local infrastructure. There is a mineral/ waste constraint requiring mitigation. The Highways Authority identifies that there appears to be a sufficient frontage to the public highway to achieve an access onto the B660 or Brington Road and improvements may be required to accommodate two way traffic.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that development here would not support sustainable lifestyles as it is remote from key day to day services, employment and cannot be accessed via sustainable modes of transport and although adjacent to St Swithin's Church the site is not well related to the built form of Old Weston village.

Old Weston 3: Manor Farm, Old Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

All respondents did not support or were unsure about development of the site. Concerns were raised regarding the site's unsuitability for built development due to poor internet, inadequate surface water drainage, poor road conditions, and excessive driving speeds. Additionally, there are concerns about the impact on the village's fabric and character, loss of vistas, and the strain on local infrastructure. The Highways Authority identifies that there appears to be a sufficient frontage to the public highway to achieve an access onto the B660 or Brington Road and improvements may be required to accommodate two way traffic.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is located within flood zone 3b and 3a and the proposed residential uses is classed as a more vulnerable use.

Stow Longa

Stow Longa 1: Land East of Kimbolton Road, Stow Longa (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

There were mixed responses to the site. CPRE agreed with the outcome of the site assessment. The Minerals and Waste Authority highlighted that it is not constrained by a mineral or waste constraint. The Highways Authority states that there appears to have sufficient frontage to the public highway to achieve an access onto Spaldwick Road in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. They also highlight that the site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to is potential adverse impact on local character and heritage assets.

Stow Longa 2: Land South of Spaldwick Road, Stow Longa (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

There were mixed responses to the site but most supported its development. The Highways Authority states that there appears to have sufficient frontage to the public highway to achieve an access onto Spaldwick Road in accordance with requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. They highlight that engagement with CCC's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing bridleway and the site access. The Minerals and Waste Authority highlighted that it is not constrained by a mineral or waste constraint. The site promoter supports the site assessment confirming the site's availability, they reference two planning applications within Spaldwick (19/02549/FUL and 21/02754/FUL).

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Stow Longa 3: Land North of Rookery Farm, Stow Road, Stow Longa (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

There were mixed responses to the site. CPRE agreed with the outcome of the site assessment. The Minerals and Waste Authority highlighted that it is not constrained by a mineral or waste constraint. The Highways Authority states that there appears to have sufficient frontage to the public highway to achieve an access onto Stow Road in accordance with requirements respecting local junction spacing, also due to the horizontal alignment of the carriageway the visibility splay may need to be clarified. Local infrastructure improvements may be required in the form of walking/cycling connectivity. They highlight that engagement with CCC's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing bridleway and the site access.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would adversely impact the character of the area and would not support sustainable placemaking principles. The site is located such that it cannot be effectively masterplanned to become part of the existing place and community and also retain the character of the area

Tilbrook

Tilbrook 1: Land at the junction of High Street and Church Lane, Tilbrook (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

All responses were unsure or did not support the proposed site. The LLFA identified that the site may be unsuitable due to high surface water flood risk. The Highways Authority states that that there is sufficient frontage to the public highway to achieve an access onto the B645 or Church Lane but may require improvements to accommodate two way traffic. There is a mineral/ waste constraint requiring mitigation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the potential adverse impacts on heritage assets including the setting of the village's conservation area.

4 Further Issues and Options

Area 5 - Central Huntingdonshire

General comment: Comments that applied to the whole of the Central Huntingdonshire area were received and issues raised around the need to protect the rural character of the district, the Great Ouse Valley Priority Area, landscape and agricultural land. People were concerned about the impact of development on transport and flooding impact, the historic environment and the need to provide sport facilities and opportunities. The need to take into account adjacent applications for sites, infrastructure need, and creating well designed places were also raised.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Brampton

General comment: Brampton Parish Council made a general comment how the new Plan should prioritise infrastructure and services to support development, ensure new housing is near existing infrastructure with sustainable transport links, propose additional infrastructure like schools and medical facilities, consider the cumulative impact on major roads, address flooding concerns, and prioritise environmental and sustainability issues.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Brampton 1: Swift Car Care, Buckden Road, Brampton (did not pass fundamental constraints)

Main Issues Raised (4 responses)

All responses were unsure or did not support the proposed site. Key concerns were the requirement for surface water management due to surface water flood risk, presence of a minerals or waste constraint, loss of garage as local amenity and odour from Buckden Landfill Waste Management Area. Walking and cycling infrastructure may be required. It is noted that access appears achievable in accordance with requirements.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as site is within 50m of Buckden Landfill Waste Management Area (WMA) and within the consultation area for the WMA.

Brampton 2: Land to the North of Thrapston Road Brampton and West of Populars Farm 38, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

The majority of responses were unsure or did not support the proposed site. Key concerns include high local flooding reported, surface water flood risk and risk to Alconbury, the LLFA consider this site may be unsuitable for the proposed development. Others were concerned about adverse impact of site on Hinchingbrooke Country Park County Wildlife Site and inadequate access to the site. A minerals or waste constraint is present. It was recommended that a smaller number of dwellings may be acceptable.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely adverse impacts on the rural setting of Hinchingbrooke Country Park and the adverse impacts on the character of Brampton.

Brampton 3: Land to the North of Thrapston Road (opposite The Hurdles), Brampton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (9 responses)

The majority of responses were unsure about the proposed site. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk and high surface water flood risk. Key concerns include impact on Hinchingbrooke County Park County Wildlife Site, rural aspect and grade II listed buildings: milestone and 28 Huntingdon Road. A minerals or waste constraint is present. It was noted access appears achievable, suggestions include reduction in site size. The site promoter notes the site is in a sustainable location and accommodate circa 19 dwellings.

Council response

This site has not been selected as a draft allocation. Over a third of the site is at risk of fluvial flood risk (zones 2, 3a and 3b), surface water and groundwater emergence. More sequentially preferable sites are available.

Brampton 4: Wallis Land, Thrapston Road, Brampton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

All responses either agreed or were unsure about the proposed site. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk and high surface water flood risk. There is insufficient early years, primary and secondary education provision. A minerals or waste constraint is present, likely to be acceptable with mitigation. Access appears achievable in accordance with requirements walking/cycling connectivity improvements would be required. The parish council has no objection to the proposed site. The site promoter notes constraints can be mitigated through a conceptual drainage strategy, heritage assessment (to retain the scheduled monument within open space) and noise and air quality from adjacent roads can be mitigated.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Brampton 1) for about 10 homes and about 0.4ha of open space. Concerns regarding flood risk have been addressed through criterion requiring provision of a flood risk assessment and drainage strategy taking into account, surface water, reservoir, and groundwater flood risk. Active travel requirements in the form of the provision of a suitable means of access and a sustainable transport network for pedestrians, cyclists and vehicles will help to facilitate integration with the village. The site's location within a sand and gravel mineral safeguarding area are included, seeking consultation with Cambridgeshire County Council.

Brampton 5: Land adjacent The Rectory, Church Road, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to the proposed site. It was noted that consideration of surface water management options will be required. Concerns include eradication of historic land with ridge and furrow. A minerals and waste constraint is present, likely to be acceptable with mitigation. There appears to be no/inadequate connection to the public highway.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the cumulative constraints impacting the site and the uncertainty of the achievability of access to the site, it is considered unsuitable for development and therefore not deliverable.

Brampton 6: Land at Water Meadows, South of Huntingdon Road, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to the proposed site. Concerns include impact on grade I listed church and other grade II listed buildings to the west of the site, and public rights of way. The parish council support the proposal as a retirement community with apartments and leisure facilities if sensitively designed. Surface water management options will be required. A minerals and waste constraint is present which is considered acceptable with mitigation. Access to the site appears sufficient in accordance with regulations, but it is likely to require significant highway improvements. The site promoter notes that drainage would be mitigated, topsoil reused and submitted heritage appraisal, design booklet including landscape principles, reduction of impact on Pepys Meadows and a buffer between dwellings and any minerals operation, including an assessment.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely significant adverse impacts on designated heritage assets and also the erosion of the rural character of the area and encroachment into the Great Ouse Valley landscape. During the Autumn 2024 consultation, the site promoter submitted a letter concluding that any residual harm to Pepys House and Brampton Conservation Area, after the design and landscape mitigation measures are implemented, would fall within the less than substantial harm category. Upon review of these measures, the overarching harm and detachment of the side from the built form of Brampton are still considerable constraints that make the site inappropriate for built development.

Brampton 7: Area 1 Park Farm, Brampton (did not pass fundamental constraints)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. High surface water flood risk must be taken into consideration. Considered that the site should be for light industry only operating 9am to 5pm. Key concerns include a low bridge which may lead vehicles coming back through the village. A minerals or waste constraint is present. Access appears achievable in accordance with regulations, but highway improvements are likely required. May require walking and cycling infrastructure improvements. The site promoter considers the site appropriate providing a vision document, transport note and strategic landscape visual appraisal, and consider the use of the site compatible with the proximity to waste management area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is almost wholly within a waste management area and adjoins the Buckden Landfill Waste Management Area (WMA) which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for waste resources.

The site promoter submitted several documents in support of this site noting that this parcel and the three other parcels (Brampton 8, 9 and 10) should be considered as one scheme. In their comments, they identified that the site is not within a minerals development area. The assessment in the Land Availability Assessment has been corrected to state that the site is within a waste management area (Buckden Landfill Waste Management Area (WMA)). The site therefore still fails the fundamental constraints as the site promoter has not yet provided an assessment of the impact of the proposed development on the MWA. In their representations, the site promoter considers the proposed employment uses to be a 'compatible use' and therefore assessment on amenity is not required. The Council disagreed with this view and considered that the amenity for those who work on such sites

as important as residential uses and should be adequately assessed and to shape proposals and ensure high standards of amenity as well as ensuring that the integrity of the WMA is not compromised by the development. The Minerals and Waste Authority commented that compatibility between the proposed site and safeguarded site must be demonstrated at this stage. Therefore, the outcome of the assessment remains unchanged.

Brampton 8: Area 2, Brampton (did not pass fundamental constraints)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Previous local flooding reported and consideration of surface water management options will be required. A minerals or waste constraint is present. The site promoter considers the site appropriate providing a vision document, transport note, EV charging and strategic landscape visual appraisal, and consider the use of the site compatible with the proximity to waste management area. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required. It was thought that this site is more suitable than Area 1 as it is next to the waste tip and old railway station.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is wholly within a waste management area and adjoins the Buckden Landfill Waste Management Area (WMA) which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for waste resources.

The site promoter submitted several documents in support of this site noting that this parcel and the three other parcels (Brampton 8, 9 and 10) should be considered as one scheme. In their comments, they identified that the site is not within a minerals development area. The assessment in the Land Availability Assessment has been corrected to state that the site is within a waste management area (Buckden Landfill Waste Management Area (WMA)). The site therefore still fails the fundamental constraints as the site promoter has not yet provided an assessment of the impact of the proposed development on the MWA. In their representations, the site promoter considers the proposed employment uses to be a 'compatible use' and therefore assessment on amenity is not required. The Council disagreed with this view and considered that the amenity for those who work on such sites as important as residential uses and should be adequately assessed and to shape proposals and ensure high standards of amenity as well as ensuring that the integrity of the WMA is not compromised by the development. The Minerals and Waste Authority commented that compatibility between the proposed site and safeguarded site must be demonstrated at this stage. Therefore, the outcome of the assessment remains unchanged.

Brampton 9: Area 3, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Consideration of surface water management options will be required. It was proposed that the site would be better suited for agricultural use. A minerals or waste constraint is present. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required. The site promoter notes the site is in a sustainable location, a landscape and visual appraisal was prepared and sustainable travel options available.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would be located within the open countryside and is not served by public transport. Future users would most likely use private vehicles therefore not supporting sustainable modes of transport. In addition, development is likely to be quite prominent on the local landscape.

Brampton 10: Area 4, Brampton (Council conclusion pre-consultation - inappropriate for development)

4 Further Issues and Options

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Consideration of surface water management options will be required. It is considered that the site is too detached from Brampton village with no sustainable accessible routes. A minerals or waste constraint is present. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required. The site promoter notes the site is in a sustainable location, a landscape and visual appraisal was prepared and sustainable travel options available.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would be located within the open countryside and is not served by public transport. Future users would most likely use private vehicles therefore not supporting sustainable modes of transport. In addition, development is likely to be quite prominent on the local landscape.

Brampton 11: Manor Farm, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Key concerns include high water table and suitability of access by construction vehicles. It is noted that consideration of surface water management options will be required and access appears achievable, but significant improvements to the road and footway infrastructure between the site and Baker Close should be made. A minerals or waste constraint is present which would require mitigation. The site promoter notes development could be placed outside flood risk area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the flood risk on the southern half of the site, whilst development could be placed on land within flood zone 1 this would not sit comfortably with the surrounding character and form of development. Additionally, the point of access is heavily constrained by flood risk which makes the achievability of safe entrance and escape into and out of the site uncertain.

Brampton 12: Land off Huntingdon Road, Brampton (Council conclusion pre-consultation - may be appropriate for open space and car parking)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Key concerns include high flood surface water flood risk with local flooding reported, loss of historic ridge and furrow, impact on Hinchingbrooke Country Park and public right of way. Suggestions include surface water flood risk mitigation, mitigation against minerals or waste constraint and retention of public right of way. Access appears achievable subject to detailed design, road safety audit, and capacity assessments, highway improvements and walking and cycling infrastructure are likely required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Brampton 2) for open space and car parking facilities for the Country Park. Concerns regarding flood risk have been addressed through criterion requiring the location of the car park within flood zone one and the provision of a proportionate flood risk assessment including the assessment of groundwater conditions and appropriate drainage for the car park. The site's location within a Sand and Gravel Mineral Safeguarding Area is addressed within the allocation requiring consultation with Cambridgeshire County Council and active travel will be required through provision of additional pedestrian paths linking into the existing park. The impact on Hinchingbrooke Country Park will be addressed through an ecological

survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. A large proportion of land is set aside for open space which will help to address the presence of any potential ridge and furrow on the site.

Brampton 13: Land North of A141, South of Brampton racecourse, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most responses were unsure or against the proposed site. Key concerns include flood risk, impact on Great Ouse Valley priority area, inadequate highways access, presence of a minerals or waste constraint and how walking and cycling access could be achieved. Suggestions include surface water management options, mitigation of minerals or waste constraint, not developing the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the flood risk on the northern half of the site, while there is land within flood zone 1, this land is constrained by a Scheduled Monument designation. Additionally, development is likely to adversely impact the landscape particularly to the open countryside to the north.

Brampton 14: Land North of Thrapston Road and South of the A141 (larger site), Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Most responses were unsure about the proposed site. Key concerns include high surface water flood risk and local flooding reported, inadequate highways access, presence of a minerals or waste constraint. Suggestions include surface water management options, significant changes to the trunk road network and mitigation of minerals or waste constraint.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to very poor opportunities to successfully integrate the site with the existing place and community. Development on the site would not support sustainable place making principles. The site area would also need to be reduced to remove the A141/B1514 slip road as this is not in the ownership of either landowners.

Part of the site was resubmitted in the Ongoing Call for Sites (see CfS23-24317). This relate to the eastern parcel which adjoins 120 Thrapston Road to the south east of the A141 slip road from junction 22 and is also adjacent to the B1514. This reduces the site area to 0.87ha and it is being promoted solely for retail such as a small convenience store and commercial leisure uses (floorspace flexible and will be based on the commercial interest received). In response to the consultation on sites in Autumn 2024, the Highways Authority stated there was insufficient access to the whole site. Its location to the roundabout and the slip road is a key constraint as is its impact on traffic in the local and wider area. As such the conclusions of the LAA remain unchanged and the site is still considered to be unsuitable for development.

Brampton 15: Land North of Thrapston Road and South of the A141 (smaller site), Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

All responses were either unsure or supported the proposed site. Key concerns include high surface water flood risk and local flooding reported, inadequate highways access, presence of a minerals or waste constraint which would be acceptable with mitigation. Suggestions include surface water management options, significant changes to the trunk road network. It was thought that the proposed development would match existing plans nearby

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to very poor opportunities to successfully integrate the site with the existing place and community. Development on the site would not support sustainable place making principles

Brampton 16: Land at Low Harthay and Woodhatch Farms, Brampton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (17 responses)

There were mixed responses to the proposed site. Key concerns include high surface water flood risk and local reported flooding, particularly around Low Harthay House, urban sprawl, scale of development and pollution from the nearby recycling centre. Responses highlighted the need to protect of Brampton Wood SSSI, existing habitats, impact on the countryside, traffic impact on nearby settlements such as Ellington, and infrastructure. The impact on residential amenity was also raised, especially those who live near Low Harthay House. It is noted that a minerals or waster constraint present which would be difficult to overcome and that there is no/inadequate connection to the public highway it is not supported by the Highway Authority.

Suggestions include a comprehensive transport impact assessment, biodiversity net gain, significant landscaping, active travel links, surface water mitigation and mitigation of pollution and dust from recycling centre. Some think the site is an ideal location for warehouses.

The site promoter promotes the significant economic benefits and jobs. They propose a solar park, HGV parking and retention and extension of woodland where pylons are located. Relocation of the recycling centre, and a balancing pond. Cut and fill earthworks would be required to create plateaus facilitating development, removal of ponds and some trees.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is detached from a settlement and located within the countryside and the impact on the landscape could be most significant to the south and west. The commercial uses could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with Cambridgeshire County Council whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. There are two options, one to develop the site leaving the water recycling centre where it is or relocate the water recycling centre to elsewhere in the site. The probability and possibility of these options have not been addressed by the site promoter.

Brampton 17: Brampton Park Golf Club (South site) (did not pass fundamental constraints)

Main Issues Raised (5 responses)

All responses were unsure or opposed to the proposed site. The landowners have asked that Brampton 17 and Brampton 18 are withdrawn. The LLFA consider this site may be unsuitable for the proposed development due to previously reported local flood risk. It is noted that proximity to the Landfill Waste Management make it vulnerable to odour and that access appears achievable subject to further assessments, but significant highway improvements and two access points would be required and walking and cycling infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within the consultation area for the Buckden Landfill Waste Management Area (WMA).

Brampton 18: Brampton Park Golf Club (North site) (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

The majority of responses were unsure or opposed to the proposed site. The landowners have asked that Brampton 17 and Brampton 18 are withdrawn. The LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk and previously reported local flood risk. There is concern over the impact on the Great Ouse Valley Priority Area, footpath from Brampton Mill and dissection of River Lane. Proximity to the Landfill Waste Management make it vulnerable to odour, which could be mitigated. Access appears achievable subject to further assessments, but significant highway improvements and two access points would be required and walking and cycling infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely very significant adverse impacts on the landscape which would result in the erosion of the rural character of the area and encroachment into the Great Ouse Valley landscape. Additionally, there is uncertainty on the availability of the site even once the lease ends in 2039 as it is the intention of the Golf Club to extend their tenancy of the land.

Godmanchester

General comment: General comments were received highlighting concerns about the adverse effects of recent developments on the town's character, population integration, and infrastructure capacity. They emphasise the need to protect the town's historic core, countryside, and biodiversity while ensuring new developments meet local housing needs and provide essential services. Comments also raise the importance of maintaining the separation between Godmanchester and surrounding settlements to preserve its semi-rural character and environmental and infrastructure concerns, including the impact of new developments on local roads, schools, and medical facilities.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Godmanchester 1: Former RGE Engineering Site and HDC Car Park, The Avenue, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (11 responses)

The majority of the responses support the proposed site. Key considerations raised include consideration of surface water flood risk, impact on heritage assets, congestion and setting of Great Ouse, landscape and long distance views and scale of the site. No minerals or waste constraints, access appears achievable subject to further assessments including approach to road network. The site is not supported by the Highways Authority. Comments support the site as sensibly located with sustainable links

Council response

This site has been selected as a residential allocation (Draft Allocation Godmanchester 1) for about 85. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land. Concerns regarding flood risk have been addressed through a criterion requiring the sequential location of development within the site and demonstration of safe access and escape routes and provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water flood and reservoir flood risk, modelling of River Great Ouse, climate change and natural flood management to substantially reduce

4 Further Issues and Options

flood risk to the site and surrounding areas. The development will be required to address access to the road network through provision of a suitable means of access and provision of a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the town. Heritage and landscape impact will be mitigated through the submission of a design brief to support the redevelopment of the site and illustrate how it will integrate with surrounding uses including high quality development to reflect the site's sensitive location and relationship with listed buildings, conservation areas, and appropriate landscape and boundary features.

Godmanchester 2: Corpus Christi Paddock, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (11 responses)

The majority of responses do not support the proposed site. Key concerns include the site's location outside the Neighbourhood Plan boundary, impact on listed building and conservation area, footpath and cycleway (resulting in a decrease in safety). Issues with narrow access and restricted visibility at junction of Corpus Christi Lane with Old Court Hall mean it may not be suitable for the intended intensification of use. The LLFA note the site may be unsuitable due to surface water flood risk. A minerals or waster constraint is present, but noted as likely to be acceptable with mitigation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the highly sensitive nature of the heritage constraints affecting the site and the cumulative challenges posed by securing a safe access both within Corpus Christi Lane itself by the pinch point and at the crossing of Old Court Hall.

Godmanchester 3: Dexters Farm, Godmanchester (Council conclusion pre-consultation - inappropriate for development in isolation, may be appropriate in combination of Godmanchester 5 and 8)

Main Issues Raised (13 responses)

The majority of responses object to the proposed site. Key concerns include isolation of site, surface water flood risks and local reported flooding, lack of, and distance from, local services and facilities and impact on the landscape and recreation. Transport impact on Silver Street and the A1198, impact on biodiversity and Wildfowl Sanctuary and conflict with the Neighbourhood Plan were also raised. Suggestions include surface water management, or that development should be part of a larger integrated scheme. It was also noted that significant highway improvements are needed requiring collaboration with adjacent parcel holders. The site promoter proposes connectivity through Whitehall gardens, that there are no landscape or visual impacts (as per their appraisal, masterplan and vision) and integration with other parcels of land is achievable and and services and facilities provided at Romans edge.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered inappropriate for development due to its lack of connectivity into the wider built form of Godmanchester, but it was considered that it could be appropriate if it were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town

and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook, landscaping and impact on the Waterfowl Sanctuary to the west.

Godmanchester 4: Emmanuel Knoll Village, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (17 responses)

The majority of responses were opposed to the proposed site. Key concerns include the site's isolation, high surface water flood risk and previous local flooding, lack of, and distance from, local services and facilities and impact on the landscape, biodiversity and recreation. Other concerns include urban sprawl, scale of development, loss of agricultural land, transport impact and conflict with the Neighbourhood Plan. Suggestions include surface water flood risk management and integration with other parcels to form a larger scheme and provide access. A 4FE primary school with early years provision and 4FE secondary school would be required.

The site promoter notes the scheme will be landscape-led and protect ridge and furrow land. They note the site is viable based on for 1,200 homes, a 2 FE primary school, local centre, employment area, solar energy park, relief road connecting the A3107 to the A1198. Protecting the existing gas pipeline has been considered as an abnormal cost. A Highway technical note was provided and further work on access and links ongoing. A concept masterplan provides further details on the revised range, scale and split of development uses.

Council response

This site was tested through growth strategies 1, 2 and 3. This site would provide a very substantial extension to Godmanchester but the scheme proposed would not make efficient use of land. The site was not selected for allocation as part of the Huntingdonshire's Preferred Options Local Plan due to the significant hazard presented by a gas pipeline and its easement strip crossing the north eastern part of the site and impacting on deliverability of the potential junction to the A1307. The provision of an outer link road and roundabout onto the A1307 is further hampered by proximity to existing junctions on the road meaning significant highways infrastructure to facilitate safe access and exit from the site is required which has the potential to significantly impact the viability of the site given the number of homes that are proposed to be delivered. Although flood risk is fairly low the proposed allocation South of Godmanchester off the A1198 provides a more concentrated development with better opportunity to facilitate connectivity into Godmanchester and requires substantially less transport infrastructure provision. It will also provide substantial flood betterment to a long existing problem in relation to Stoneyhill Brook by allocating land for flood mitigation. This will not only benefit the development, but also the wider community of Godmanchester. Significant concerns have been raised by the Highways authority who note that delivery of the access/es will be subject to the proximity of accesses provided to adjacent sites, which may limit the ability to deliver an access for this site. The applicant should look to liaise with adjacent parcel holders to deliver a co-joined site utilising joint frontage. They cite that the site is not sustainable as a stand-alone parcel given a lack of public transport links or high quality walking, cycling, and wheeling access from local centres of population.

Godmanchester 5: Land West of London Road and South of Stokes Drive, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (13 responses)

The majority of responses object to the proposed site. Key concerns include isolation of site, high surface water flood risks and local reported flooding (particularly at Stoneyhill Brook), lack of, and distance from, local services and facilities and impact on the landscape and recreation. Heritage impact, access through a Local Green Space impact on A1198 and London Road, conflict with cemetery expansion and the Neighbourhood Plan were also raised. Suggestions include surface water management, significant highway improvements and two points of access will be required. The landowner noted that they are willing to collaborate with adjacent land owner and would provide opportunity for cemetery expansion, flood mitigation green/blue infrastructure and can be accessed from the A1198, with sustainable travel links.

Council response

4 Further Issues and Options

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for development as it has potential for development but it would require careful masterplanning to maximise opportunities for integration into the existing community. The development would also be required to mitigate the impact of development on Stoneyhill Brook and the adjoining countryside.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook, landscaping and impact on the Waterfowl Sanctuary to the west. The allocation addresses the need for an extension to Godmanchester Lawn Cemetery.

Godmanchester 6: Land to the South of Godmanchester including Land at Corpus Christi Farm and Lower Debden Farm, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (14 responses)

The majority of responses object to the proposed site. Key concerns include the scale of development, urban sprawl, impact on the character and setting of Godmanchester, landscape, biodiversity, recreational and wildlife impact (Waterfowl Sanctuary), loss of agricultural land and high surface water flood risk and local reported flooding (including Stoney Hill Brook). Many comments noted the lack of infrastructure to support development, the impact on traffic, parking and access (especially at Silver Street), and conflict with the Neighbourhood Plan.

Suggestions include surface water flood risk mitigation, separation from Godmanchester, provision of infrastructure, services and facilities to support development, significant highways improvements, further assessment and consultation with adjacent parcel holders . A minerals or waste constraint would require further assessment, evidence and mitigation. The site promoter provides a concept masterplan and says robust technical work would be undertaken is sustainably located and would help to meet housing needs.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it does not have potential for development of the scale and nature proposed due to its impacts on Godmanchester and the character of the surrounding landscape, its challenges in terms of integration and the impact of traffic particularly that heading eastbound.

The site promoter resubmitted one of the parcels of this site (the eastern most parcel north of the A14 that adjoins Ermine Street) to the Ongoing Call for Sites for an employment development with circa. 201,629sqm of floorspace based on a net developable area of 66.9ha. In their resubmission, the site promoter makes the same assertion in regarding access which as set out above is not possible and would result in traffic travelling east having to route through Godmanchester via the A1198 resulting in significant traffic impact and harm to Godmanchester. Significant highways work and assessment will be required to make the development achievable. At this stage no such work has been provided. As such the resubmitted site is still considered to be unsuitable, unachievable and undeliverable.

Godmanchester 7: Land West of A1198 (North of Bleakley Farm), Godmanchester (Council conclusion pre-consultation - inappropriate for development would be dependent on prior development of Godmanchester 3 and 5)

Main Issues Raised (14 responses)

The responses to the proposed site are varied. Key concerns include impact on character of Godmanchester, heritage and landscape impact (including church spire), traffic and access especially along the A1198 and high surface water flood risk and local reported flooding (Stoney Hill Brook, West Street and Belle Isle). Many noted the site's isolation, lack of infrastructure, services and facilities, with some conflict with the Neighbourhood Plan. Suggestions include communal area, active travel links, additional services, surface water mitigation, and comprehensive development with nearby sites. The local highway authority notes the site is unachievable, significant highways improvements, further assessment and consultation with adjacent parcel holders would be required. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for development as it is unsuitable for development on its own, the necessary intervening land to integrate the site into Godmanchester is not in the site promoter's control and it has integration challenges. It was considered that there was potential for an urban extension if submitted land parcels were combined.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and landscape impact.

Godmanchester 8: Land East of A1198 (East of Bleakley Farm), Godmanchester (Council conclusion pre-consultation - inappropriate for development as freestanding site would be dependent upon prior development of additional sites to facilitate integration)

Main Issues Raised (13 responses)

Most responses disagreed with the proposed site, with some supporting it. Key concerns include impact on character of Godmanchester, urban sprawl, landscape impact , traffic and access and surface water flood risk. Many noted the site's isolation, lack of infrastructure, services and facilities. Suggestions include surface water mitigation, comprehensive development with nearby sites and additional services and facilities. The local highway authority notes the site is unachievable, significant highways improvements, further assessment and consultation with adjacent parcel holders would be required. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is unsuitable for development on its own. The necessary intervening land to integrate the site into Godmanchester is not in the site promoter's control and the potential urban extension land comprises 4 parcels of land only two of which adjoin with the southeasternmost one (Godmanchester 8) again being dependent upon delivery of intervening land necessitating 6 sites in total collectively posing significant design and achievability challenges.

4 Further Issues and Options

Godmanchester 9: Land adjacent to London Road (A1198), adjoining Bleakley Farm, Godmanchester (Council conclusion pre-consultation - inappropriate for development as freestanding site would be dependent of Godmanchester 3 and 5)

Main Issues Raised (12 responses)

Most responses disagreed with the proposed site. Key concerns include impact on character of Godmanchester, urban sprawl, landscape impact , traffic and access and high surface water flood risk and locally reported flooding. Many noted the site's isolation, lack of infrastructure, services and facilities and conflict with the Neighbourhood Plan. Suggestions include surface water mitigation, comprehensive development with nearby sites and additional services and facilities. The local highway authority notes the site is unachievable, significant highways improvements, further assessment and consultation with adjacent parcel holders would be required. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for development as it is unsuitable for development on its own, the necessary intervening land to integrate the site into Godmanchester is not in the site promoter's control and it has integration challenges. It was considered that there was potential for an urban extension if submitted land parcels were combined.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This also allows for a strategic response to mitigating the flood risk arising from Stoneyhill Brook and landscape impact.

Godmanchester 10: Land East of Silver Street, Godmanchester (Council conclusion pre-consultation - may be appropriate for open space and Biodiversity net gain only)

Main Issues Raised (16 responses)

Most responses disagreed with the proposed site for housing, with some supporting it. Key concerns if the site were developed as residential include impact on character of Godmanchester, urban sprawl, landscape impact , traffic, access and safety impact (including Silver Street, Stoney Hill Brook, Silver Street and Duck End) and high surface water flood risk and locally reported flooding, making it potentially unsuitable. Many noted the site's isolation, value for wildlife and recreation and lack of infrastructure, services and facilities in the area and conflict with the Neighbourhood Plan. Suggestions include surface water mitigation, accessibility to nearby services, use as green recreational space, increase in biodiversity and mitigation of a minerals or waste constraint. The local highways authority notes the need for significant highways improvements to roads and footways with two points of access required. Further assessment would be required at Duck End, Old Court Road and Silver Street due to high traffic volume and pedestrian access resolved. Collective landowners responded to promote comprehensive development of interlinked sites and address access, they note flood mitigation, and expansion of existing green infrastructure would be required.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Godmanchester 2) for about 520 homes, at least 5.1 ha of land for biodiversity net gain in the north eastern part of the site around Stoneyhill Brook and bordering Silver Street, at least 0.8 ha of land for an extension to Godmanchester Lawn Cemetery, green infrastructure to include a mixture of, strategic green space, amenity open space, play space, accessible natural green space and flood mitigation and a new roundabout on the A1198 to provide access to parts of the site on both sides of this road.

The original site submitted was considered appropriate for open space and biodiversity net gain but that built development would be inappropriate due to the impact on the character of the local area. The site also offered some opportunities for consolidation with the open space created west of Comden Drive and along Silver Street and for provision of habitat linkages between open countryside and Portholme.

It was considered that it could be appropriate if this site were brought forward as an integrated element of a larger scheme to the south and east of Godmanchester forming a complete new neighbourhood allowing more infrastructure to be leveraged as a result. This included Godmanchester 3, 5, 7, 9 &10). This approach allows for a comprehensive scheme to maximise its ability to integrate into the existing town and reflect the need for a collaborative approach to provision of a new junction with the A1198. This site in particular is key to addressing wider flood risk and linking green spaces to provide additional recreational and open space provision. This is will be achieved by restricting built development to flood zone 1 and ensuring that it avoids areas of surface water flood risk associated with Stoneyhill Brook. This land must only be for biodiversity net gain and flood mitigation uses to reduce flood risk, minimise the impact on views from Silver Street and continue the established open space appearance of the Combden Place green space to the north.

Godmanchester 11: Land to the South of the A1307, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (12 responses)

The majority of responses disagreed with the proposed site. Key concerns included locally reported flooding (West Street and Belle Isle), impact on infrastructure such as schools and GPs, impact on character of Godmanchester, heritage assets, landscape and established Emmanuel Knoll Plantation . The local highway authority noted the site is not sustainable as a stand-alone parcel. Suggestions include surface water mitigation, integration with nearby land parcels and access to local services.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site cannot be integrated into the wider scheme upon which its delivery would depend without causing substantial landscape and biodiversity harm through removal of significant sections of Emmanuel Knoll Plantation.

Hemingford Abbots

Hemingford Abbots 1: Royal Oak Gardens, High Street, Hemingford Abbots (Council conclusion pre-consultation -inappropriate for development)

Main Issues Raised (6 responses)

There were mixed responses to the proposed site. Significant concerns include Tree Preservation Orders on site, surface water flood risk and high previous local flooding reported. The LLFA consider the site may be unsuitable. Suggestions include local cycling and walking connectivity. The site promoter that the site is in a sustainable location, there has been reduction in trees through 16/00176/TREE & 20/02144/TREE, that a sustainability appraisal should be undertaken and flood risk, heritage and arboricultural impact would be assessed.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the entire site is covered with mature trees with a Tree Preservation Order and is heavily constrained by flooding.

Hemingford Abbots 2: Land West of Rideaway, Hemingford Abbots (Council conclusion pre-consultation -inappropriate for development)

Main Issues Raised (4 responses)

There were mixed responses to the site. There are significant concerns relating to impact on a listed building and surface water flood risk and high previous local flooding has been reported. A minerals or waste constraint is noted as present. Suggestions include local cycling and walking connectivity and mitigation of minerals and waste constraint.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site is heavily constrained by fluvial flood risk and therefore inappropriate for built development. In addition it was considered that it could not support place-making and sustainable lifestyle.

Hemingford Abbots 3: The Lattenburys (land to the South and North of A14, and East of A1198 (Council conclusion pre-consultation -may be appropriate for development)

Main Issues Raised (20 responses)

There were mixed responses to the site. Key concerns include significant increase in traffic impact on St Ives and Hemingford Grey, sewerage capacity and age of network, surface water flooding and high local flooding reports. Other responses noted impact on Hemingford Conservation Area, Woodgreen Animal Charity, wildlife habitats and Great Ouse Valley through increased usage. Landscape impact of the site was a significant concern. Safety of active travel routes was raised. Responses noted the need for significant infrastructure including retail education, sewerage, community facilities and retail. Cambridgeshire County Council note that there is a waste constraint present which would be difficult to overcome, additional evidence, mitigation would be required. The local highways authority noted significant highway improvement would be required due to the scale of the site and access should not be gained via Moats Lane without significant improvements. It is unclear how high quality walking, cycling, wheeling access could be facilitated.

Suggestions include increased transport links, need for separation between existing settlements, varied design of homes, flood mitigation. Two 4FE primary schools with early years provision and a 7FE secondary school would be required.

The site promoter notes the site will be sensitively located with green infrastructure on higher ground, site specific flood assessment provided and are open to discussions on density and capacity.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Hemingford Abbots 1) for about 3,800 homes, about 375 supported living homes, about 150 extra-care homes, 160 bedspaces for nursing and residential care home provision. About 6.0 ha has also been set aside for employment use. The retention of Woodgreen Pets Charity is required and the provision of about 10 ha of additional land to meet their future expansion needs. Two local centres to include local shops and other community facilities appropriate to the scale of development, educational facilities including a secondary school, two primary schools and associated early years nursery facilities and indoor and outdoor sports and recreation facilities are required alongside about 26 ha for strategic green infrastructure to be provided as a country park and other green infrastructure appropriate to the scale of development to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, and land for biodiversity net gain. Transport infrastructure improvements are also

necessary to provide safe and appropriate vehicular access, public transport infrastructure and active travel routes appropriate to the scale of the development. It is considered that these criteria address the concerns raised during the consultation.

Huntingdon

General comment: General comments were received highlighting the need for careful planning and consideration of infrastructure, educational capacity, and environmental factors in any new developments in Huntingdon and in surrounding areas, this includes the Hinchingbrooke Hospital redevelopment.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements. Hinchingbrooke Hospital redevelopment is supported through draft allocation Huntingdon 1.

Huntingdon 1: Amber Centre, 36 Mayfield Road, Huntingdon (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

The majority of responses support this proposed site. Concerns were raised regarding low surface water flood risk. Suggestions include surface water mitigation, community facilities and bungalows as alternative development and further evidence and assessment of minerals and waste constraint would be required. The site promoter proposes flood mitigation.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Huntingdon 2) for about 12 homes. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land. Concerns regarding flood risk have been addressed through a criterion requiring a flood risk assessment and drainage strategy taking into account, surface water and residual flood risk. Cambridgeshire County Council confirm that there are no minerals and waste constraints. The site was put forward for housing and not community facilities and therefore delivery of the latter would be unachievable. The type and mix of homes will be determined through the Local Plan housing mix policy set out within the Preferred Options draft Local Plan to 2046.

Huntingdon 2: Land West of Scholars Avenue, Huntingdon (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

There were mixed responses to the proposed site. Key concerns include high surface water flood risk and locally reported flooding, loss of green space, and traffic. A minerals or waste constraint would require mitigation. The site promoter provides a concept masterplan and highways statement. Assessment of flood risk, drainage, heritage and minerals assessment would be undertaken and football pitch and wooded area retained.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to likely significant impact on the setting of designated heritage assets, because it would result in the relocation of playing fields to a location at higher risk from flooding and the achievability of vehicular access to the site is also a key constraint.

4 Further Issues and Options

Additional information was submitted as part of the Autumn 2024 consultation. The differences between the concept plans show that in the revised one the sports pitches and provision including a MUGA will all be placed directly south of the residential development and there appears to be a slight reduction in the sports provision. This means that no development is proposed within areas at higher risk of flooding, these areas are left as grassed areas. The Highways Statement identifies that a vehicular access is proposed from the A1307 with pedestrian and cyclist access via Scholars Avenue to the east. The proposed vehicular access from the A1307 are in differing locations when comparing the Highways Statement and the Concept Plan. There also seems to be a potential ransom strip between the site's red line boundary and the A1307 making the achievability of access further uncertain. Taking these factors into consideration, the site is still considered to be inappropriate and unachievable for development at this time.

Huntingdon 3: Land South of Ermine Street (adjoining Huntingdon) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

All responses supported or were unsure about the proposed site. The LLFA noted the site may be unsuitable due to high surface water flood risk and locally reported flooding. Other concerns included impact on a public right of way and access to the site being affected by a significant watercourse. Suggestions included flood mitigation, a 2FE primary school with early year provision, and due to the scale, significant highway improvements and road and footway infrastructure between the site and the south east side of the A141 at the roundabout.

Council response

The site is included within the Preferred Options Draft Local Plan within the chapter 'North Huntingdon Growth Cluster Opportunity Zones' as an existing commitment. This site was allocated in Huntingdonshire's Local Plan to 2036 as the south western part of HU1: Ermine Street Huntingdon. It gained outline planning permission (reference 18/01918/OUT) on 20th September 2024. A series of detailed Reserved Matters have been submitted since then and conditions discharged to allow development to commence. The site retains the principle of the site being appropriate for development in case works have not started before the Local Plan to 2046 is adopted. The site developer anticipates completion of the first homes on the site in 2026/27 with the site completing in 2030/31.

Offord Cluny and Offord D'Arcy

General comment: General comments were received expressing concerns about the excessive increase in homes relative to the current population and traffic levels, particularly the bottleneck and risks posed by the level crossing connecting Offord Cluny and Buckden, flooding, and insufficient local amenities and school capacity. Suggested changes include addressing the level crossing issues, improving site access for both foot and vehicle traffic, and expanding the school and preschool to accommodate the increased population. Additionally, there are observations on the capacity of local schools, indicating that both primary and secondary schools are at or near capacity and would require mitigation to handle the influx of new pupils from the proposed development.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Offord Cluny and Offord D'Arcy 1: Land South of New Road, Offord Cluny (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Main concerns were relating to flood risk, traffic generation, narrowness of New Road and the site's relationship to the countryside. There are concerns about the site's suitability for development due to its history of contributing to flood damage in nearby areas, particularly in December 20201. The LLFA state the site is in a high surface water flood zone and previous local flooding has been reported

potentially making the site unsuitable and pre-application advice is recommended. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed including widening the carriageway and construction of a footway.

The site promoter reiterates' the site's availability and will provided further technical evidence to support the site's suitability for development, subject to overcoming known constraints in particular regarding access, landscape mitigation, and surface water strategy. They state the site is within flood zone 1 and that an access plan shows how access will be achieved.

Council response

This site has not been selected as a draft allocation. Offord Cluny and Offord D'Arcy 2 and Offord Cluny and Offord D'Arcy 7 were put forward as draft allocations in the Preferred Options Local Plan due to lower surface water flood risk.

Offord Cluny and Offord D'Arcy 2: Land to the West of Graveley Road, Offord D'Arcy (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

There were mixed responses to this site. Main concerns were relating to excessive traffic on Graveley Road, lack of footpaths, flood risk and impact on village character. There are also issues with local infrastructure capacity, such as schools and amenities. There were some comments of support for the development. The LLFA state the site is in a high surface water flood zone and previous local flooding has been reported potentially making the site unsuitable and pre-application advice is recommended. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to Graveley Road to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterates' the site's availability and the economic and social benefits of the proposal. They state that assessment and design work have addressed constraints such as access, surface water drainage, agricultural land quality, and landscape impact. The illustrative masterplan includes landscape and vegetation buffers, safe access for motorized vehicles and active travel, and measures to address residential impact and construction methods.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Offord D'Arcy 1) for about 80 homes. Concerns regarding traffic and footpaths have been addressed through a criterion requiring provision of a safe and suitable means of vehicle and active travel access from Graveley Road and assessment of transport impacts through a transport assessment. Flood risk mitigation will be required informed by a flood risk assessment and a detailed drainage strategy taking into account groundwater, residual risk from culvert condition, and modelling of the ordinary watercourse. The sites location within a minerals safeguarding area is referred to within the allocation requiring consultation with Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Offord Cluny and Offord D'Arcy 3: Land adjacent to Manor Court, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The responses were either supportive or unsure. The LLFA state the site has surface water flood risk and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to New Road to achieve an access and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the fundamental impact on the character and setting of the listed building and the conservation area, whilst also significantly reducing the biodiversity and ecological value of the site.

Offord Cluny and Offord D'Arcy 4: Field Opposite The Glebe, New Road, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

The responses were mixed to this site. The LLFA state the site is in a high surface water flood zone and previous local flooding has been reported potentially making the site unsuitable and pre-application advice is recommended. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter also commented reiterating the site's availability. They suggest amendments to the Sustainability Appraisal to reflect minimal landscape impact, adequate screening from the Manor House, and the potential for significant transport improvements. They state the landowner can provide land to upgrade New Road to two-way traffic, improving transport conditions and benefiting existing properties and farms further east.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would have significant heritage and landscape impact and is removed from the main residential development of the settlement and more related to the countryside. In addition it was considered that the site would create disproportionate development out of keeping with the surrounding area and could create significant transport impact due to its location.

Offord Cluny and Offord D'Arcy 5: Land Opposite Manor House, High Street, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The responses were either supportive or unsure. The LLFA state the site has surface water flood risk and that further detailed consideration of surface water management will be required. There is no minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with requirements respecting local junction spacing however, visibility may be affected by the bus shelter but it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Offord Cluny and Offord D'Arcy 6: Land North of Station Lane, Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The responses were mixed. The LLFA state the site has high surface water flood risk meaning development may not be suitable and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site has frontages to the public highway in Station Road and Asplin's Lane. However, it is unclear if accesses in either location can be achieved

in accordance with requirements due to the proximity of the railway crossing in Station Road and the width/geometry of Asplin's Lane. Local infrastructure improvements in Asplin's Lane may be required in the form of walking connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it significant constraints which if overcome could present viability implications for the site rendering it undeliverable and that it presents significant challenges regarding noise, air and light pollution and vibrational impacts from the railway line, overhead electricity lines and land contamination. In addition, the site may present safety issues regarding access and exit to the site from Station Lane especially and due to its proximity to a railway crossing. Access via Asplin's name is a considerable constraint due to the narrow nature of the lane and the site has significant flood risk.

Offord Cluny and Offord D'Arcy 7: Land West of High Street and North of Dunstall Close (smaller site), Offord Cluny (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

The responses were mixed. Key concerns raised related to flood risk and drainage as well as noise, heritage and impact on village character. The LLFA state the site has high surface water flood risk meaning development may not be suitable and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and the suitability of the approach road network will need to be assessed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Offord Cluny 1) for about 45 homes. Concerns regarding noise, heritage and impact on village character have been addressed through criteria requiring an assessment and mitigation of noise impacts and design and layout of development to respond sensitively to reflect the site's location and relationship with the conservation area and heritage assets to the south informed by an proportionate heritage assessment. The development will also be required to use design that harmonises with surrounding development to integrate the new homes with their immediate locality, enhancing the gateway and approach to Offord Cluny. Flood risk will be addressed through the provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk. Provision of a safe and suitable means of access from the High Street (B1043) and assessment of transport impacts through a transport assessment will be required including active travel routes. The sites location within a minerals safeguarding area is referred to within the allocation requiring consultation with Cambridgeshire County Council.

Offord Cluny and Offord D'Arcy 8: Land West of High Street and North of Dunstall Close (larger site), Offord Cluny (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

The responses were mixed. Key concerns raised related to flood risk and drainage as well as noise, heritage and impact on village character. The LLFA state the site has high surface water flood risk meaning development may not be suitable and that further detailed consideration of surface water management will be required. There is a minerals and/or waste constraint present. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and the suitability of the approach road network will need to be assessed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

4 Further Issues and Options

The site promoter reiterated the site's availability and states the landowner is open to discussing the scale and density of development towards the southern end of the site to ensure it integrates well with the village's scale and density. They acknowledge the surface water flood risk and that a drainage strategy will be prepared. Strategic landscaping will ensure a suitable transition between the village and the open countryside and the potential noise from the East Coast Mail Line can be mitigated within the site.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it would be disproportionate in size compared to the existing settlement increasing the size of the village by over a fifth. In addition it was noted that it would have significant transport impacts on the village and landscape impact. A smaller version of the site (Offord Cluny and Offord D'Arcy 7) was put forward as a Draft Allocation Offord Cluny 1 for about 45 home which was considered more proportionate, limiting landscape impact and providing opportunities to create a gateway to the settlement.

Area 6 - Eastern Huntingdonshire

Bluntisham

General comment: Comments raised concerns about proposed developments in Bluntisham, including the strain on infrastructure such as the local road network, health and education, services and utilities, and the natural environment, as well as strong opposition from the community. Comments emphasised the need for smaller, sustainable developments within the existing village boundaries to protect and enhance current facilities and services.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bluntisham 1: Land to the South of Rectory Road, Bluntisham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

The majority of responses oppose the development and do not agree with the Council's site assessment. Particular concerns were raised regarding the potential adverse impact to the setting of the Grade II listed Bluntisham House and the village's conservation area. It was noted the site is part of a historic ridge and furrow field system and is in close proximity to the RSPB Ouse Fen Reserve and Berry Fen SSSI which raises ecological concerns including habitat loss and pollution. Other issues raised include the potential for adverse impact upon the landscape, flood risk, the pressure on infrastructure such as local roads and services and the housing density being out of character with the village. Cambridgeshire County Council indicate there is sufficient frontage spacing to achieve highway access to the site.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Bluntisham 1) for about 20 homes. Concerns relating to site density have been addressed by requiring that development is only located in the northern half of the site, reducing the number of homes. This approach also allows significant open space to be retained for landscaping and avoids placing built development on potential ridge and furrow land whilst ensuring the development is screened from the Ouse Valley Way and Ouse Fen nature reserve. It mitigates recreational pressure to the Ouse Washes SAC/SPA/Ramsar site and the Berry Fen SSSI arising from increased recreational pressure generated by residents of this site. A heritage impact assessment will be required including sensitive

design respond to the setting of heritage assets. A flood risk assessment and drainage strategy will be required to assess and mitigate against flood risk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bluntisham 2: Land West of Colne Road, Bluntisham (Council conclusion pre-consultation - may appropriate for development)

Main Issues Raised (23 responses)

The majority of responses reject the proposed site and disagree with the Council's assessment. Key concerns include the loss of high-quality agricultural land and vital wildlife habitats, particularly near the Berry Fen SSSI; increased flood risk due to surface water runoff; inadequate infrastructure such as sewage, roads, and public transport; and safety risks from a single access point opposite the village primary school. Many also have concerns with the erosion of village character, overdevelopment without supporting services, and the merging of Bluntisham with Colne. Cambridgeshire County Council state; there appears to be sufficient frontage to the public highway to achieve an in accordance with local junction spacing, an assessment of the impact of increased traffic volumes on the approach network will be required and the need to incorporate the traffic calming measures on Colne Road into the access design.

The site promoter has referred to an agricultural land survey which identifies that the majority of the land is classified as grade 3a agricultural land rather than grade 2 which was identified in the assessment. They also state the proposal could be effectively integrated into the landscape through tree and hedgerow retention on the site boundaries while delivering a Suitable Alternative Natural Greenspace in the northern portion of the site (SANG).

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Bluntisham 3) for about 85 homes, about 3ha of open space and 0.2ha of land for St Helen's Primary School staff parking. The development will be required to address and mitigate against flood risk informed by a flood risk assessment and drainage strategy, taking into account groundwater and surface water. Provision of Suitable Alternative Natural Greenspace (SANG) on 3 ha of the north western corner of the site will mitigate recreational pressure impacts to nearby nature sites such as Berry Fen SSSI. Agreement with the Environment Agency and Anglian Water Services to ensure that waste water flows from the proposal can be accommodated. Access concerns will be addressed through a criterion asking for the provision of a suitable means of access and a sustainable transport network for pedestrians, cyclists and vehicles, which facilitates integration with the village. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Bluntisham 3: Land West of Bluntisham (Council conclusion pre-consultation - inappropriate for development)

Main issues Raised (8 responses)

The majority of responses object the proposed site and support the Council's assessment that the site is inappropriate for development. Key concerns raised include inadequate infrastructure such as school capacity and healthcare access, traffic congestion, flooding, environmental harm, and negative impacts on the village's character and conservation area. Specific objections include limited access to the site due to protected trees, narrow roads and ransom strips and impact upon heritage assets such as Bluntisham Conservation Area and listed buildings. There are no minerals or waste constraints.

The site promoter submitted a response to the assessment stating the proposal can deliver housing, infrastructure, and green space while addressing flooding and tree preservation concerns.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the site has significant constraints to development which prevent it from being effectively masterplanned to become part of the existing community. Access from the south would require removal of trees within a TPO area. Access proposed from Nobles Lane and Meridian Close are narrow roads running between residential properties. These have the potential to cause amenity impact on local residents due to the increase in traffic movements from a development of such a scale. Two access points one from Merdian Close and the other from a permitted development site to the south are reliant on adjoining site cooperation. The site has the potential to impact the conservation area and heritage assets.

Bluntisham 4: Land North of Station Road, Bluntisham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

Several respondents, including the Parish Council, object to the development due to concerns over access, traffic congestion, risk of flooding particularly due to poor drainage and runoff from sloping fields, loss of biodiversity such as ancient orchard and local wildlife, and the impact on the Bluntisham Conservation Area. They state the site is poorly integrated with the village and would harm its character. Some respondents express concerns about the site's deliverability and developability, citing issues such as constrained access from the A1123, and the impact on local infrastructure including schools, healthcare and water resources. The Wildlife Trust agree with the Council's site assessment. Cambridgeshire County Council note the site appears to have sufficient frontage to achieve access but a higher standard junction may be required for the scale of development. They suggest; two points of access may be required but it is unclear if this can achieved, there may be impacts upon existing Public Rights of Way and the need assess the surrounding road networks capacity.

The site promoter submitted a response to the assessment stating the site is suitable for development. They assert the site is suitable, available and deliverable. Their submission includes technical notes and surveys addressing access, landscape impact, biodiversity, and flood risk. BDW asserts that the site is well-connected, offers sustainability benefits, and can deliver biodiversity net gain through orchard retention and green infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would extend the village significantly into the countryside altering the landscape and character of the village and surrounding countryside. In addition, it was considered that development in this location could fundamentally impact the history, character and identity of the settlement through the removal of orchards, that it may present contamination issues and would require the integration of autocentre. Finally the access to and from the site due to the proposed scale of development would require further assessment as there are concerns over safety.

The site promoter resubmitted the site to the Ongoing Call for Sites (see CfS23-24302), with a Transport Technical Note (November 2024) to outline how access into and from the site will be achieved and the potential impact on the road network. The resubmission also reduced the capacity of the site to 100 supported by a Vision Document. This would enable more land for landscaping. There are still concerns regarding the site's impact on the character of Bluntisham and the impact on landscape and historic character including loss of valuable orchard land. Additionally, the site would result in further development extending away from the main built form of Bluntisham making access to services less sustainable and greater landscape and character impact. As such the site is still considered to be inappropriate for development.

Bluntisham 5: Land to the North and South of Bluntisham Heath Road/ Wood End (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (8 responses)

The majority of responses object to the development, namely Bluntisham Parish Council, agreeing with the Council's assessment that the site is not suitable for development. Key concerns raised include the extension of the village boundary and its impact on the character of Bluntisham, particularly the proximity to listed buildings and the Conservation Area. Respondents also cited increased traffic congestion, lack of access and footpaths, pressure on local services (schools, healthcare, water), flood risks, and the loss of biodiversity and green space—especially the removal of a heritage orchard. The Local Highway Authority considers the site to have sufficient frontage for access, but significant highway improvements would be needed due to the scale of development. They also highlight the lack of footways along Wood End and the need for improved walking and cycling links.

The site promoter submitted a vision document in response to the consultation addressing issues raised including the integration with Bluntisham, harm to local character and loss of Orchard Land. They propose revisions to the scheme; capacity reduced to 40-65 homes, limit development to the northern parcel, introduces new footpath links, and includes a community facility to improve integration and support local services. It also reserves the southern parcel for biodiversity net gain and green space, and incorporates landscaping to reflect the former orchard character.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its limitations in successfully integrating development with the existing place and community and impact on the character of Bluntisham as well as the further erosion of orchard land.

During the Autumn 2024 consultation, the site promoter reduced the site area to 2.34 ha, 40-65 homes and an additional community building. The Vision Documents states that parcel 1 forms the focus of delivering development but parcel 2 is still available for residential development, open space and BNG. They state the existing access will be retained and used to provide the single point of vehicular access to the development and a new section of footpath will also be provided, linking to the existing footpath to the east along Wood End.

Since the assessment of the site was undertaken, it has come to the Council's attention that the orchard has since been felled. While not a protected nature conservation feature, these orchards are characterful of the area and contributes to biodiversity and the rural edge of the village and their loss will have a detrimental impact on the character and history of the village. Taking into account the revised information, the site was reassessed as potentially appropriate for development.

Colne

General comment: Cambridge County Council raised concerns regarding development in Colne in relation to the strain on local education infrastructure. There is already pressure on early years and secondary school places, and without mitigation, new developments like Colne 2 and Colne 6 could worsen capacity issues at St Helen's Primary and Abbey College.

Council response: An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Colne 1: Land North of The Meadows, Earith Road, Colne (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The Minerals and Waste Planning Authority indicate that constraints are present but an allocation is likely acceptable in minerals and waste terms subject to appropriate mitigation. The Local Highway Authority stated the site has sufficient frontage for compliant access but noted that walking and cycling improvements may be harder to deliver for self-build schemes, and access formation could result in green infrastructure loss.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its potential impact on losing valuable landscape characteristics and risk from surface water flooding. The site contains former orchard land which is a key characteristic of the local landscape, development would further erode this landscape character.

Colne 2: Land at Ramadie, Earith Road, Colne (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

The responses reflect a mix of support and concern regarding the proposed development site. Key issues identified include flood risk, inadequate infrastructure such as road networks and lack of schools, GP services and utilities, and opposition to building on greenfield land. The Minerals and Waste Planning Authority highlight there are constraints regarding minerals and waste but an allocation will likely be acceptable with appropriate mitigation. The Local Highway Authority state the site appears to have sufficient frontage to achieve access compliant with standards but existing traffic calming measures on Earith Road will need to be amended and upgrades to active travel infrastructure may be required.

The site promoter supports the Council's site assessment and asserts an allocation is now being sought.

Council response

This site has been selected as a draft residential allocation (Draft Allocation Colne 1) for about 15 homes. The site is not at risk of flooding and is therefore a sequentially preferable site. Concerns regarding roads and active travel have been addressed through criterion requiring safe and appropriate highway and pedestrian access from Earith Road and the creation of a pavement along the frontage to improve pedestrian connectivity. The site's location within an sand and gravel mineral safeguarding area is noted within the draft allocation requiring consultation with Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Colne 3: Land North West from North Fen Drove (Council conclusion pre-consultation - may appropriate for development)

Main Issues raised (2 responses)

The Minerals and Waste Planning Authority highlight there are constraints regarding minerals and waste but an allocation will likely be acceptable with appropriate mitigation. The Local Highway Authority state the site appears to have sufficient frontage to achieve a simple access for a development of this scale in accordance with local junction spacing but may require appropriate widening on Holme Fen Drove to be acceptable in highway terms.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flood risk meaning it could meet the criteria for consideration. However, site 'Colne 2: Land at Ramadie, Earith Road, Colne ' also met this criteria. 'Colne 2: Land at Ramadie, Earith Road, Colne ' was selected as a draft residential allocation as it had no flood risk as opposed to this site (Colne 3) which has very low surface water flood risk.

Colne 4: Land at Cranbrook Plants, Colne Road, Somersham (Colne) (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

The Minerals and Waste Planning Authority assigned a score of C/D to the site meaning there are constraints which may be difficult to overcome. The Local Highway Planning Authority state the site appears to have sufficient frontage for access but raise concerns regarding a lack of a safe pedestrian crossing to Somersham, which could limit accessibility for future residents.

The site promoter disagrees with the assessment that the site is inappropriate for development. They cite an Odour Assessment submitted alongside the application 23/01160/FUL which indicates development on the site is deemed acceptable subject to the recommended mitigation measures.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of residential amenity.

Colne 5: Land at Colne Road, Somersham (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The Minerals and Waste Planning Authority assigned a score of C to the site meaning there are constraints presence and a preference for allocating other site unless additional evidence or mitigation is provided. The Local Highway Authority observed that the site has sufficient frontage to achieve access, subject to detailed design in line with DMRB/MfS standards. However, local infrastructure improvements may be necessary, particularly in terms of walking, cycling, and wheeling connectivity.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as it is wholly classified as grade 1 agricultural land. Grade 1 is the highest quality agricultural land.

Colne 6: Land West of the B1050, Earith Road, Colne (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (2 responses).

The Minerals and Waste Planning Authority assigned the site with a score of grade B, indicating that while constraints are present, allocation is likely acceptable with appropriate mitigation. The Local Highway Authority observe The site has adequate frontage or road connections for access, subject to detailed design and safety assessments. Infrastructure upgrades may be needed to improve walking and cycling links to community centres. The surrounding road network's capacity for increased traffic should be reviewed. A proposed pedestrian/cycle link between 29 and 31 East Street may be suitable for non-vehicular access.

Council response

This site has not been selected as a draft allocation. A selection of sites were tested by the Council as part of the Growth Strategy Option 3 to give an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with

4 Further Issues and Options

some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at high to medium flood risk and groundwater flood risk meaning that it did not meet the criteria.

Colne 7: Colne Fen Farm and Fishery, South of Chatteris Road, Somersham (Colne) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

The Wildlife Trust disagree with the assessment stating the assessment fails to fully consider the ecological impact of developing within the Earith Gravel Pits County Wildlife Site, which supports important wetland bird populations and forms part of a wider nature recovery network. It recommends against allocating the site for holiday lodges without a full ecological impact assessment, suggesting only nature-compatible recreational uses may be appropriate. The Minerals and Waste Planning Authority assigned the site a Grade C, indicating constraints and a preference for allocating other sites unless further evidence or mitigation is provided. The Local Highway Authority considers access to the site technically feasible but notes that the unclear scope may require multiple access points. Key concerns include the need for watercourse crossing approvals, significant upgrades to Holme Fen Drove, potential loss of green infrastructure, and the need to protect and enhance public Rights of Way.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk-based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at risk of fluvial flooding with a third of the site within flood zone 3 a and b and at risk of groundwater and possible reservoir risk. It therefore did not meet the criteria.

Earith

General comments: The Parish Council raise a number of concerns regarding the proposed developments in Earith, including the scale of development, lack of infrastructure, flood risk, merging village boundaries and the potential loss of agricultural land which is important for national food production. They suggest improvements such as a new river crossing and better public services. Cambridgeshire County Council highlights concerns about education capacity, noting that both Earith Primary School and Abbey College are at or near their limits, with forecasts indicating they cannot accommodate additional pupils from new developments without mitigation.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Earith 1: New Farm, Meadow Lane, Earith (Earith) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Cambridgeshire County Council's transport, flooding, rural assets and minerals and waste divisions provided comment on the site. The Rural Assets Team support the development noting that the site includes previously developed land and is primarily in equestrian use, limiting the loss of agricultural land. They highlight that the site is visually contained, has access to local services, and poses no significant constraints, with supporting assessments confirming safe access, sustainable drainage, and minimal traffic impact. The LLFA flags a high surface water flood risk and recommends pre-application advice due to previously reported local flooding. The Local Highway Authority notes that while access is feasible, improvements to walking and cycling infrastructure may be needed, and access formation could impact green infrastructure. The Minerals and Waste Planning Authority assigns the site a Grade B, indicating constraints are present but development is likely acceptable with mitigation.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk-based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at risk high and medium surface water and groundwater risk. It therefore did not meet the criteria.

Earith 2: Land On The South Side of Meadow Drove, Earith (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (5 responses)

One respondent support development proposal, with a suggestion to expand the site to include a nearby field owned by the Parish Council to facilitate a new Parish Hall and improve village infrastructure. However, concerns were raised about the site's medium surface water flood risk, with previous flooding reported and pre-application advice recommended by the Lead Local Flood Authority. The Minerals and Waste Planning Authority graded the site as “B,” indicating constraints that could be mitigated, while the Local Highway Authority noted that although access may be feasible, significant improvements to walking and cycling infrastructure would be required, and the development could impact green infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the challenges presented in successfully integrating the site with the existing place and community. Development would erode the rural eastern edge of the village and extend the built form further towards the Ouse Washes

Fenstanton

General comments: Most responses expressed concern or opposition to the proposed development sites in Fenstanton. While one comment supports limited development on brownfield or infill sites, others raise significant issues including flood risk from West Brook, poor public transport, and inadequate infrastructure such as parking, mobile coverage, and access to services. Specific objections target sites SA2 through SA16, citing environmental constraints, proximity to a toxic waste site, and the impact of a 40% population increase on village character. There are also calls for developers to contribute meaningfully to local infrastructure, such as funding a village hall and improving healthcare access.

4 Further Issues and Options

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Fenstanton 1: Galley Hill, Fenstanton (Fenstanton) (council conclusion pre consultation - may be appropriate for development)

Main issues raised (11 responses)

The responses were mixed. Most respondents oppose or express concerns about the site, citing overdevelopment, worsening traffic congestion, and increased flood risk, particularly due to its location between busy roads and near flood-prone areas. Several comments stress the need for major junction redesigns and infrastructure upgrades, especially at the A1307, Galley Hill junction, Low Road and London Road. While some acknowledge potential employment benefits, others doubt the site would deliver meaningful jobs without significant investment. The Local Highway Authority noted that while the site has sufficient frontage for access, it would require major infrastructure upgrades to accommodate the scale of development, including potentially two access points and redesigned junctions and a full assessment of the surrounding road network's capacity to handle increased traffic and HGVs. They indicated that access from Low Road and Huntingdon Road would likely be unacceptable and highlighted the need for improved walking, cycling, and wheeling connectivity to nearby population centres. A Minerals and Waste constraint is present.

The site promoter supports the proposal for an allocation, proposing B2/B8 commercial uses and highlighting its deliverability, economic benefits while also committing to exclude flood-prone and wildlife-sensitive areas and deliver major highway improvements.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Fenstanton 1) for commercial, business, industrial and storage and distribution uses and 36 ha of open space for land to safeguard against flooding. Concerns around, traffic, road improvements and active travel have been addressed through criteria requiring integration of the existing public right of way, provision of safe vehicular access to the site exploring the potential of a roundabout junction off the A1307 into the site and the provision of a suitable sustainable transport network for pedestrians, cyclists and vehicles supported by a transport assessment taking into account the impact of the proposal on the road traffic network. Flood risk will be addressed and mitigated through 36ha of land to mitigate against flood risk and provide betterment. The presence of the site within the Consultation Area for the safeguarded waste site known as Marsh Lane Quarry which is currently undergoing restoration is referenced within the draft allocation. The site will contribute towards local job creation and economic activity.

Fenstanton 2: Land West of Huntingdon Road slip road from A1307, Fenstanton (conclusion pre consultation - inappropriate for development)

Main issues raised (7 responses)

The majority of responses support the assessment that the site is inappropriate for development. Key concerns raised were about infrastructure, environmental risks, and the scale of the proposal. Some pointed out issues regarding the safety of the junction near the flyover which could potentially be resolved through a constructing a roundabout, poor mobile coverage, limited access to services due to flood risks from West Brook and the site's proximity to a toxic tip containing blue asbestos. Additional concerns include noise and visual pollution from nearby highways and the strain of a 40% increase in housing would place on local infrastructure and village character. The Highway Planning Authority note that while access may be feasible, visibility and road geometry challenges could require significant improvements. They also assert the site would necessitate significant improvements in walking and cycling infrastructure. The Minerals and Waste Planning Authority rates the site as moderately constrained but potentially acceptable with mitigation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would be extremely challenging to successfully integrate development due to its access constraints. In addition the site is constrained by TPO protected trees, its proximity to the A1307 and narrowness would cumulatively make it challenging to design a scheme that could address these and still provide a high quality living environment

Fenstanton 3: Land East of Hilton Road, Fenstanton (conclusion pre consultation - inappropriate for development)

Main issues raised (11 responses)

The majority of respondents oppose the development, agreeing with the assessment that the site is unsuitable. Concerns include the site's remoteness from village amenities, lack of public transport options, poor access, lack of footpaths, and significant flood risks (surface and fluvial). Respondents also highlight the area's rural character, archaeological and heritage significance, and potential for increased pollution due to proximity to major roads (A1307 and A14). The Local Highway Authority notes that while access may be technically feasible, it would require multiple entry points and substantial infrastructure upgrades. The Minerals and Waste Planning Authority rates the site as moderately constrained but potentially acceptable with mitigation.

The site promoter for Fenstanton 3 argues the land is suitable for development due to its containment by existing features, potential for design-led mitigation of heritage and landscape impacts, and its alignment with Fenstanton's housing growth needs, recommending the assessment be revised to reflect minor constraints and development potential.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the adverse impacts on the landscape and on heritage assets disrupting the character of the area. Also, the site's detached nature from Fenstanton would not support sustainable place making.

Fenstanton 4: Land off Conington Road, Fenstanton (conclusion pre consultation - inappropriate for development)

Main issues raised (11 responses)

The majority of responses oppose the development and therefore agree with the Council's assessment that the site is unsuitable for development. Responses cited concerns about overdevelopment, flood risk, poor infrastructure, and the impact on the rural character of Fenstanton. Key issues raised include the site's vulnerability to both surface water and fluvial flooding, limited access via a flood-prone underpass, and insufficient local services such as schools and public transport. There are also concerns about the loss of green space, poor mobile coverage, and the strain on local roads. The Local Highway Authority stated that while access may be technically feasible, the scale of the proposed development would require significant highway improvements, and current constraints—such as a flood-prone underpass and limited pedestrian and cycling infrastructure—raise serious concerns about its suitability. The Minerals and Waste Planning Authority indicate that constraints are present and other sites are preferred for allocation unless additional evidence or mitigation is provided.

The site promoter disagrees with the assessment and provides a number of technical documents including a transport, heritage and landscape technical note, visibility plans and a revised concept plan to address concerns raised in the assessment. They state the site is at low flood risk, propose sustainable drainage systems and green infrastructure, and claim that with mitigation, the development would not significantly impact landscape, heritage assets, or air and noise quality, while also enhancing connectivity and supporting sustainable transport.

Council response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it was considered that development could not be masterplanned so that it would effectively integrate with the existing place and community due to its physical detachment from the main settlement (Fenstanton) which is located on the other side of the A1307. It would not support sustainable place making and presents safety concerns due to potential increased usage of underpass to access Fenstanton. In addition the site is considered inappropriate for built development due to the adverse impacts on the landscape and on heritage assets meaning that it would significantly disrupt the rural character of the area due to the scale of the proposal.

Hemingford Grey

Hemingford Grey 1: Mill Lane field, Hemingford Grey (conclusion pre consultation - may be appropriate for open space)

Main issues raised (6 responses)

Most of the respondents do not support development of the site for residential use. Some respondents express concerns about the site's high flood risk, with the Lead Local Flood Authority noting it may be unsuitable for development due to surface water flooding and past incidents. The site lies largely within Flood Zone 3a and is protected by flood defences rated only as “Fair,” raising doubts about its long-term viability for residential use. The Parish Council and Wildlife Trust support preserving the area for biodiversity and recreational use, citing its proximity to protected landscapes and infrastructure limitations. The Local Highway Authority notes that while access from St Ives Road is possible, improvements to Mill Lane and walking/cycling infrastructure would be necessary. The Minerals and Waste Planning Authority assigns a Grade B to the site, indicating constraints that may be mitigated.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is significantly constrained by fluvial flooding with 89% of the site within flood zone 3a. The site was also put forward by a third party for proposed open space uses which the Council considered would be appropriate, however as this use was not put forward by the landowner, this proposed use is considered unachievable.

Hemingford Grey 2: Land West of Cullum Farm, London Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

The proposed development raises concerns due to its location in Flood Zone 3a and proximity to protected water extraction zones, with flood defences rated only as “Fair”. The Minerals and Waste Planning Authority (MWPA), assign the site a Grade B—indicating constraints that may be mitigated. The Local Highway Authority notes that while access is feasible, detailed design and infrastructure upgrades (especially for walking and cycling connectivity) would be necessary.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is almost wholly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 3: Land South of Marsh Lane and East of Long Lane, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (6 responses)

The majority of respondents oppose development, citing flood risk (Flood Zone 3a), historic landfill presence, and inconsistencies in the site's submitted area. The Lead Local Flood Authority (LLFA) notes previous local flooding and recommends pre-application advice due to surface water constraints. The Wildlife Trust supports protecting the adjacent County Wildlife Site and the Great Ouse Valley landscape. Additional concerns include infrastructure and access. The Local Highway Authority highlights that Long Lane is too narrow for two-way traffic and would require significant improvements, possibly beyond the existing public highway. The Minerals and Waste Planning Authority assigns a Grade C, indicating a preference for other sites unless further evidence or mitigation is provided.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 4: Land North of Marsh Lane and East of Dendys, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

Most respondents raising concerns about flood risk, infrastructure, and environmental constraints. The site lies in Flood Zone 3a and is protected by flood defences rated only as "Fair," while also falling within Special Protection Zones for Cambridge Water extraction. A key drainage ditch runs through the site, managing both surface and foul water from the village, adding to its strategic importance. The Minerals and Waste Planning Authority assigns a Grade C, indicating a preference for other sites unless further evidence or mitigation is provided. The Local Highway Authority notes that while access is technically feasible, significant road widening and drainage adjustments would be required, making the site challenging for development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as almost all of the site is located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 5: Land off Gore Tree Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

Most respondents express concerns about flood risk, infrastructure, and environmental constraints. The site lies in Flood Zone 3a and is protected by flood defences rated only as "Fair," with a key drainage feature—Lake Brook—running along its southwestern edge, which is vital for managing water from both Hemingford Abbots and Thorpe. The Minerals and Waste Planning Authority assigns a Grade B, indicating constraints that may be mitigated. However, the Local Highway Authority raises significant access and infrastructure concerns, including visibility issues, lack of footways, and the need to preserve public Rights of Way, resulting in a Red RAG rating.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as almost all of the site is located within flood zone 3a and 3b and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 6: Land East of Daintree Way, Hemingford Grey (conclusion pre consultation - may be appropriate for open space uses)

Main issues raised (6 responses)

4 Further Issues and Options

The majority of respondents oppose the development for residential use. The Parish Council supports using the site for open space, biodiversity, a new cemetery, and improved foot/cycle links, but opposes residential development due to its location in Flood Zone 2/3a and reliance on flood defences rated only as “Fair.” The Lead Local Flood Authority notes previous local flooding and recommends pre-application advice. The Minerals and Waste Planning Authority assigns a Grade B, suggesting development may be acceptable with mitigation. the Local Highway Authority highlights access feasibility but flags potential loss of green infrastructure and the need for walking/cycling improvements, assigning an Amber RAG rating.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it is significantly constrained by fluvial flooding with the majority of the site within flood zone 2 and 3a. The site was also put forward by a third party for proposed open space uses which the Council considered would be appropriate, however as this use was not put forward by the landowner, this proposed use is considered unachievable. The third party also proposed cemetery or parking uses the former of which is incompatible with the level of flood risk on the site and the latter was not put forward by the landowner rendering this proposed use is considered unachievable.

Hemingford Grey 7: Land west of Cullum Farm and Yes! Estate, London Road, St Ives (Hemingford Grey) (conclusion pre-consultation - inappropriate for development)

Main issues raised (5 responses)

Most respondents express opposition or concerns to development of the site and therefore agree with the Council's assessment. The site lies in Flood Zone 3a and within Special Protection Zones for Cambridge Water extraction, with flood defences rated only as “Fair,” prompting strong objections to residential development. The Local Highway Authority assigns a Red RAG rating, noting that the site lacks a direct connection to the public highway and appears dependent on adjacent parcels for access, making delivery and walking/cycling connectivity unclear and problematic. While the Minerals and Waste Planning Authority assigns a Grade B—indicating development may be acceptable with mitigation—overall feedback highlights significant flood risk, infrastructure limitations, and access constraints.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is predominantly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 8: Garden at 71 Hemingford Road, St Ives (conclusion pre consultation - inappropriate for development)

Main issues raised (3 responses)

One respondent opposes development and agrees with the assessment, the Minerals and Waste Planning Authority sees potential with mitigation (Grade B), and the Local Highway Authority notes access feasibility for a single dwelling.

Council response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment. The majority of the site is also located within flood zone 3a making it unsuitable for residential (more vulnerable) uses.

Hemingford Grey 9: Land South of Hemingford Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

All responses oppose or express concerns to the development of the site. One respondent highlights the site's location in Flood Zone 3a, its role in village drainage, and its contribution to the open landscape, arguing strongly against residential development. The Lead Local Flood Authority notes previous local flooding and recommends pre-application advice due to surface water constraints. The Local Highway Authority assigns an Amber RAG rating, stating that while access is technically feasible, two access points may be needed, and traffic calming measures and green infrastructure could be affected. The Minerals and Waste Planning Authority assigns a Grade C, indicating a preference for other sites unless further evidence or mitigation is provided.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is almost completely located within flood zone 3a, with a small portion of the northern edge of the site being in flood zone 2 and the proposed residential uses being classed as a more vulnerable use.

Hemingford 10: Dockesy's Farm, north of St Ives Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

Most responses express concerns or opposition to the site. The site lies in Flood Zones 2 and 3a, is within a Conservation Area, and borders a County Wildlife Site and a listed windmill, raising significant environmental and heritage concerns. The Lead Local Flood Authority notes medium surface water flood risk and recommends pre-application advice due to previous flooding. The Wildlife Trust supports the assessment and prioritises protection of the adjacent landscape. The Minerals and Waste Planning Authority assigns a Grade B, suggesting development may be acceptable with mitigation. The Local Highway Authority assigns an Amber RAG rating, citing uncertainty over whether the 7m-wide access from St Ives Road is sufficient for a development of this scale and noting the need for walking and cycling infrastructure improvements.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is highly restricted by flood risk with flood zone 2 and 3a on a third of the site and the proposed residential uses being classed as a more vulnerable use.

Hemingford Grey 11: Hemingford Grey Lake, south of Marsh Lane, Hemingford Grey (conclusion pre consultation - may be appropriate for development)

Main issues raised (8 responses)

There were strong oppositions to the development of the site. Respondents—including Hemingford Grey Parish Council, Hemingford Abbots Parish Council, and the Wildlife Trust—raise concerns about ecological harm to the County Wildlife Site, disruption to protected species like nightingales and otters, and the lake's vital role in village drainage. Additional objections include traffic safety risks, inadequate infrastructure, and community resistance to losing a valued natural space. The Minerals and Waste Planning Authority assigns a Grade E, indicating the site is unsuitable for development. The Local Highway Authority states that the site has sufficient frontage for access, but the surrounding road network may not be suitable for increased traffic and HGVs without significant upgrades. Improvements may include widening the narrow carriageway and enhancing walking and cycling infrastructure, which could be challenging depending on land ownership and access location. They also note that forming an access could result in the loss of green infrastructure.

The site promoter supports the proposal for residential moorings. A Vision Document was submitted as part of the response which states the proposal aims create a sustainable, low-carbon community with supporting infrastructure including a hub building, EV charging, fishing platforms, picnic/play areas, and biodiversity enhancements. They assert the proposal could be delivered between 2029 and 2030 and emphasise inegration

4 Further Issues and Options

with the local community, environmental stewardship, and accessibility via walking cycling, and public transport. The response also states the houseboats would be securely moored with flood resilient measures, an ecological management plan would be produced and development would only occur in areas unaffected by mineral extraction.

Council response

This site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, but noted that net developable area will need to be determined in collaboration with the relevant water management bodies to reflect the capacity of the water bodies to transport boats and the physical layout of any moorings, including any potential navigation issues. No responses were received to confirm the compatibility and suitability of the site so the site did not progress to assessment within the growth strategy options. It is noted that the site promoters submitted a Vision document which shows space for 50 moorings. The site is at high flood risk (86% in flood zone 3b), raising concerns about safe access and escape in times of flood.

Hemingford Grey 12: Land north of Hemingford Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (6 responses)

Most respondents agree or have observations with the site assessment which states the proposed site is unsuitable for development. Key concerns raised relate to flood risk, environmental protection, and infrastructure. A major concern is the site's location in Flood Zone 3a, which, despite being protected by the St Ives and Hemingfords Flood Alleviation Scheme, remains vulnerable due to underfunded maintenance and increasing rainfall. The site also lies within a Special Protection Zone for water extraction and plays a critical role in local drainage infrastructure. . The Local Highway Authority notes that while access is technically feasible, it would require detailed design work and could result in the loss of green infrastructure. Improvements to walking and cycling connectivity would also be necessary. The Minerals and Waste Planning Authority rates the site as Grade B, indicating constraints that may be mitigated

The site promoter does not support the Council's assessment that the site is unsuitable for development. The submitted letter states that although the site lies in Flood Zone 3a, it is protected by the St Ives and Hemingfords Flood Alleviation Scheme, and further mitigation—such as woodland planting programme and raising ground levels—could reduce flood risk. The submission also notes previous Parish Council support for a small-scale development with community benefit and requests that the Council re-evaluate the site through a Sustainability Appraisal and Sequential Test. These proposals aim to demonstrate that the site can be made suitable for development despite its flood zone designation.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is wholly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hemingford Grey 13: Land west of London Road, Hemingford Grey (conclusion pre consultation - inappropriate for development)

Main issues raised (3 responses)

All responses objected or expressed concerns regarding the development of the site. Key issues include the site's location in Flood Zone 3a, high surface water flood risk, and its position within both a Special Protection Zone for water extraction and the St Ives Conservation Area. Respondents highlighted the vulnerability of the site if flood defences fail, the loss of historic ridge and furrow landscape, and the impact on rural views. The Minerals and Waste Planning Authority rated the site as Grade B, indicating that development may be acceptable with mitigation. The Local Highway Authority stated that the site has sufficient frontage on the B1040 to allow access,

though two access points may be needed, including one for emergencies. However, they raised concerns about the need for significant improvements to walking and cycling infrastructure, potential loss of green infrastructure, and issues with footway and cycleway connectivity, ultimately giving the site a red RAG rating.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it is wholly located within flood zone 3a and the proposed residential uses are classed as a more vulnerable use.

Hilton

General comments: Comments raised include widespread objection to large- scale development in Hilton, citing the village's limited infrastructure, lack of public transport, and rural character. Respondents raised concerns about overdevelopment, which they suggest would overwhelm local services, degrade quality of life, and disrupt social cohesion. Potential mitigation measures proposed included reducing the numbers and density of the proposed development, ensuring varied and village-appropriate design, and requiring developers to invest in local infrastructure such as roads, schools, utilities, and community facilities. Respondents also proposed improving walking and cycling routes, fixing access issues around the A14 flyover, and enhancing public transport. Many preferred development at alternative sites like Lattenbury's near Godmanchester, where a new, fully serviced community could be better integrated

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Hilton 1: Land West of Potton Road, Hilton (conclusion pre consultation - may be appropriate for development)

Main issues raised (5 responses)

The majority of responses object to the development of the site. The primary concerns include the site's incompatibility with Huntingdonshire's Local Plan policies for small settlements, its location outside the village boundary on Grade 2 agricultural land, and the lack of essential services and sustainable transport options in Hilton. Respondents highlight significant flood risk from surface water runoff, referencing past flooding incidents and inadequate drainage infrastructure. Additional objections cite increased traffic congestion, safety risks at local junctions, and the negative impact on the village's rural character. The Minerals and Waste Planning Authority noted that part of the site lies within a Sand and Gravel Mineral Safeguarding Area, as designated under Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan. They advised that, given the site's size and proximity to an existing settlement, developers should seek to minimise sterilisation and, where feasible, incorporate incidental extraction of minerals as part of the development.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at medium fluvial flood risk. It therefore did not meet the criteria.

4 Further Issues and Options

Hilton 2: Land East of The Paddocks, Hilton (conclusion pre consultation - may be appropriate for development)

Main issues raised (4 responses)

One response objects to the assessment and does not support development of the site, other responses have observations. Key concerns raised include harm to the countryside, loss of agricultural land, and lack of services or sustainable transport. The Local Highway Authority stated that the site has sufficient frontage on St Ives Road to allow access, subject to detailed design and safety assessments. However, they raised concerns about poor walking and cycling connectivity and rated the site with a red RAG status due to its remote location and infrastructure limitations. The Mineral and Waste Planning Authority noted the site lies within a mineral safeguarding area and advised minimising sterilisation, assigning it a Grade B with mitigation required. he Minerals and Waste Planning Authority advised that, due to the site's size and proximity to an existing settlement, developers should aim to minimise sterilisation and consider incidental mineral extraction as part of the development. The site was given a Grade B rating, indicating that constraints are present but development may be acceptable with appropriate mitigation.

The site promoter supported the assessment and provided additional technical documents to support their proposal.

Council response

This site has not been selected as a draft allocation. A number of sites were tested by the Council as part of the Growth Strategy Option 3 to provide an indication of suitability in relation to the growth strategy on a locational basis. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at medium fluvial flood risk. It therefore did not meet the criteria.

Hilton 3: Land North of England, Hilton (conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

Most responses had objections to the proposal or had observations. Key concerns included the site’s proneness to flooding, which could worsen conditions in nearby areas like Westbrook, and Hilton’s lack of infrastructure to support new residents. The Local Highway authority had significant concerns about the proposed site, noting that based on the red line boundary of the site, there is no connection to the public highway, making it unclear how access to the site would be achieved, giving RAG status of red. The Minerals and Waste Planning Authority rated the site as a grade A, indicating that either no constraints are present or existing constraints are unlikely to affect development.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the vast majority of the site is located within flood zone 3a and the proposed residential uses being classed as a more vulnerable use.

Hilton 4: land North of High Street, Hilton (conclusion pre consultation - may be appropriate for development)

Main issues raised (4 responses)

All of the responses either objected to the development of the site or had observations. Key concerns raised include Hilton's lack of infrastructure to support new housing, the site's location outside the village boundary, and its impact on the character of the settlement and high-quality agricultural land. The Minerals and Waste Planning Authority rated the site as Grade B, meaning development could be acceptable with mitigation. The Local Highway Authority notes that while access from the High Street may be feasible with design adjustments, alternative access via Cross Farm Close is unclear and may pose visibility issues; improvements to walking and cycling infrastructure would also be necessary.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at medium fluvial and groundwater flood risk. It therefore did not meet the criteria.

Holywell-cum-Needingworth

General comments: The Parish Council expressed strong objection to all seven proposed development sites in Holywell-cum-Needingworth. Their objections are based on four key concerns: lack of infrastructure, the use of greenfield land and countryside development, the scale of proposals being incompatible with the size of the settlement, and the presence of flood zones.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Holywell-cum-Needingworth 1: Land North of Bluntisham, Needingworth (Council conclusion pre-consultation - may be appropriate for development)

Main issues raised (5 responses)

The responses provide mixed feedback to the proposal. Key concerns raised include the site's location on greenfield and mostly Grade 2 agricultural land, limited sustainable access from the A1123, and potential impact on the existing village character. The Minerals and Waste Planning Authority rated the site Grade C, indicating constraints and a preference for alternative sites unless mitigated. The Local Highway Authority note that access may be feasible but would require significant improvements and possibly two access points. Education assessments show early years and secondary schools can accommodate growth, but the primary school (Holywell C of E Primary School) is already at capacity and would need expansion to support additional pupils.

The site promoter supports the Council's assessment that the site is potentially suitable for development. However, they suggest higher housing density could be achieved, referencing a nearby development of 120 dwellings on 6.44 hectares, compared to the proposed 98 dwellings on 10.6 hectares. They suggest amending the assessment to reflect a 100% net developable area, noting that open space requirements—including landscaping, noise mitigation, flood alleviation, and biodiversity net gain—have already been accounted for.

Council response

4 Further Issues and Options

The site has been combined with proposed site 'Holywell-cum-Needingworth 11- Land North West of Needingworth, South of the A1123' and has been selected as a draft mixed use allocation (Draft Allocation Needingworth 2) for about 290 homes, community retail facilities to meet any needs arising from the development and land to safeguard against flooding. Concerns regarding impact on the village character and greenfield land are addressed through criteria requiring completion of public engagement and submission of a master plan illustrating use of design that harmonises with the surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected and provision of a strong landscaping scheme. Provision of a safe and suitable means of access from Bluntisham Road and High Street and assessment of transport impacts through a transport assessment will be required to address access and traffic impact. The draft allocation addresses the site's local within a mineral safeguarding area requiring consultation woth Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Holywell-cum-Needingworth 2: Land East of Bluntisham Road (northern part), Bluntisham (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (3 responses)

The responses are mixed. The Parish Council supports the site but notes concerns about its proximity to a sewage works and a chicken farm. The Minerals and Waste Planning Authority graded the site D/E, indicating significant sustainability constraints or insufficient information. The Local Highway Authority observed that while access may be feasible, it would require detailed design, potentially two entry points, and could impact green infrastructure and public Rights of Way. They also noted poor walking and cycling links in the village.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a mineral development area and the eastern edge of the site is within the mineral development area itself. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of residential development on the MDA.

Holywell-cum-Needingworth 3: Land East of Bluntisham Road (larger site), Needingworth (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (3 responses)

The Parish Council supports the assessment but highlights concerns about the site's proximity to a sewage works and a commercial chicken farm. The Minerals and Waste Planning Authority graded the site D/E, indicating either significant constraints or unsuitability, with insufficient information to determine which. The Local Highway Authority raised serious concerns, noting that Overcote Lane is too narrow to support development without major improvements, which may not be feasible due to land ownership issues. They also flagged the need for enhanced walking and cycling infrastructure and the preservation of public Rights of Way. The site received a Red RAG rating, indicating substantial highway-related constraints.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a mineral development area and the eastern edge of the site is within the mineral development area itself. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of residential development on the MDA. Also because the southern half of the site is within 400m of a water recycling area. Residential uses are the most vulnerable to odours and no odour assessment has been submitted apart form a short statement in the supporting statement to justify this development and demonstrate that the impact could be adequately mitigated to ensure acceptable levels of residential amenity.

Holywell-cum-Needingworth 4: Land West of Needingworth (Needingworth) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

Concerns were raised about the site's suitability for development. The Parish Council note that the Fens Reservoir pipeline is earmarked to cross the site, a previous application for 14 houses was dismissed due to countryside location, flood risk (48% of the site), and concerns over character, traffic, and light pollution. The Local Highway Authority noted that while access is feasible, significant improvements would be needed, including two access points and better walking/cycling links. The Minerals and Waste Planning Authority graded the site C, indicating constraints and a preference for other sites unless further mitigation is provided.

The site promoter disagreed with the assessment, stating the Council should reassess the site on the basis that the flood zone constraints would reduce the developable area and allow space for landscaping, open space, biodiversity net gain, and flood alleviation measures.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would fundamentally adversely impact the character of Needingworth.

Holywell-cum-Needingworth 5: Lodel Farm, Overcote Road, Needingworth (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

The Parish Council agreed with the assessment and raised concerns about the site's proximity to a sewage works and a commercial chicken farm, citing precedent for refusal. The Minerals and Waste Planning Authority graded the site C/D, indicating constraints that are either difficult to overcome or require further evidence or mitigation. The Local Highway Authority noted that while access may be feasible, Overcote Lane may be too narrow without significant improvements, and enhancements to walking and cycling infrastructure would be necessary.

The site promoter strongly disagreed with the assessment, arguing that the site was excluded based solely on air quality concerns despite a submitted assessment and no objections from statutory consultees. They highlighted that the current planning application (23/01002/OUT) proposes up to 30 affordable homes, has no technical objections, and that the site is available and suitable to support Needingworth's vitality and housing needs. They submitted several supporting documents.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site is located on the edge of the existing settlement but this is wholly dependent on satisfactorily overcoming the odour and amenity impacts present on site.

Holywell-cum-Needingworth 6: Burgess & Walker, south of entrance to Needingworth Industrial Estate, St Ives (Needingworth) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

The Parish Council agreed with the assessment and noted the site's location within the flood zone. The Minerals and Waste Planning Authority graded the site as C, indicating constraints and a preference for other sites unless further evidence or mitigation is provided. The Local Highway Authority observed that while access is feasible, traffic capacity—particularly at the High Street right-turn lane—may be problematic, and improvements to walking and cycling infrastructure would be needed.

4 Further Issues and Options

The site promoter disagreed with the assessment, stating that although the land lies within the flood zone, it is an extension of an existing commercial area and the proposed use for lorry parking is less vulnerable and could be acceptable with proper mitigation. They suggested allocating the site for a lorry park or haulage yard.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as approximately two thirds of the site is within flood zone 3b with the remaining third of the site being in flood zones 3a and 2 with a nominal percentage of flood zone 1. There is also a substantial risk from surface water flood risk. It is proposed for lorry parking which falls under a less vulnerable use in the NPPF but the impact of hardstanding could have significant knock on flooding impacts.

Holywell-cum-Needingworth 7: Giffords Park, east of B1040, St Ives (Needingworth) (Council conclusion pre-consultation - may be appropriate for development).

Main issues raised (12 responses)

The majority of responses express strong opposition to the development, citing concerns about its scale, location, and especially the lack of adequate transport infrastructure. Multiple respondents—including St Ives Town Council and Hemingford Grey Parish Council—highlight existing congestion on the A1096, A1307, and London Road, and argue that no meaningful road upgrades are planned despite the scale of proposed housing growth in the area. There are also concerns about flood risk, with parts of the site in Flood Zones 2 and 3, and the site being greenfield land. Education officers noted that the proposed mitigation is insufficient to meet the forecast demand for school places generated by the development. The Local Highway Authority acknowledged access feasibility but warned of significant congestion and infrastructure requirements. The Minerals and Waste Planning Authority graded the site as B/C, indicating that while constraints are present, the site may be acceptable with mitigation or may require further evidence, but there is currently insufficient information to determine which applies.

The site promoter supports the assessment and submitted updated documents addressing flood risk, access, and sustainability, and assert that the site is well-located for integration with St Ives and consistent with the 20-minute neighbourhood concept. They state the Council should factor the land required for the mobility hub into delivery calculations and use the Vision Document as the basis for a site allocation policy.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation Needingworth 1) for about 1,750 homes , 0.5 ha of land for a care home, about 5 ha of land for a local centre including retail, service and health uses including a mobility hub, about 4.6 ha of commercial and employment uses. It also includes 4 ha of land for a primary school, about 3.3 ha of land for a solar farm to help meet the electricity demands of the site, about 65.5 ha of green infrastructure, sustainable drainage and flood mitigation uses. Concerns regarding flooding have been addressed through criteria requiring a flood risk assessment and detailed drainage strategy taking into account fluvial, groundwater and surface water flood risk, modelling of ordinary watercourses, Heath Drain and assessment of residual risk alongside land to safeguard against flooding. Travel and congestion have been addressed through the requirements to provision of a safe and suitable means of access from the A1123 and assessment of transport impacts through a transport assessment. In addition phasing of development to ensure provision of infrastructure and services coincides with occupation of properties. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure including education across the district and will be refined at Stage 2 to look at locational requirements. St Ives is considered one of the most sustainable settlements within Huntingdonshire and the Preferred Options Draft Local Plan to 2036 through its Market town designation.

Houghton and Wyton

Houghton and Wyton 1: Tir na Nog, Sawtry Way, Houghton (Council conclusion pre-consultation - appropriate for development)

Main issues raised (5 responses)

The majority of responses oppose the development. Multiple stakeholders, including the Parish Council, raised strong concerns about the site's rural and isolated location, its position on Grade 2 agricultural land, and its inconsistency with the Houghton and Wyton Neighbourhood Plan, which seeks to prevent ribbon development and protect the rural setting. They suggest that the site is not appropriate for commercial development. The Minerals and Waste Planning Authority, however, assessed the site as Grade A, indicating no constraints from a minerals and waste perspective. The Local Highway Authority noted that access is likely feasible but may require improvements to walking and cycling infrastructure and protection of existing public Rights of Way.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Houghton and Wyton 2: Land at New Manor Farm, Sawtry Way, Wyton (Council conclusion pre-consultation - appropriate for development)

Main issues raised (6 responses)

The majority of responses oppose to the development of the site. Concerns raised include the loss of high-quality agricultural land, the visual impact on the surrounding landscape, and the risk of urban sprawl, particularly along Sawtry Way. The development is seen as conflicting with the Houghton and Wyton Neighbourhood Plan, which aims to preserve the rural character and prevent further industrialisation of the area. Infrastructure challenges, including inadequate road capacity and poor walking/cycling connectivity, are also highlighted. The Local Highway Authority considers access to the site feasible but raises moderate concerns, noting that significant road upgrades, improved walking and cycling links, and protection of public Rights of Way would be required. The Minerals and Waste Planning Authority rated the site as Grade A, indicating no constraints or only minor ones that would not affect development.

Council response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Houghton and Wyton 3: Land between Houghton Hill Road and Sawtry Way (Council conclusion pre-consultation - not appropriate for built development but may be appropriate for Woodland burial ground development)

Main issues raised (5 responses)

The general view is broadly supportive of the proposed woodland burial ground, with several respondents agreeing with the Land Availability Assessment and Sustainability Appraisal. One comment suggests the site may be too small for a burial ground but supports alternative uses like a woodland or community orchard. The Minerals and Waste Planning Authority rates the site as Grade A, indicating no constraints or only minor ones that would not affect development. The Local Highway Authority notes that access is feasible but flags moderate concerns, including the need for walking/cycling infrastructure improvements and potential loss of green infrastructure.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that as homes on the site could not be effectively integrated into a existing place or community and are not

4 Further Issues and Options

sustainably located to access day to day services. The assessment went on to note that the site has the potential as burial ground which could be accommodated into the landscape and reinforce the perception of separation of Houghton from St Ives. However the site was not put forward for this use and therefore it is not known whether this would be achievable.

Houghton and Wyton 4: Land off Old Houghton Road, Hartford, Huntingdon (Houghton and Wyton) (Council conclusion pre-consultation - appropriate for development)

Main issues raised (9 responses)

Most respondents support the proposal for moorings and agree with the Council's assessments. Key concerns centered on the site's high flood risk, with several comments supporting its use for moorings or flood alleviation, provided that any development is water-compatible and includes suitable infrastructure. The Local Highway Authority noted that while access is feasible, it would require significant improvements and changes to traffic regulations. Huntingdon Town Council suggested limited development potential due to flood constraints and parking limitations, and recommended road improvements. The Minerals and Waste Planning Authority rated the site as moderately constrained but potentially acceptable with mitigation.

Council response

This site was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, but noted that net developable area will need to be determined in collaboration with the relevant water management bodies to reflect the capacity of the river and the physical layout of any moorings, including any potential navigation issues. No responses were received to confirm the compatibility and suitability of the site so the site did not progress to assessment with the growth strategy options. The site is at high flood risk (flood zone 3b) and distance from the river to the nearest footpath is over 100m minimum, raising concerns about safe access and escape in times of flood.

Houghton and Wyton 5: Land North of 6 Old Houghton Road, Hartford, Huntingdon (Houghton and Wyton) (Council conclusion pre-consultation - appropriate for development)

Main issues raised (8 responses)

The responses reflect a mix of support, agreement, and concern. Several contributors agree with the Land Availability Assessment and Sustainability Appraisal, particularly acknowledging the flood risk and supporting development only if effective drainage improvements are implemented. The Minerals and Waste Planning Authority rated the site as moderately constrained (Grade B), suggesting development could be acceptable with mitigation. concerns were raised by the Local Highway Authority, which noted that while access is technically feasible, it may require significant highway improvements and could impact green infrastructure. Huntingdon Town Council opposed the development, citing flood risk, poor accessibility to town centre services, and challenges with public transport access.

Council response

The Council's Land Availability Assessment has been updated to correct the assessment which originally identified moorings on site. The site has been reassessed and is considered inappropriate for built development due to the significant flood risk, but could be suitable for flood mitigation and open space. Planning application 22/01460/OUT for 25 dwellings has, however been approved on the northern parcel of the site.

St Ives

General comments: Comments from Hemingford Grey Parish Council opposing any significant development north of the River in St Ives and neighbouring parishes until the transport network, particularly river crossing capacity, is improved to address congestion and safety concerns on the A1096.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

St Ives 1: Land East of Harrison Way, St Ives (smaller site) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (9 responses)

The majority of responses support the planning authority's assessment that the site is inappropriate for development, citing concerns about flood risk, ecological sensitivity, and poor accessibility. Several respondents—including local residents, the Wildlife Trust, and St Ives Town Council—highlight the site's designation as a County Wildlife Site. They argue that development would harm biodiversity, disrupt landscape connectivity, and negatively affect nearby recreational areas. The highway authority notes the need for significant infrastructure improvements, including pedestrian crossings and connectivity upgrades. The Minerals and Waste Planning Authority assigned the St Ives 1 site a Grade B, indicating that while constraints are present, allocation is likely to be acceptable with mitigation.

The site promoter for St Ives 1 presents a detailed and structured argument in support of allocating the site for development, specifically for a retirement community under Use Class C2 (Retirement Apartments with Care). They have provided additional technical documents to support their proposal.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as successfully integrating the site with the existing place and community would be challenging and development would likely adversely impact the character of the County Wildlife Site.

St Ives 2: Land East of Harrison Way, St Ives (larger site) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (7 responses)

The majority of responses support the Council's assessment that the site is unsuitable for development. Key concerns include its designation as a County Wildlife Site and the potential impact on biodiversity and nearby recreational areas.The Wildlife Trust supports the planning authority's position, emphasizing the need to protect the Meadow Lane Gravel Pits and the broader Great Ouse Valley, which is identified as a priority area for nature recovery. Accessibility and infrastructure issues are also raised. St Ives Town Council and others note poor pedestrian access and limited connectivity to the town centre, particularly for those with mobility challenges. he Local Highway Authority acknowledges that access may be technically feasible but would require significant improvements, including new crossings and road upgrades. The Minerals and Waste Planning Authority assigns the site a "B" grade, indicating constraints that could be mitigated.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as successful integration with the existing place and community is challenging and development would adversely impact the character of the County Wildlife Site.

St Ives 3: Land South of Meadow Lane (Council conclusion pre-consultation - may be appropriate for development)

Main issues raised (6 responses)

4 Further Issues and Options

Most of the responses support the proposal or have observations. St Ives Town Council also supports the principle of development on brownfield land. Local schools are forecast to have sufficient capacity to accommodate this increase without requiring mitigation, both at the primary and secondary levels. Technical consultees raise several considerations: the Lead Local Flood Authority notes previous local flooding and recommends pre-application advice; the Local Highway Authority highlights the need for potential infrastructure improvements, particularly pedestrian crossings on Harrison Way; and the Minerals and Waste Planning Authority assigns a “B” grade, indicating constraints that could be mitigated.

The site promoter welcomes the assessment and commits to working with the planning authority to address noise concerns and ensure relocation of current occupiers.

Council response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, it was also noted that integration of the site is more challenging by virtue of its edge of town location and that appropriate noise mitigation will be required to mitigate the impact of the A1123 and nearby employment uses. In addition, the site promoter states that a key constraint to development is to work with the existing tenants to find alternative locations for their businesses. No update has been provided as to when the site will become available and therefore the site did not move forward to assessment as part of the growth strategy options testing. There are more sequentially preferable sites available, this site is at risk of flood zone 3b. Groundwater and reservoir risk are also present.

St Ives 4: Land North of Meadow Lane (St Ives) (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (6 responses)

Most respondents agree with the Council's assessment that the site is unsuitable for development. The Local Highway Authority notes that the site lacks a direct connection to the public highway and may require significant improvements to walking and cycling infrastructure, including pedestrian crossings on the A1096 Harrison Way. The Lead Local Flood Authority highlights previous local flooding and considers the site potentially unsuitable for development due to surface water flood risk, recommending pre-application advice. The Parish Council raises additional concerns about increased noise, pollution, and traffic impacts on nearby Holywell residents.

The site promoter disagrees with the Council's assessment of the site supporting its development for commercial use. They state the surrounding area is already characterised by employment uses and that the site itself has limited ecological value. They maintain that commercial use is appropriate within Flood Zone 2 and request a reassessment of the site, highlighting its potential to contribute to local employment.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its potentially significant adverse impacts on the landscape, nature conservation designations and on local ecology. It is also significantly constrained by fluvial flood risk.

St Ives 5: Land at Marley Road, St Ives (Council conclusion pre-consultation - inappropriate for development)

Main issues raised (4 responses)

Most responses support the planning authority’s assessment that the site is inappropriate for development. The Lead Local Flood Authority identifies high surface water flood risk and previous local flooding, recommending pre-application advice due to the site's potential unsuitability. The Local Highway Authority notes that while access may be possible, significant improvements would be needed, including widening Old Houghton Road, enhancing

pedestrian and cycling links, and addressing limited footway connections and public rights of way. The Minerals and Waste Planning Authority assigns the site a “Grade A,” indicating no constraints from a minerals and waste perspective.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant likely adverse impacts on the character of St Ives and the surrounding countryside. Integration with the existing place and community is also challenging.

St Ives 6: Westwood Farm, north of Marley Road, St Ives (Council conclusion pre consultation - inappropriate for development)

Main issues raised (4 responses)

Most responses support the Council's assessment that the site is inappropriate for development. The Lead Local Flood Authority identifies high surface water flood risk and previous local flooding, recommending pre-application advice due to the site's potential unsuitability. The Local Highway Authority notes that while access may be achievable, significant improvements would be required, including two access points, safe crossings, and mitigation of visibility issues on Somersham Road. The site also intersects with public rights of way, which must be preserved or enhanced. The Minerals and Waste Planning Authority assigns a provisional grade of C/D, indicating constraints that may be difficult to overcome and a preference for allocating other sites unless further evidence is provided.

The site promoter disagrees with the planning authority’s assessment and submits a new Odour Assessment to address concerns about proximity to a sewage works. They state 86% of the site is suitable for all types of development and propose a mixed-use scheme of approximately 600 homes, 12,000 m² of employment land, and significant open space and the site is suitable, deliverable and well positioned to contribute to local housing and sustainability aims.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant likely adverse impacts on the character of St Ives and the surrounding countryside. Integration with the existing place and community is also challenging due to the sewage works. The sewage works poses significant challenges in terms of overcoming not only amenity impacts but also developing a scheme that also can be effectively integrated in itself and also so that it feels apart of St Ives.

St Ives 7: Old Ramsey Road, St Ives (Council conclusion pre consultation - inappropriate for development)

Main issues raised (5 responses)

Responses were mixed with several technical considerations. The Lead Local Flood Authority identifies high surface water flood risk and previous local flooding, recommending pre-application advice. The Local Highway Authority notes that while access may be achievable, significant improvements would be required, including widening Old Ramsey Road, providing two access points, and addressing the lack of existing footways. The Minerals and Waste Planning Authority assigns the site a “Grade A,” indicating no constraints from a minerals and waste perspective.

The site promoter disagrees with the planning authority’s assessment and states that the site is suitable for development. They propose that the site could be integrated into St Ives through new footpath links and suggest it could support a sustainable transport corridor as part of the A141 and St Ives Improvement Scheme. They acknowledge some flood risk and landscape sensitivity but suggest these can be mitigated through design, landscaping, and use of flood-prone areas for open space or biodiversity gain. They request that the site be reclassified as “potentially suitable for development with no or minor known constraints,” subject to further technical assessments.

4 Further Issues and Options

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant likely adverse impacts on the character of St Ives and the surrounding countryside. Integration with the existing place and community is also challenging.

Wyton on the Hill

General comments: general support for development of the brownfield Wyton Airfield site south of the A141, but strong opposition to any expansion north of the A141 due to concerns about loss of agricultural land, biodiversity, flood risk, infrastructure strain, and landscape impact, while education capacity assessments indicate limited room for growth without mitigation, particularly at the secondary level.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Wyton on the Hill 1: Wyton Airfield, Sawtry Way, Wyton on the Hill (Council conclusion pre consultation - may be appropriate for development)

Main issues raised (21 responses)

Responses were mixed. Some respondents agreed with the assessment that the site is appropriate for major housing development, citing its brownfield status, proximity to employment and services in Huntingdon and St Ives, and potential to concentrate growth in a sustainable way. Others expressed conditional support, noting that while not ideal, the site may be preferable to building on greenfield land. Many respondents—including local residents, St Ives Town Council, and the Wildlife Trust—oppose the scale and location of the development, citing risks of urban sprawl, merging of nearby towns (Huntingdon, St Ives, and Wyton-on-the-Hill), flood risk, traffic congestion, and pressure on local infrastructure and services. Concerns are also raised about the misclassification of the site as previously developed land, the potential ecological impact of a new road crossing over the Great Ouse Valley, and the strain on education and healthcare provision. Some suggest the site would be better suited for non-residential uses such as solar energy or employment land.

The site promoter supports the development of the site and has observations regarding the Council's assessment. They highlight the opportunity to create a sustainable, walkable community with integrated public transport, active travel infrastructure, and a mobility hub, aligning with local growth strategies and helping reduce car dependency. This is supported by a submitted transport vision and sustainability strategy designed to align with the A141 and St Ives Improvement Scheme.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation North Huntingdon 1) for about 4,000 market and affordable homes, 400 supported living homes and 240 extra-care homes, 250 bedspaces in nursing and care homes, 15ha for employment uses, retention of land for a park and ride site, 6.4ha for a local centre and supporting infrastructure such as schools, sports facilities and green spaces.

Concerns regarding flood risk have been addressed through criteria requiring green infrastructure an integrated water management strategy, a flood risk assessment and detailed drainage strategy taking into account surface water. The site will be separated from St Ives and Huntingdon and provide strategic green infrastructure. An ecological and biodiversity assessment, enhancement and provision of habitats, and provision of biodiversity net gain will be required throughout the site to address ecological concerns. Transport infrastructure improvements including upgrades to the A141, retention of land for a park and ride site, linkages to the Cambridgeshire Busway and provision of active travel routes will be required to address traffic congestion. Infrastructure and services

including education are to be provided on site to create a comprehensive new community. The site is previously developed land and contributes towards the Governments need to make use of previously-developed or brownfield land and the Combined Authorities ambitions in the Local Growth Plan for a North Huntingdon Growth Corridor.

Wyton on the Hill 2: Hungary Hall, west of A141, Wyton on the Hill (Council conclusion pre consultation - may be appropriate for development)

Main issues raised (50 responses)

The overwhelming majority of respondents oppose the development, citing the irreversible loss of Grade 2 agricultural land, which is considered vital for food security and environmental sustainability. Many highlight the site's proximity to the historic conservation village of Broughton, arguing that the development would significantly harm its rural character, heritage assets, and ecological value. Concerns are also raised about the impact on Red Listed bird species, such as Yellowhammers and Lapwings, and the increase in light pollution that would disrupt local wildlife. Flooding is a dominant theme throughout the responses. Residents report frequent and severe flood events in Broughton, particularly since 2020, and fear that replacing free-draining farmland with hard surfaces will exacerbate surface water runoff and overwhelm existing flood defences. The Bury Brook, which runs through the village, is already under pressure, and many believe the development would increase the risk to homes, some of which are listed buildings. The cumulative impact of this and other nearby developments, such as Lodge Farm and Sapley Park Garden Village, is seen as a serious threat to the area's flood resilience, especially in the context of climate change. Traffic and infrastructure concerns are also widespread. Respondents describe the A141 and surrounding rural roads as already congested and unsafe, with fears that the development would worsen conditions and increase rat-running through Broughton and Kings Ripton. The village's narrow, unlit roads and lack of pavements are seen as incompatible with increased traffic volumes. Many also question the adequacy of local services—such as schools, healthcare, and public transport—to support such a large population increase. The Local Highway Authority flagged that the site is unsustainable without major upgrades to road, cycling, and pedestrian infrastructure, particularly around the A141 and B1090. They also noted that the site is too rural to support active travel and that existing public rights of way would be affected. The Minerals and Waste Planning Authority, however, gave the site a favourable "Grade A" rating, indicating no constraints from a minerals and waste perspective.

The site promoter supports the proposal and state that environmental and infrastructure concerns can be addressed through masterplanning and collaboration with neighbouring sites, and that the project would support local growth, improve access to services, and contribute to transport upgrades like the A141. They submitted a masterplan which outlines how the site could be developed, including allocations for residential areas, schools, employment space, open space, and local centres.

Council response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

The site is at risk of emergence to both surface and subsurface assets and residual risk at this site comes from the potential blockage of several culverts beneath the B1090 road along the southwestern boundary. The site could also give rise to coalescence of proposed development at Lodge Farm which has better accessibility to services and facilities in Huntingdon and to Wyton Airfield which is preferrable as being previously developed land.

The Highways Agency has raised significant concerns stating development of this scale would not be acceptable without significant improvements to the road and footway/cycleway infrastructure between the site and the adjacent towns of Huntingdon and Stives. The approach road network will need to be assessed in relation to the suitability to cater for increased traffic flows. They go on to note that access via the local roads to the north would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure,

4 Further Issues and Options

which is unlikely to be achievable through Broughton Village. Local infrastructure improvements including appropriate safe crossing of the A141 /B1090 would also be required and it is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale. It is not supported by the Highway Authority due to the sites unsustainable location. The site is very rural and not possible to walk or cycle to. also capacity issues in the area.

Wyton on the Hill 3: Lodge Farm, north of A141 (Council conclusion pre consultation - may be appropriate for development)

Main issues raised (19 responses)

Responses reveal widespread concern and conditional support for the site. Many respondents object to the development due to its location on greenfield land, the loss of high-quality agricultural land (Grades 2 and 3), and the potential for significant landscape and ecological harm. Flooding is a recurring issue, particularly in Broughton and surrounding areas, with fears that the development would increase surface water runoff and strain existing flood defences. The Wildlife Trust and others also warn of indirect environmental consequences, such as the potential for a new road crossing over the River Great Ouse, which could damage protected habitats and undermine nature recovery efforts. Traffic and infrastructure limitations are another major theme. Respondents highlight the A141 as a barrier to integration with Huntingdon and raise concerns about congestion, inadequate public transport, and the need for active travel infrastructure. The Local Highway Authority notes that the site would not be acceptable without significant upgrades to roads, footways, and cycleways. Education and healthcare provision are also flagged as insufficient, with projected demand for school places exceeding what is currently proposed. Some responses suggest that if development proceeds, it should be scaled down and focused on the southern flanks of the site to reduce visual and environmental impact. A few stakeholders, including Huntingdon Town Council, express conditional support. They advocate for strong integration with Huntingdon, early delivery of infrastructure, and high sustainability standards. Their recommendations include active travel routes, public transport links, green spaces, community facilities, and a mix of housing types.

Supports the development of Lodge Farm as a strategic extension to Huntingdon and argues it is deliverable, well-connected, and capable of supporting up to 4,989 homes. They submitted several technical documents to support their case, including a Sustainability Appraisal Response, a Highways Technical Note, an Agricultural Land Classification report, and a Vision Document.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation North Huntingdon 3) for 4,900 market and affordable homes, 450 supported living homes and 260 extra-care homes, 280 bedspaces in nursing and care homes, 8ha for employment uses, 6.5ha for at least one local centre and supporting infrastructure such as schools, sports facilities and green spaces.

The development will require a gap of approximately 1km between any built development within Lodge Farm and that at 'Wyton Airfield' and visual screening from the wider countryside and the Great Ouse priority infrastructure area while maximising opportunities to provide long distance vistas to link the development into its wider context. An ecological and biodiversity assessment, enhancement and provision of habitats, and provision of biodiversity net gain will be required throughout the site to address ecological concerns. Transport infrastructure improvements including upgrades to the A141, public transport infrastructure and active travel routes will be required to address traffic congestion. Concerns regarding flood risk have been addressed through criteria requiring green infrastructure an integrated water management strategy, a flood risk assessment and detailed drainage strategy taking into account surface water, reservoir and residual risk. Implementation of a development strategy and phasing plan that seeks to ensure balanced delivery of new homes, employment opportunities, infrastructure, services and facilities and educational facilities on site to create a comprehensive new community.

Wyton on the Hill 4: Land North of Houghton Road (southern portion), St Ives (Wyton on the Hill) (Council conclusion pre consultation - appropriate for development)

Main issues raised (9 responses)

Responses reveal strong opposition to the proposal. Key concerns include the site's location on greenfield land, its visual and ecological impact, and the risk of coalescence between St Ives and Houghton & Wyton. Respondents argue that the development would erode the rural character of the area, increase light pollution, and contradict existing planning policies. The site is seen as poorly connected to employment areas and public transport, and its position on high ground adjacent to a conservation area is viewed as particularly inappropriate.Traffic and infrastructure issues are central to the objections. The A1123 is already over capacity, and multiple junctions in St Ives are flagged as critical congestion points. Historic and current transport studies are cited to show that the area cannot support additional development without strategic road upgrades, which are not currently planned. The Wildlife Trust warns of potential ecological damage from increased pressure for a new road crossing over the River Great Ouse. While the Minerals and Waste Planning Authority found no constraints, the Local Highway Authority noted that significant improvements would be needed to support the scale of development proposed.

Council response

This site is part of Wyton on the Hill 5, which was taken forward as a draft allocation in the Preferred Options draft Local Plan as draft mixed use allocation St Ives 1.

Wyton on the Hill 5: Land North of Houghton Road (larger site), St Ives (Wyton on the Hill) (Council conclusion pre consultation - appropriate for development)

Main issues raised (10 responses)

The majority of responses oppose to the development of the site. Key concerns include conflict with current planning policy, environmental sensitivity, and infrastructure limitations. Respondents—including residents, St Ives Town Council, and the Wildlife Trust—highlight that the site is greenfield land occupying high ground near a major conservation area, and that development would lead to coalescence between St Ives and Houghton & Wyton, creating ribbon development and harming the rural character. Concerns also include poor sustainability due to the site's distance from employment areas and public transport, and the A1123's existing overcapacity, which would be worsened by additional traffic. The Local Highway Authority notes that significant road and active travel improvements would be required, while the Wildlife Trust warns of ecological risks from potential new road crossings over the River Great Ouse. Although the Minerals and Waste Planning Authority found no constraints.

Council response

This site has been selected as a draft mixed use allocation (Draft Allocation St Ives 1) for about 350 homes, 12 ha for open space and landscaping, a new roundabout on the A1123/ Sawtry Way junction. Current local planning policy is not taken into account in the assessment of new sites for the Local Plan. Concerns relating to ecology will be addressed through the requirement to provide an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement alongside substantial landscaping to minimise impacts on the Ivo Outdoor Centre and the open countryside to the north and west. An active travel route will be required facilitating access to St Ives One Leisure Outdoor Centre in agreement with Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority. The site is well located and in proximity to a range of services and facilities being on the outskirts of St Ives as well as access to some more local facilities including primary education.

Area 7 - Southern Huntingdonshire

Abbotsley

Abbotsley 1: Land at Potton Road (Rectory Farm), Eynesbury, Hardwicke (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (10 responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include loss of grade 2 agricultural land, impact on long distance views, potential urban sprawl, noise, air and vibrational pollution, surface water flood risk, impacts on rights of way and required walking and cycling improvements

4 Further Issues and Options

especially under or over the A428. A 3FE primary school would be required. Some note opportunities are available to integrate the site with Bedford Borough Council HOU19 Little Barford. It was noted that the site may coincide/interface with East West Rail route, which will need consideration and overlaps with the A428 Black Cat to Caxton Gibbet Scheme Order Limits resulting in permanent and temporary land take from the site.

The site promoter submitted a response addressing vision, site layout, drainage, flood risk, transport, agricultural land classification, landscape visual impact and site capacity if EWR comes forward.

Council response

This site has not been selected as a draft allocation. It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown.

Abbotsely 2: Land East of Wintringham Park, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (9 responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include loss of grade 2 agricultural land, impact on landscape, noise, air and vibrational pollution, impacts on rights of way and required walking and cycling improvements especially under or over the A428. A 2FE primary school would be required. It was noted that the site may coincide/interface with East West Rail route, which will need consideration and overlaps with the A428 Black Cat to Caxton Gibbet Scheme Order Limits resulting in permanent and temporary land take from the site.

The site promoter provided a masterplan for the site.

Council response

This site has not been selected as a draft allocation. It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown.

Abbotsely 3: Land East of St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include loss of grade 2 agricultural land, impact on landscape, noise, air and vibrational pollution, impacts on rights of way and required walking and cycling improvements especially under or over the A428. A 2FE primary school would be required. It was noted that the site may coincide/interface with East West Rail route, which will need consideration and overlaps with the A428 Black Cat to Caxton Gibbet Scheme Order Limits resulting in permanent and temporary land take from the site. Good links to Wintringham Park and easy access to St Neots town centre were noted and need for public transport.

Council response

This site has not been selected as a draft allocation. It was potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Since the LAA was undertaken, the site is now not considered suitable for development in the short to medium term as the East West Rail safeguarded route runs through the site currently limiting development. Availability of land for development is therefore unknown.

Abbotsely 4: Pear Tree Solar Farm, Abbotsley (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (6 responses)

The majority of responses support the proposed site or are unsure/have observations. Key concerns include retention of public rights of way, loss of agricultural land, walking and cycling connectivity. It was noted that the site may have indirect interfaces with East West Rail route, which will need consideration

Council response

Site now has permission (23/01507/FUL). Therefore the site has not been taken forward as an allocation as development is approved.

Abbotsely 5: North of Wintringham Hall, Cambridge Road, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 responses)

There were mixed opinions for this proposed site. Key concerns include retention of public rights of way, loss of grade 2 agricultural land, impact on landscape and lack of sustainable travel connections. It was noted that there are insufficient highway access to meet requirements and that the site may have indirect interfaces with East West Rail route, which will need consideration.

Council response

This site has been selected as a draft employment allocation (Draft Allocation North of Wintringham Hall) for office, research and development and storage and distribution uses. Concerns regarding active travel have been addressed through the requirement of pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to St Neots including the submission of a Travel Plan. The development will have to address access the site from the A428. The East West Rail route will not directly impact the site. The site will be surrounded by the A428 and A428 (A421) upgrade meaning landscape impact would be minimal.

Abbotsely 6: Abbotsley Golf Club (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

There were mixed opinions for this proposed site. Key concerns included impact and retention of public rights of way, loss of grade 2 agricultural land, mitigation of some surface water flood risk. It was noted that the site may coincide/interface with East West Rail route. It was proposed that there could be opportunities for pedestrian / cycle connections between the site and Bedford Borough allocation HOU19 Little Barford New Settlement.

The site promoter has explored the potential for a larger proposal whilst providing a masterplan for the current land proposed.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it does not supporting sustainable place-making. The site would be separated and dissected by the new A428(A421) and potentially East West Rail making integration with any potential development in Bedfordshire difficult to achieve without significant infrastructure and could impede achievability of development. Major infrastructure would also be required to support development.

4 Further Issues and Options

Buckden

Buckden 1: Land at Mill Road, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (7 responses)

The majority of responses do not support the proposed site. Key concerns include access and traffic, environmental, wildlife and Great Ouse Valley priority area impact, flood risk and drainage, limited primary and secondary educational provision and noise and light pollution. Minerals or waste constraints were identified,

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to impact on nearby green infrastructure assets and highway constraints.

Buckden 2: Land East of Bishops Way, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (9 responses)

The majority of responses do not support the proposed site. Key concerns include impact on the Great Ouse Valley Priority Area and landscape, high surface water flood risk, limited primary and secondary education provision and noise and light pollution. Traffic, access and congestion are noted as concerns and impact on active travel routes. A minerals or waste constraint is present. The site promoter has provided a masterplan noting its sustainable location and outlined approaches to address the existing vegetation, wildlife sites, flooding, access and landscape impact.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to significant constraints that impede the development of the site, impact on the Great Ouse Valley green infrastructure priority area, County Wildlife Site and the the wider ecological network of the Ouse Valley. Access to the site from Bishops Way may also be unachievable.

Buckden 3: Land off Vineyard Way, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (5 responses)

The most of the respondents were opposed to the proposed site. Key concerns include high surface water flood risk, previous local flooding, minerals or waste constraints and that the site is outside the built up area. It was noted that there are insufficient frontage to achieve highway access requirements. The site promoter has provided information citing negligible odour impact and land for open space, allotments, drainage and BNG.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its proximity to the sewage works and the feasibility of achieving a suitable highways access.

Buckden 4: Brampton Road, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

The responses are evenly split between supporting, disagreeing and being unsure about development on the proposed site. Key concerns include, high surface water flood risk, previous local flooding, traffic impact and safety of active travel routes, impact and retention of public rights of way and that the site is outside the built up area. It is noted that there is a minerals or waste constraint present which is difficult to overcome and that there is sufficient frontage to achieve access onto Buckden Road/B1514. The site promoter notes the site's sustainable location for development and that the assessment should refer to minerals safeguarding area, not development area.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is wholly within a waste management area and adjoins the Buckden Landfill Waste Management Area (WMA) which is specifically identified on the Cambridgeshire and Peterborough Minerals and Waste Local Plan as an operational/ committed site for waste resources.

Buckden 5: Land at Westfield Farm, Great North Road, Buckden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 responses)

Most of the respondents are opposed to the proposed site. Key concerns include traffic impact and safety of Buckden A1 roundabout, potential underground aquifers. It was noted that there are insufficient frontage to achieve highway access requirements and a minerals or waste constraint is present requiring mitigation. It is noted that surface water management would be required. The site promoter has provided further information to address access, an appeal statement and site plan.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that it will have a detrimental impact the form and character of the area and will not support sustainable place-making.

Buckden 6: Land West of A1 from Buckden to Brampton (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (10 responses)

The majority of comments were opposed to the proposed site. The key concerns were high flood risk and previous local flooding, potential underground aquifers, impact on traffic flow, B1514 bypass and safety and on the Buckden A1 roundabout. Other concerns include retention of public rights of way and the impact on Grafham, Brampton, Buckden and Grafham Water SSSI. There is a minerals and waste constraint which would require investigation. The site promoter noted the site could contribute to housing and employment need and air, noise and light pollution could be addressed through masterplanning.

Council response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the very significant landscape impact of the development and the scale of development fundamentally impacting the character of the landscape and setting of various settlements. Access and a new junction onto the A1(M) will also require considerable engagement with Cambridgeshire County Council as well as detailed viability work which has not bee undertaken to date.

Diddington

Diddington 1: Cell Energy, Vicarage Lane, Diddington (Council conclusion pre-consultation: may be appropriate for development)

4 Further Issues and Options

Main Issues Raised (4 Responses)

The majority of responses do not support the proposed site or are unsure/have observations. Key concerns include the loss of agricultural land, retention of public rights of way. Focus should be providing solar panels on buildings and brownfield sites. Appropriate levels of landscaping would be required to mitigate harm to designated nature conservation sites. A minerals or waste constraint is present which is likely to be acceptable with mitigation. Highway improvements would be required to accommodate two way traffic.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, this site has a planning application 23/00258/FUL for the installation of solar photovoltaic park which is currently pending consideration.

Great Gransden

General Comments: Key concerns for the proposed sites include limited infrastructure, lack of pupil vacancies, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks. Forecasts suggest there are insufficient primary and secondary school places available to to accommodate the increase in pupils from either development, without mitigation.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Gransden 1: Land West of West Street, Great Gransden (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (5 Responses)

There were mixed responses to the proposed site. Key concerns were the impact on Waresley and Gransden Woods SSSI from increased recreational pressure and retention of public rights of way, limited infrastructure, lack of pupil vacancies, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway. Suitable walking and cycling connections would be required. The site promoter notes some natural features between blocks of development could be accommodated and retained.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However the Great Gransden Neighbourhood Plan has identified the site as part of the Gransden Brook Corridor. Policy G6 of the neighbourhood plan identifies this area as an opportunity to restore or enhance existing ecological network access. It was therefore not taken forward for assessment as part of the Growth Strategy options testing.

Great Gransden 2: Land West of Eltisley Road, Great Gransden (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 Responses)

There were mixed responses to the proposed site. Key concerns were the impact on Waresley and Gransden Woods SSSI from increased recreational pressure and retention of public rights of way, limited infrastructure, lack of pupil vacancies, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths

and impact on rights of way networks. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. Suitable walking and cycling connections would be required.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation.

Great Gransden 3: Land South of Caxton Road, Great Gransden (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (5 Responses)

There were no comments directly opposing the proposed site. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. Suitable walking and cycling connections would be required. The land owner supported the proposed capacity assessment. Concerns were raised about limited infrastructure, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Great Gransden 1) for commercial, business, industrial and storage and distribution uses. The development will require provision of satisfactory access from Sand Road and a suitable sustainable transport network for pedestrians, cyclists and vehicles to address infrastructure, road and active travel concerns.

Great Gransden 4: Land at Sand Road, Great Gransden (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (4 Responses)

The majority of responses disagree to development of the proposed site. No minerals or waste constraints are present. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. Suitable walking and cycling connections would be required. Concerns were raised about limited infrastructure, lack of public transport, increase in road traffic, impact on road safety due to lack of footpaths and impact on rights of way networks.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the potential serious adverse impacts on the landscape

Great Paxton

General Comments: Concerns development will erode nature of the village, inadequate amenities and badly served public transport. Concerns over increased congestion pedestrians and motorist safety.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Great Paxton 1: Land West of High Street, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

4 Further Issues and Options

Main Issues Raised (14 Responses)

The majority of responses disagree to development of the proposed site. Significant concerns include loss of carparking for the football club/recreation ground increasing on-street parking, decreasing safety and negatively impacting the public house. Alternative parking is not available. Drainage and surface water flood risk is very common exacerbated by proximity to the railway line and resulted in the abandonment of the site as an allotment. Development could impact the use of the recreation ground a valued community asset. Lack of footpaths to St Neots, services and facilities and bus service to support residents. Concerns over insufficient early years and secondary education provision. There is a minerals or waste constraint which would require mitigation. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing.

Council Response

This site has been selected as a draft **residential** allocation **(Draft Allocation Great Paxton1)** for about 10 homes. The site is not at risk of flooding. Minerals constraint is addressed in the allocation through a requirement to consult with Cambridgeshire County Council and retention and protection of the existing path/ road which runs adjacent to the southern boundary and connects with playing fields/ football club to the west will be required.

Great Paxton 2: Land to the West of High Street, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7 Responses)

The majority of responses disagree to development of the proposed site. Concerns raised include loss of open space, impact on listed building, subsidence and flood risk, lack of infrastructure, services and facilities and limited public transport to support residents. Increased on-street parking decreasing safety is a major concern, as is noise from the railway and development would not be in character with existing buildings. A minerals or waste constraint would require mitigation. It was noted the site has sufficient frontage to achieve access to the public highway respecting local junction spacing. The site is noted as being in an area of poor visibility which has already lead to a number of accidents. The site promoter provides further clarification on issues raised, including surface water management, noise mitigation and impact on listed building.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal and was tested through growth strategy options 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The most sequentially preferable site 'Great Paxton 1' was tested through all growth strategy options due to having very low flood risk now and in the future. This site has medium fluvial risk and groundwater and reservoir risk making it less sequentially preferable.

Great Paxton 3: Land East of Dovecote Lane, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (10 Responses)

The majority of responses disagree to development of the proposed site. Key concerns include landscape character impact, dangerous junction with poor visibility, narrow and partly unadopted road (owned by residents), impact on listed building and reduction in curtilage, impact on wildlife habitat, bats and loss of land for recreational use. Lack of services and facilities to support residents. Drainage and surface water issues were also raised associated with the brook. It was noted that there are insufficient frontage to achieve highway access requirements and a minerals or waste constraint is present requiring mitigation.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. Comments from the Highways Authority note that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements meaning achievability of the site may be compromised. It was therefore not taken forward for testing as part of the growth strategy options. In addition the site was assessed as having high fluvial flood risk. More sequentially preferable sites were available in Great Paxton.

Great Paxton 4: Land North of Harley Industrial Park, Paxton Hill, Great Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (4 Responses)

There were mixed responses to the proposed site. Light pollution and large impact on the landscape were raised. There was support from the Parish Council for an extension to the existing employment use. The site promoter acknowledges the need for tree and hedgerow planting to mitigate landscape impact and provided a Landscape Visual Appraisal. There is a minerals or waste constraint present which would require mitigation.

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Great Paxton 2) for B2 general industrial uses. Landscaping and an ecological assessment will be required to address concerns relating to landscape and light pollution.

Little Paxton

General Comments: There are concerns that further development should not proceed in Little Paxton due to existing transport infrastructure, especially the A1 junction which is insufficient for the volume of traffic and Mill Road Bridge. There are inadequate services and facilities to support residents e.g. GP and dentists. Concern about wildlife impact on land adjacent to St James Road and public rights of way. There is insufficient early years and secondary education provision.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Little Paxton 1: Land North of St James Road, Little Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (22 Responses)

The majority of responses disagree with development of the proposed site. Key concerns include inadequate existing transport infrastructure, especially the A1 junction which is insufficient for the volume of traffic and Mill Road Bridge and inadequate services and facilities to support residents e.g. GP and dentists. Concern about flora and fauna impact on Paxton Pits Nature Reserve and Great Ouse Valley Priority Area, loss of public right of way and land contamination of proposed site. There is insufficient early years and secondary education provision. Other concerns include the frequency of HGVs and dust an noise from the gravel extract affecting quality of life, lack of footpaths and quality of road. There is insufficient frontage to achieve an access in accordance with requirements.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Little Paxton 1) for about 35 homes. The site is also allocated in Huntingdonshire's Local Plan to 2036. Concerns regarding impacts on Paxton pits and the Ouse Valley have been addressed through criteria requiring an ecological assessment and enhancement

4 Further Issues and Options

scheme and the retention of trees and hedgerows and their reinforcement to minimise the visual impact of development. A noise and air quality assessment and appropriate mitigation from the sand and gravel extraction operations and nearby active waste management area will be required to address concerns about dust and noise from HGVs. Retention, or realignment and enhancement of public right of way alongside provision of safe and accessible active travel routes to facilitate integration with Little Paxton and nearby services and facilities will assist in connectivity. Land contamination remediation measures will need to be agreed with the Environment Agency. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements. The education authority notes there is sufficient space under BB103 guidelines to expand the primary school's capacity by 120 places.

Little Paxton 2: Land West of Little Paxton, Little Paxton (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (22 Responses)

The majority of responses disagree with development of the proposed site. Significant concerns include inadequate existing transport infrastructure, especially the A1 junction which is insufficient for the volume of traffic and Mill Road Bridge (usage exacerbated due to flooding) and inadequate services and facilities to support residents e.g. GP and dentists. Proposed site should include green spaces and BNG and improved transport infrastructure (A1 junction & Mill Road Bridge). Concerns raised on noise and air pollution due to proximity to A1.There is insufficient early years and secondary education provision. A minerals or waste constraint would require mitigation. It was noted the site has sufficient frontage to achieve access to the public highway.

The site promoter outlines mitigation for landscape buffers to address noise pollution and provides technical reports on landscape and noise constraints.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Little Paxton) for about 220 homes. Provision of a safe and suitable means of access to the Great North Road and assessment of transport impacts through a transport assessment will be required as part of the development. A substantial landscaping buffer will be required on the northern and western boundaries to minimise the visual impact of the scheme on the wider landscape, provide separation from proposed development and the A1 and contribute to the Great Ouse Priority Area. A noise, vibration and air quality assessment and appropriate mitigation from the A1 will also be required.An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements. The education authority notes there is sufficient space under BB103 guidelines to expand the primary school's capacity by 120 places.

Southoe and Midloe

Southoe and Midloe 1: Midloe Grange Farm, Midlow (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (9 Responses)

The majority of responses support the proposal for Biodiversity Net Gain which is well connected to priority natural landscapes. There are no minerals or waste constraints. There is a small concern about the loss of agricultural land, retention of public rights of way, there limited capacity for two way traffic.

Council Response

The site now has a conservation covenant on it which means biodiversity net gain credits can be purchased from the site as off-site credits for development, therefore no allocation is required.

Southoe and Midloe 1: Southoe Garden Village, Southoe (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (10 Responses)

The majority of responses do not support the proposed mixed use garden community. Key concerns raised include transport infrastructure and access onto and off the A1 (considered a dangerous junction), the need for significant infrastructure to support development including schools, healthcare and retail and the impact on public rights of way. It was raised that the site would significantly impact important natural habitats (SSSI, County Wildlife Sites and Priority Natural Landscape) and landscape character. It is noted that the village suffers from drainage and sewerage issues/capacity. Increased traffic on the A1 could affect the residents of Little Paxton. Minerals or waste constraints are present.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to its likely significant impacts on the character of the landscape and on Southoe as well as designated nature conservation sites. The achievability of the development is also unclear because of significant infrastructure requirements including new access(s) onto the A1, the presence of pipelines and overhead powerlines.

St Neots

General Comments: General concerns regarding insufficient infrastructure and flood risk.

Council Response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

St Neots 1: Land North of Priory Park, St Neots (Council conclusion pre-consultation: may be appropriate for greenspace and Priory Park extension)

Main Issues Raised (17 Responses)

The majority of responses disagree with development of the proposed site. There are significant concerns regarding flood risk in the area especially around Mill Lane Bridge and two channels of the River Great Ouse. Comments note Mill Lane Bridge and the A1 junction are insufficient to handle additional traffic and development would increase congestion and impact safety. Impact on local ecosystem and nature reserve were raised. High previous local flooding reported and high surface water flood risk constraints mean that the LLFA consider this site may be unsuitable. There are concerns about safe crossing to the site and smell from sewerage works. Waste constraint is present which would require further evidence. It is noted that the site would require significant highway improvements and at least two points of access will be required alongside high-quality walking/cycling connectivity including crossing of Huntingdon Road, Priory Hill Road and Mill Lane. There would be specific difficulty in providing links to Great Paxton to the north. Alternative uses suggested include green space and extension to Priory Park. The site promoter has provided a technical transport not, approaches to noise and vibration and landscape, siting development away from flood risk and odour and proposing enhanced biodiversity and green infrastructure and small scale retail.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would not support sustainable place-making. High/medium fluvial flood risk is present on the site. In addition, the achievability of the development is unclear because of the presence of overhead powerlines, odour and flood mitigation, noise and vibrational mitigation resultant from proximity to the railway line. It was however considered that it may be appropriate for green infrastructure, biodiversity net gain and potential extension to Priory Park subject to provision of safe crossing(s).

St Neots 2: Land East of Brook Road, Eaton Ford, St Neots (Council conclusion pre-consultation: inappropriate for development)

4 Further Issues and Options

Main Issues Raised (21 Responses)

The majority of responses disagree with development of the proposed site. There significant concerns regarding flood risk, loss of valued open recreational space/green corridor, landscape, impact on Great Ouse Valley Priority Natural Landscape and biodiversity/natural habitat loss. There are significant concerns about traffic overload with vehicle access to clubs already presenting a safety hazard, conflict with walkers and cyclists etc. and increased strain on local infrastructure such as GPs and dentist in addition to potential contamination of land from previous coal fired power station. The LLFA report consider this site may be unsuitable due to high fluvial and surface water flood risk and previously reported local flood risk. There is a minerals or waste constraint present. Recommendations include protecting the area to preserve environmental and social value, highway improvements, assessment of ability to accommodate large volumes of traffic and manage safety, retention of rights of way and walking and cycling infrastructure. The site promoter note heritage impact is limited and landscape, environment and biodiversity impact can be mitigated.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would fundamentally impact the landscape setting. The achievability of upgraded accesses sufficient for the proposed development could also present a financial and physical constraint.

St Neots 3: Peppercorn Meadows, Eaton Socon, St Neots (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (9 Responses)

The responses are split between disagreeing and being unsure about development on the proposed site. Concerns regarding the loss of vital green corridor, negatively impacting resident amenity/recreation, the environment and biodiversity. It is noted that it is unclear whether the existing access can be improved without significant incursion into an existing public right of way. Enhancements to Peppercorn Way access appear unachievable The site is in a high surface water flood zone and has a history of local flooding. The Lead Local Flood Authority (LLFA) considers the site unsuitable for development. Rights of way require retention. A minerals or waste constraint is present.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would fundamentally impact the landscape setting and gateway to a green infrastructure corridor. The achievability of upgraded accesses sufficient for the proposed development could also present a financial and physical constraint as could mitigation of overhead electricity lines and ground contamination as a result of asbestos.

St Neots 4: Land North of the A428, St Neots (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (6 Responses)

The majority of responses disagree with development of the proposed site. The LLFA consider this site may be unsuitable for the proposed development due to high flood risk. A minerals or waster constrain is present. It is unclear how appropriate junction could be achieved and Ackerman Street is unsuitable for any intensification of use. Walking/cycling connectivity improvements may be required. The site promoter states that there is no other location in which this estate can expand and it would provide wider sustainability benefits to the community that outweigh flood risk and include flood mitigation measures.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is within flood zone 3b.

St Neots 5: Albert Hall Memorial Field, Hall Road, Eyensbury, St Neots (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (5 Responses)

The majority of responses disagree or are unsure about the proposed site. High previous local flooding, the LLFA consider this site may be unsuitable for the proposed development due to high surface water flood risk. No minerals and Waste Constraints are present. Suitable walking and cycling connections would be required. Access appears achievable subject to testing.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to flood risk and the need to retain the current use as a football ground unless well-located, equal or better quality provision is provided

St Neots 6: Land South West of Potton Road, Eynesbury, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (6 Responses)

All responses support or are unsure about the proposed site. High surface water flood risk must be taken into consideration. Concerns include insufficient early years education provision. There are no minerals or waste constraints. Access appears achievable subject to detailed design and road safety audit, local junction spacing and capacity assessments, but is likely to require significant highway improvements. The site promoter notes specific measures, including noise and air quality mitigation, infrastructure enhancements, and robust flood risk management, are essential for the site's development and that the relocation of electric pylons underground removes a significant constraint.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation St Neots 2) for about 80. Concerns regarding flood risk will be addressed through a flood risk assessment and detailed drainage strategy, taking into account residual risk from culvert and assessment of risk from ordinary watercourses and tributaries. Highways improvements will be required through the provision of a safe and suitable means of access from Potton Road/B1046 and improvements to pedestrian and cycle routes to link to existing networks and a safe and suitable means of access to the existing residential areas of St Neots and Wintringham Park. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

St Neots 7: Land North East of Wintringham Park, St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (7 Responses)

All comments received are unsure or support the proposed site. There are no minerals or waste constraints, or previously reported local flooding. Concerns that safe access could be achieved, unless further from the roundabout, significant highway improvements likely required. Suitability in relation to any commercial use would require assessment. It was noted that the site may coincide/interface with East West Rail route, which will need consideration. The site promoter notes St Neots 7 and 8 are now in single ownership of Urban and Civic allowing for improved access options.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. The site was put forward for multiple uses. It was considered inappropriate for built development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as amenity levels would be inadequate. Access to the site by vehicle in a safe manner was also considered a barrier to the safety of road users and pedestrians if residential or commercial options were chosen due to proximity to the roundabout. Commercial uses were considered potentially appropriate however access remains an issue and therefore the site was not taken forward for testing as part of the growth strategy options.

St Neots 8: Land East of Loves Farm (Tithe Farm Extension), St Neots (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (8 Responses)

The majority of responses are unsure or support the proposed site. There are concerns that there is inadequate infrastructure to support development and insufficient road capacity especially impacting the town centre. Walking and cycling connectivity would be required and retention of public rights of way. There are concerns on the impact of the grade II listed buildings at Monks Hardwick and Tithe Farm and existing woodland. It was noted that the site may coincide/interface with East West Rail route, which will need consideration. High surface water flood risk reported requiring mitigation. There are concerns regarding access and access directly from the A428 Cambridge Road would need to be consider by National Highways. Walking/cycling connectivity improvements should be required. No minerals or waste constraints present. There would be a requirement for a 3FE primary school with additional early years provision.

The site promoter notes St Neots 7 and 8 are now in single ownership of Urban and Civic allowing for improved access options including through Loves Farm 2 and an overbridge across the railway to connect into the A421 improvement. Mitigation would include against noise, air and light pollution, listed buildings, woodlands and landscaping.

Council Response

This site has been selected as a draft mixed use allocation (Draft Allocation St Neots 1) for about 1,100 homes, about 3.7ha for employment use, educational facilities including a primary school plus associated early years nursery facilities, a neighbourhood centre to include local shops and other community facilities appropriate to the scale of development. It also proposes indoor and outdoor sports and recreation facilities appropriate to the scale of development, about 40 ha for green infrastructure and East West Rail to include a mixture of strategic green space, accessible natural green space, amenity green space, flood mitigation areas, land for biodiversity net gain. Concerns over surface water will be addressed through a flood risk assessment and detailed drainage strategy taking into account surface water flood risk and mitigation including open space. Provision of a safe and suitable means of access from Cambridge Road and assessment of transport impacts will be required through a transport assessment, the site has the additional benefit to link through to Loves Farm 2. Development will have to ensure the protection of the listed building at Tithe Farm and its setting by provision of high quality development to reflect the site's sensitive location is conserved and enhanced informed by an proportionate heritage assessment. Public rights of way will require retention and pedestrian and cycle routes provided including links to existing networks including Loves Farm 2 and Wintringham Park.

Yelling

Yelling 1: Land West of Manor Farm, Yelling (Council conclusion pre-consultation: may be appropriate for development)

Main Issues Raised (5 Responses)

The majority of comments are unsure or disagree with the proposed site. Key concerns include lack of infrastructure, highway and pedestrian safety, services, facilities, and employment opportunities. The size of development is considered excessive and there are concerns regarding the impact of listed buildings, the conservation area, public rights of way and transport impacts. There is disagreement with the Sustainability Appraisal. There are no

minerals or waste constraints. There is insufficient secondary education capacity. It is noted that access appears achievable in accordance with requirements, but may affect an existing ditch requiring consultation with the LLFA. Local walking and cycling infrastructure improvements may be required.

Council Response

The site was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Yelling 2: Land South of Manor Farm, Yelling (Council conclusion pre-consultation: inappropriate for development)

Main Issues Raised (4 Responses)

The majority of comments are unsure or disagree with the proposed site. Key concerns include lack of infrastructure, services, facilities, and intensification of use of the field access which connects the site to the highway network may not be ideal and would require further scoping. There are concerns regarding the impact of listed building, the conservation area, public rights of way and transport impacts and scale of development. There are no minerals or waste constraints. It is noted that access appears achievable in accordance with requirements, but may affect an existing ditch requiring consultation with the LLFA. Local walking and cycling infrastructure improvements may be required.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would not reflect the character of Yelling and would be of a scale inappropriate to the village.

Sustainability Appraisal

Consultation Responses Summaries

4.28 The following table outlines a summary of the type of comments received to the Sustainability Appraisal consulted on between 18 September and 27 November 2024:

Responses to the Sustainability Appraisal

	Sustainability Appraisal
Number of Comments Made	373
Number of Individuals or Organisations that Responded	110
Number of Supports	47
Number of Objections	16

4 Further Issues and Options

	Sustainability Appraisal
Number of Observations	69
Number that Did Not Disclose Whether They Support/ Object/ Have Observations	241

4.29 People were able to comment on all aspects of the document by section, paragraph and tables. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Sustainability Appraisal Consultation Responses

4.30 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary from the Sustainability Appraisal

4.31 The following provides a summary of the main issues raised during the consultation on the Sustainability Appraisal and how the Council has taken these into account.

Sustainability Appraisal

Main Issues Raised	Council Response / How the Council has taken this into account
Stage A - Scoping - (67 responses)	
Several responses support for the Stage A Scoping process with further detailed comments across the following sections: **Housing** • Responses highlight the need to ensure the delivery of a variety of housing types, sizes, and tenures to reduce homelessness and price inflation. There is also support for increased housing delivery in sustainable locations. There was recognition of the lack of affordable housing in rural locations which threatens local services.	Overall response: the Scoping Report was completed at the start of the Sustainability Appraisal process to identify the issues and concerns to explore through it and help shape the sustainability objectives. Where particular points were raised the following comments explain how or where they have been addressed. **Housing** • Evidence has been gathered through the Local Housing Needs Assessment regarding the housing types, sizes and tenures which are required in the district. • The Council has developed the following policies to address the concerns raised all of which have been scrutinised through the SA process: ◦ promoting a mix of housing ◦ providing affordable housing ◦ ensuring accessible and adaptable housing ◦ supporting specialist housing

Main Issues Raised	Council Response / How the Council has taken this into account
	• supporting homes in multiple occupation • promoting rural exceptions sites
Climate change • The importance of addressing climate change impacts and integrating renewable energy into future developments is stressed. • Multiple responses state the climate change section should be updated to reflect the new Government's target to decarbonise the UK grid system by 2030. References to relevant documents such as the Cambridge and Peterborough 2050 United by our Shared Ambition document are suggested. • The impact of large-scale solar farms on soil health and the loss of valuable agricultural land was expressed as well as their visual impact.	**Climate change** • A series of evidence documents have been prepared on climate change aspects of the Local Plan which have informed the Council's incorporation of our response to climate change and its anticipated impacts into a wide range of policies. This includes reference to national aspirations to decarbonise the grid. • The list of plans and policies has not been updated at this stage. • Agricultural land value is one of the factors that was included within the evidence identifying potentially suitable areas for solar farms.
Flooding and water • The Flooding and Water section should include issues related to ensuring new growth does not increase flood risk to existing homes and businesses. • There is strong support for policies addressing water demand and flooding impacts, with concerns about the ability to support large-scale housing growth due to water sustainability issues	**Flooding and water** • Extensive evidence has been gathered on flooding and water through the Integrated Water Management Strategy which has taken account of the potential for development sites to give rise to flood risk elsewhere. • Policies relating to all forms of flooding, waste water and water efficiency have all been included and scrutinised through the SA process.
Transport and infrastructure • Concerns are raised about the transport impacts of new developments, particularly in areas like St Ives, which is identified as a bottleneck for vehicles. The need for significant highway infrastructure upgrades is noted. • A lack of provision of public transport would cause further isolation of rural communities and reduce the ability to access key health services. • Energy storage is mentioned as a critical part of the energy infrastructure, with references to National Grid's Future Energy Scenarios. • There is support for the provision of fibre broadband and 5G connectivity to improve rural inclusivity and connectivity. • The importance of community facilities like pubs, mobile libraries, and rural mobile post offices is highlighted. • A respondent questions whether the process was based on an Equality Impact Assessment and raised concerns about employment opportunities,	**Transport and infrastructure** • A Strategic Transport Strategy and Infrastructure Delivery Study have been prepared to support the policy and site choices made in the Preferred Options Draft Local Plan to 2046. These consider all key forms of infrastructure and the additional demands that may arise from the proposals. • An Equalities Impact Assessment has been completed of the Preferred Options Draft Local Plan to 2046.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
transport, environmental issues, and the provision of health facilities. • Comments emphasise the need for local recycling solutions.	
Natural and historic environment • Recognition of the importance of greenspace for physical and mental health and wellbeing and the importance of local plans in providing these alongside development. • There are concerns about light pollution from new developments, particularly in areas with dark skies. • Further assessment of designated heritage assets and consultation with the County's Historic Environment Team is recommended. • There should be greater discussion on ancient/veteran trees, locally notable species, and priority habitats, these should have stringent protection and enhancement of biodiversity value in site allocations. • One response highlights the need for historical research to identify and reinstate lost or downgraded public rights of way, using suitable materials and considering national NZC targets. They also suggests extending and joining bridleways to enable continuous horse riding and cycling.	**Natural and historic environment** • Strategic greenspace and biodiversity form key elements of the the Preferred Options Draft Local Plan to 2046 with specific policy proposals scrutinised through the SA process. • The importance of dark skies is recognised in the supporting text to policies on hamlets and the countryside, and on blue and green infrastructure to ensure their protection. • Specialist input has been obtained from Heritage and Arboricultural colleagues to consider the impacts of policies and proposals on heritage and trees. • Public rights of way are a Cambridgeshire County Council responsibility, this suggestion is outside the scope of the Local Plan and the SA.
Stage B - Appraisal of Development Options (68 responses)	
General (2 comments) • Cambridgeshire County Council's Climate Change and Energy Services supported the thorough approach to the preparation of the sustainability appraisal. • Historic England provided guidance and links to Sustainability Appraisal and Strategic Environmental Assessment to support the development of the SA throughout the stages of plan making.	Noted
The Local Plan Vision and Objectives (5 responses) • There was support for aligning the Local Plan's vision and objectives with the Huntingdonshire Futures Place Strategy and the Corporate Plan to 2028. • A respondent stated that the vision should be extended to 2058 reflect requirements of the NPPF paragraph 22 (2023)	Comments related to the Vision and Objectives rather than the sustainability appraisal specifically. The preferred draft Vision and Objectives have been appraised positively to balance economic prosperity, health and wellbeing, sustainability, climate resilience and enhancements to the natural environment which retaining and using our heritage to sustain and shape distinctive places.

Main Issues Raised	Council Response / How the Council has taken this into account
• One respondent commented that the vision should be more explicit and ambitious, particularly in terms of housing and employment growth and that at least one new settlement will be needed. • Others raised that the vision should emphasise a just transition to a sustainable economy while protecting local character, landscapes, and heritage as well a stronger emphasis on active travel, biodiversity, and reduced car use.	
Settlement Hierarchy for Huntingdonshire (5 responses) • Option B was supported as the most sustainable and evidence-based approach as it reflects the most up-to-date ranking of settlements, identifying those best suited for accommodating growth based on sustainability scores. • Some respondents suggest that the hierarchy should be flexible and responsive to changes in infrastructure and service provision, especially in growing areas like Alconbury Weald and Love's Farm. They argue that surrounding villages may become more viable over time if supported by active travel and transport infrastructure.	The settlement hierarchy has built on comments regarding the sustainability of larger settlements and now performs positively against most relevant objectives.
Approach to Employment and Economy (9 responses) • Several respondents advocate for Option C, which promotes ambitious economic growth by leveraging proximity to Cambridge and fostering business clusters focusing on emphasising Huntingdonshire's strategic location and the need for both large-scale and smaller employment sites to drive a step change in economic prosperity. While Option C is noted to perform poorly against some environmental sustainability objectives, stakeholders argue that these impacts can be mitigated through careful site selection, high design standards, and infrastructure investment. • Option A is criticised as being inconsistent with national policy • Some feedback suggests combining elements of multiple options (e.g., Options B, C, D, and F) to ensure employment sites are not restricted to specific locations. This includes growth along highways, near housing developments, and in sustainable locations. • One response proposes Option F as an alternative strategy that considers a broader range of	No comments were related specifically to the details of the SA but focused on supporting comments submitted on the Further Issues and Options document. The approach to employment and the economy has been subject to SA through policies on how much development do we expect, our strategy for change and all those in the chapter on how we will support a strong local economy.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
employment site locations and aligns with the Local Planning Authority's ambitions . • Active travel and public transport improvements are repeatedly emphasized as essential to support economic development	
Housing Figures and Requirement (6 responses) • Several responses highlight that a higher housing target (Option C) would stimulate more economic development, job creation, and social benefits such as improved housing affordability and diversity. • While Option C is assessed more negatively in the Sustainability Appraisal for its potential environmental impacts, multiple responders argue that these can be mitigated through sensitive site selection and sustainable design. • Respondents reference the NPPF (2023), particularly Paragraphs 11, 20(a), and 86(c), to argue that the housing requirement must reflect both need and growth ambitions, and may exceed the standard method figure.	The housing requirement is assessed through policy LP 2. The growth figure selected broadly aligns with the higher level tested through option C. The SA acknowledges that this may be challenging in for some indicators but overall is likely to have a long term positive impact on housing provision and the local economy.
Growth Strategy Options (7 responses) • Options A and E are viewed as the most sustainable and deliverable approach as they utilise existing infrastructure, reduces car dependency, and supports town centre vitality. Some suggest refining Option A to increase the share of growth in SPAs (e.g., from 75% to 85%). • Emphasis on including sustainable rural settlements like Sawtry and Yaxley to balance growth . • Conceptually strong for promoting sustainable travel (Option C), but concerns about whether it result in fragmented development, a reliance on transport projects and potentially greater integration challenges. • Option D was seen as the least sustainable due to increased car dependency and environmental impacts not aligning well with climate and accessibility ambitions. • Option E was viewed by respondents as being the least sustainable as it could increase car usage, put additional strain on infrastructure in smaller settlements and does not align as well with climate and accessibility ambitions. • Some support for Option F but some had concerns that the sustainability benefits of new settlements were overestimated, concern that they rely on long term infrastructure delivery, risks	Four revised options were tested through SA which blended elements of options A, B, C, E and F. These are assessed individually through the SA and a comparative table of the outcome for each is also included which indicates that strategies 2 and 4 perform better. Following assessment through technical evidence on flooding, water and transport a further refined strategy was prepared based on strategy 2 which was then assessed through policy LP 2 which performed very positively against the SA objectives.

Main Issues Raised	Council Response / How the Council has taken this into account
in isolating earl residents and use of greenfield land. • Several respondents challenge the SA's scoring, particularly that they viewed the appraisal for Option F to be overly positive, there was an underestimation of the environmental and social benefits of Options A and B; and there was a misalignment between SA scores and real-world infrastructure constraints	
Green and Blue Infrastructure (2 responses) • One respondent questioned whether the planned country park at Alconbury Weald is included in the strategy, suggesting that such areas should be considered as part of the green and blue infrastructure network if properly planned. • There is support for making green infrastructure as part of development proposals and that these should be of high quality including thoughtful tree planting and enforceable landscaping conditions.	No comments were related specifically to the details of the SA but focused on integration of green infrastructure within new developments.
The Approach to Climate Change (4 responses) • Several comments support the overall ambition of the climate strategy. Some respondents advocate for stronger requirements on both embodied and operational carbon in new buildings and support for low-energy schemes. • Some comments suggested installing solar panels over supermarket and public car parks (e.g., like at St Ives Park & Ride) and support for communal biodigesters to process green and food waste into methane for energy. • Recognition that a significant portion of CO emissions in the district comes from through-traffic. Comments emphasised need to locate development near key transport corridors and integrating active travel routes to reduce transport-related emissions. • Comments raised that the Local Plan must remain adaptable to future climate scenarios and uncertainties and that policies should be viable and not overly ambitious to the point of hindering progress or deliverability.	No comments were related specifically to the details of the SA but focused on wider policy responses to addressing climate change. Policies have been included on embodied carbon in buildings, minimising operational energy use and supporting renewable energy schemes which all demonstrate positive sustainability appraisals.
Tackling Flooding and Water (10 responses) • Respondents emphasised that flood risk areas are dynamic and evolving due to climate change and can be more accurate in certain locations such as settlements along the River Great Ouse. • There is strong support for requiring permeable surfaces, swales, rainwater reuse, and sustainable	No comments were related specifically to the details of the SA but focused on policy responses. Updated evidence has been prepared to ensure the latest data on flood risk is used in preparing policies and allocations. This also informs the requirement to promote higher water efficiency standards.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
drainage systems (SuDS) in all new developments . • Several comments stress that any policy exceeding national standards must be backed by robust evidence demonstrating its necessity and feasibility. • Some respondents noted that while policies exist, implementation and enforcement remain areas of challenge.	
Housing Tenures and Housing Mix (10 responses) • Several respondents emphasised that the implementation of affordable housing targets can be more problematic than the targets themselves with viability issues often reducing affordable housing contributions. • There is broad support for maintaining the 40% affordable housing target from the current Local Plan (Policy LP24), with flexibility based on viability and local needs. • Option B, which proposes a consistent proportion of affordable housing across all developments of 10+ dwellings, received the most support. Respondents highlighted the importance of applying this policy across all towns and villages, allowing flexibility based on site-specific and local area circumstances and supporting a range of affordable tenures, including social and affordable rent . • Several comments advocated for a flexible approach that considers local housing needs, demand, and community integration. • There was also support for self and custom-build housing, referencing the current Local Plan Policy LP25 as a model for enabling such development. • Option D was opposed by some due to concerns that larger developments, which benefit from economies of scale, should contribute more—not less—to affordable housing and infrastructure.	No comments were related specifically to the details of the SA but focused on housing provision more generally. Clear support was indicated for seeking a consistent proportion of affordable housing (option B) which has been taken forward in the proposed policy on providing affordable homes.
Transport and Connectivity (8 responses) • Comments emphasise the importance of integrating active travel (walking, cycling) and public transport into development plans. There is a strong call for joined-up infrastructure that avoids disjointed cycle paths and mismatched bus/train schedules. • Several comments raise concerns about the implications of East West Rail, particularly the proposed station at Tempsford. Respondents worry about reduced train stops at St Neots; potential redirection of growth this will bring on St	No comments were related specifically to the details of the SA but focused on aspirations of supporting active travel infrastructure and on the potential impacts of East West Rail proposals. The safeguarded route for East West Rail has impacted on the certainty of availability of land to the east of St Neots for residential or employment development at present.

Main Issues Raised	Council Response / How the Council has taken this into account
Neots; the need for cross-authority planning and housing allocation adjustments.	
Site Appraisals (238 responses)	
It is noted that almost all comments received on the SAs of individual sites did not actually comment on the appraisals against the SA objectives. Most were more general comments reinforcing those submitted against the land availability assessments of the the relevant site.	Reponses are provided to clarify the situation or progress with the site where relevant.
Abbots Ripton (3 responses) • Concerns about infrastructure, especially sewage and flood risk, and the need for investment before any further development. • Observations regarding consistency in scoring and recognition of landscape buffers in large sites.	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth. Updates to the SA have only been incorporated where appropriate for sites proposed as allocations once they have satisfied testing through other elements of the evidence base.
Abbotsley (3 responses) • Critique of negative scoring for a golf course site, suggesting it is not agricultural land and should be scored more positively. • Requests for updates to agricultural land classification and recognition of green infrastructure and biodiversity improvements. • Abbotsley 2 promoters state the A428 road works and Wintringham Park will change the site's surrounding context	Sites were scored on information available at the time of appraisal. Updates to the SA have only been incorporated where appropriate for sites proposed as allocations once they have satisfied testing through other elements of the evidence base. Agricultural land classification data is sourced from DEFRA; detailed localised regrading is unviable for the council. Abbotsley 2 falls largely within the East West Rail safeguarding area.
Alconbury (6 responses) • Strong opposition to developments due to flood risk, landscape, and heritage impacts. • Some support for employment-led development with mitigation for surface water flooding.	Detailed flood risk assessments have been completed of sites not wholly within flood zone 1.
Alconbury Weston (5 responses) • Concerns about village character and flood risk. • Alconbury Weston 3 site promoter write In support of their site for care uses and states there are no trees on site • Further habitat assessment may be required for Alconbury 3.	No sites have been taken forward. Additional information has been considered in the context of the land availability assessment. A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Alwalton (2 response)	Additional information has been considered in the context of the land availability assessment.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Development seen as inappropriate due to heritage and landscape impacts. • Site promoter writes in support of their site submitting additional supporting documents including a masterplan.	
Bluntisham (7 responses) • Multiple objections to development proposals, citing heritage, biodiversity, flooding, and infrastructure concerns. • Support from site promoter for development with green infrastructure and biodiversity net gain. • Further habitat assessment is needed for Bluntisham 3, 4 and 5 regarding orchards and potential veteran/ancient trees.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. Objections to appraisals of sites taken forward for proposed allocation should be capable of being overcome through careful design and landscaping.
Brampton (7 responses) • Some support for residential and employment-led development. • Promoter for Brampton 6 wrote in support of their site and identifies the masterplan and design principles the development is intended to follow. • Requests for consistency in scoring and more robust landscape and transport assessments.	Additional information has been considered in the context of the land availability assessments. Strategic transport study has been completed to assess transport impacts.
Brington and Molesworth (4 responses) • All comments related to Brington & Molesworth 3 -concerns about infrastructure, school capacity, and lack of active travel infrastructure were raised.	No sites have been taken forward. An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth.
Broughton (2 responses) • Conservation area and flooding concerns were raised.	No sites have been taken forward.
Buckden (2 responses) • Support for dismissing Buckden 2 due to impact on County Wildlife Site • Site promoter disagrees with outcome for Buckden 5.	No sites have been taken forward.
Bury (2 responses) • Further habitat assessment may be required for Bury 6.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Catworth (2 responses) • Traffic and safety concerns at A14 junction highlighted for Catworth 3. • Promoter for Catworth 7 submitted comments setting out adjustments to site boundaries and heritage assessments.	Strategic transport study has been completed to assess transport impacts.

Main Issues Raised	Council Response / How the Council has taken this into account
Chesterton (1 response) · Further habitat assessment may be required for Chesterton 2.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Conington (5 responses) • Conington 1 could have impact on Holme Fen SSSI • Site promoter states masterplanning will be undertaken to address connectivity, biodiversity, green infrastructure, and employment uses	No sites have been taken forward.
Earith (4 responses) • Objections raised based on flood risk, infrastructure, and loss of agricultural land. • Some support for residential development with green infrastructure.	No sites have been taken forward.
Elton (1 response) • Objection to Elton 5 citing harm to the character, landscape, and heritage setting of the village and its conservation area, is at risk of surface water flooding, lacks safe pedestrian access, and would be visually intrusive and unsustainable for the area	No sites have been taken forward.
Farcet (2 responses) • The promoters write in support for Farcet 1, but request higher scores for previously developed land, highlight planned ecological improvements, disagree that the site would worsen pollution compared to nearby warehousing, and note that ultrafast broadband is planned for the area by 2026. • Concerns that Farcet 1 and 2 would overwhelm already strained infrastructure in Yaxley - including healthcare, education, and roads	The appraisals reflect conditions at the time not potential improvements for sites of this scale. No sites have been taken forward.
Fenstanton (6 responses) • Some support for new homes and infrastructure although concerns regarding flood risk, infrastructure, and impact on village character were highlighted. • Promoter wrote in support of Fenstanton 1 and the employment opportunities it could bring. • Feedback on bus services and community facilities regarding the Sustainability of Settlements work.	Support noted. Fenstanton 1 taken forward as a proposed employment site.
Folksworth and Washingley (1 response) • Wildlife and drainage concerns raised for Folksworth and Wasingley 3.	No sites have been taken forward.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Godmanchester (8 responses) • Support for growth strategy and green infrastructure, with technical feedback on flooding and integration from the site promoters of Godmanchester 5, 7, 8, 9 and 10. • Site promoters for Godmanchester 3 and 4 submitted statements in support of their sites.	Sites taken forward as s single combined site to facilitate a comprehensive design solution.
Great Gidding (9 responses) • Heritage, character, and traffic concerns raised although there was some support for limited development. • Requests for review of Great Gidding 3 SA10 appraisal.	No sites have been taken forward.
Great Paxton (3 responses) • Comments in support of Great Paxton 4 and further landscape details and promoter for Great Paxton 2 provided additional information on surface water, amenity and infrastructure issues. • Further habitat assessment may be required for Great Paxton 1.	Great Paxton 1 is a proposed allocation. A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan and an ecological assessment is required for the site.
Hail Weston (23 responses) • Significant opposition to large-scale development, citing flood risk, infrastructure, village character, and biodiversity. • Limited support for minor infill development	Noted. One site for 8 homes is proposed.
Hemingford Abbots (1 response) • Site promoter for Hemingford Abbots 3 wrote in support of their site	Noted. Hemingford Abbots 3 is proposed for allocation as 'The Lattenburys'.
Hemingford Grey (3 responses) · Concerns regarding impact on County Wildlife Site and biodiversity for Hemingford Grey 11. The site promoter write in support and submitted a vision document for the site. · Flood risk and flood defences in place identified for Hemingford Grey 12.	No sites have been taken forward. The SFRA provides detailed flood risk assessment.
Hilton (7 responses) • Flood risk, infrastructure including highways and access, and character concerns were raised.	No sites have been taken forward.
Holme (1 response) • Observations raised impacts on biodiversity and proximity to Holme Fen SSSI.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.

Main Issues Raised	Council Response / How the Council has taken this into account
Holywell-cum-Needingworth (2 responses) • Objections to Holywell-cum-Needingworth 5 were made citing odour and infrastructure concerns.	Holywell-cum-Needingworth 5 is not proposed for allocation but outline planning permission was granted on 30 June 2025.
Huntingdon (2 responses) • Some support for redevelopment for Huntingdon 1 • Flood risk and heritage concerns were raised for Huntingdon 2.	Huntingdon 1 is proposed for allocation for 12 homes. Huntingdon 3 is not proposed for allocation.
Kimbolton (6 responses) • Site promoters for Kimbolton 6, 7, 8, 9 and 10 submitted statements in support of their sites. • Further habitat assessment may be required for Kimbolton 7	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan.
Leighton Bromswold (2 responses) • Support for the site not proceeding to SA and the harm development could have on local conservation area character.	Noted
Little Paxton (2 responses) • Infrastructure and school capacity concerns were raised.	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth.
Offord Cluny and Offord D'Arcy (2 responses) • Offord Cluny and Offord D'Arcy 8 promoter states landowner willing to amend scale and density of development to address concerns. • Site promoter for Offord Cluny and Offord D'Arcy 1 write in support of their site.	Noted
Ramsey (2 responses) • Feedback on tree removal and access to services requesting review between Ramsey 15 and 17.	Neither site commented on has been taken forward for allocation.
Sawtry (4 responses) • Support for growth but requests for corrections to flood zone for Sawtry 10 and 11 and agricultural grading.	Detailed flood risk assessments have been completed of sites not wholly within flood zone 1. Agricultural land classification data is sourced from DEFRA; detailed localised regrading is unviable for the council. Site 11 is a smaller parcel of site 10 and is proposed for allocation as land west of Toll Bar Way and Green End Road.
Sibson-cum-Stibbington (3 responses) • Concerns about scale, sustainability, and lack of active travel.	The garden community proposal has not been taken forward for allocation due to transport infrastructure constraints.
Somersham (9 responses) • Multiple objections to expansion of the built form of the village, infrastructure including capacity at	Objections noted but an Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
the primary school, drainage and scheduled monument sites. • Site promoter for Somersham 6 and 7 seeks amendments to scores regarding relationship of sites to existing village.	Site scoring retained for consistency; sites identified are proposed for allocation.
Southoe and Midloe (4 responses) • Some support for HDC's appraisal in particular for biodiversity net gain. • Objections regarding Southoe and Midloe 2 based on landscape impact and harm to local wildlife.	The biodiversity net gain sites have been brought forward outside of the local plan process. The garden community proposal has not been taken forward for allocation.
Spaldwick (1 response) • Further habitat assessment may be required for Spaldwick 1 and 2.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. No sites have been taken forward.
St Ives (3 responses) • **S**upport from site promoters of St Ives 7 and Holywell-cum-Needingworth 7 for mixed-use developments and green infrastructure. • Concerns were raised regarding landscape and flood risk. · Concerns regarding impact on County Wildlife Site and biodiversity for St Ives 1.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. Detailed comments provided on Holywell-cum-Needingworth 7 (Giffords Park) reinforced the SA and its scoring but did not necessitate any changes. Other sites commented on have not moved forward to proposed allocations.
St Neots (7 responses) • Support for sustainable growth and environmental preservation utilising sustainable transport, this also needs to reflect local character. • Site promoters write in support for St Neots 8 • Further habitat assessment may be required for St Neots 6.	A Habitats Regulations Assessment has been completed for the Preferred Options Draft Local Plan. Support noted.
Stilton (1 response) • Infrastructure, sewage, and overdevelopment concerns were raised.	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth. Two of the six sites considered are proposed for allocation.
The Stukeleys (3 responses) • Flood risk and landscape concerns were raised regarding the Stukeleys 6. • Feedback on access and masterplanning were made regarding the Stukeleys 3. • Site promoters for the Stukeleys 2 submitted a statement in support of their site.	SA points raised on Stukeleys 3 primarily relate to the site promoters intentions, the appraisals reflect conditions at the time not potential improvements for sites of this scale. SA!5 has been updated regarding access. The SFRA provides detailed flood risk assessment. Support noted.

Main Issues Raised	Council Response / How the Council has taken this into account
Upton and Coppingford (1 response) • Flood risk concerns were raised with no development anywhere west of the A1 suggested in response to conditions in the Alconbury catchment.	The site is wholly within flood zone 1 and is proposed for allocation. A flood risk assessment is required due to presence of surface water flood risk.
Upwood and The Raveleys (8 responses) • Feedback on housing provision and changes sought to SA9 to expand to all housing types were made by the site promoter for Upwood and the Raveleys 1. Detailed scores supported.	SA objectives were subject to consultation and finalised after this in 2023. Support noted. Site proposed for allocation.
Warboys (10 responses) • Feedback on housing provision and sustainability were made.	SA objectives were subject to consultation and finalised after this in 2023. No sites have been taken forward.
Winwick (1 response) · Site promoter submitted a site plan for their proposal	Noted. No sites have been taken forward.
Wistow (7 responses) • Infrastructure, flooding, and character concerns were raised regarding all sites. • Feedback on times to emergency department and broadband regarding the Sustainability of Settlements work.	No sites have been taken forward.
Wyton on the Hill (5 responses) • Objections raised regarding flood risk, A141, biodiversity, and landscape and harm to neighbouring villages such as Broughton if Wyton on the Hill 2 were to be developed. • Site promoters for Wyton on the Hill 2 and 3 wrote in support of their sites.	Updates acknowledged to SA 7 and 15 for Wyton on the Hill 3 which is proposed for allocation. Objections noted but detailed flood risk assessments have been completed of sites proposed for allocation not wholly within flood zone 1.
Yaxley (22 responses) • Significant opposition to further development, citing infrastructure, flooding, biodiversity, and loss of village character. Some support for HDC's decision to reject certain proposals.	No residential sites have been taken forward for allocation in Yaxley due to significant flooding and drainage problems currently being experienced there.
Yelling (3 responses) • Objections raised regarding impact to conservation area and infrastructure. Although there was some support for limited development.	No sites have been taken forward.

4 Further Issues and Options

Additional Sites Land Availability Assessments

Consultation Responses Summaries

4.32 The following table outlines a summary of the type of comments received to the Additional Sites Land Availability Assessments consulted on between 23 April and 4 June 2025:

Responses to the Additional Sites Land Availability Assessments

	Additional Sites Land Availability Assessments
Number of Comments Made	442
Number of Individuals or Organisations that Responded	143
Number that Agree with Assessment	53
Number that Disagree with Assessment	65
Number that Have Observations on Assessment	304
Number that Commented Without Noting Agree/ Disagree/ Have observations	20

4.33 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Additional Sites Land Availability Assessment consultation responses

4.34 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary of Sites consulted on in the Additional Sites Land Availability Assessments

4.35 The following sections provide a summary of the main issues raised during the consultation on the Additional Sites Land Availability Assessment and how the Council has taken these into account.

General comments

4.36 The consultation received responses from a number of statutory consultees and Duty to Cooperate bodies, these comments will inform the selection of sites coupled with further evidence as the plan progresses. They will also enable the Council to provide criteria within draft site allocations to shape and mitigate development.

Sites

General comments: Consider the broader environmental context, including national housing targets, climate change, and biodiversity goals and the need for a district-wide perspective rather than focusing on individual sites. Align development with the capacity and safety of the Strategic Road Network. Provide sustainable transport policies.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk.

Alconbury Weston

Alconbury Weston 10: Land East of Buckworth Lodge Stud, Buckworth Road, Alconbury Weston (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were unsure about development of this site. The LLFA identified that there have been local reports of flooding and considers its risk high, therefore considering this site may be unsuitable for the proposed development. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. Access the A1(M) via Great North Road and North Road is acceptable however, the suitability of the approach road network from the B660, A14 east bound via Woolley and through Alconbury village where there is a bridge with a 3T weight limit will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs. Local infrastructure improvements will be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network, dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, due to its separation from Alconbury Weald it is currently unclear how the site could be masterplanned to become part of this community, without further completion of the Alconbury Weald development and/or compilation of potential intervening land to create a more comprehensive development, additional information would be required. The site also forms part of a green break between Crossways Distribution Centre and Alconbury Weald/ Alconbury Enterprise Zone and a greater relationship to the open countryside than the nearby uses. The site proposal could also impact a significant concentration of ancient woodlands in terms of light and noise, with the potential to existing habitats and species, specifically Hermitage Wood which also contains a scheduled monument.

Alwalton

Alwalton 2: Land North Of 23 To 33 Oundle Road, Alwalton (larger site) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were unsure about development of this site. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. However, Church Street/Mill Lane are not suitable for a significant increase in vehicle movements so the accesses will all need to be on Oundle Road, which may not be achievable. Local infrastructure improvements will be required in the form of walking/cycling connectivity to link the site to the shared facility on

4 Further Issues and Options

the A605 Oundle Road. The site is affected by an existing public Right of Way, these should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team is encouraged. The Education Authority states there is an existing pressure on early years' places, mitigation will be required to provide capacity locally but there is sufficient capacity for both the existing population and children arising from this development for primary education. This level of development is of the maximum size which could be accommodated within the catchment area, without further mitigation being carried out. Secondary provision at Nene Park Academy is not within Cambridgeshire County Council's local area of responsibility. Anglian Water identifies that there are gravity sewers (both surface water and foul drainage) located throughout the site running north/south and east/west. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. Early engagement with Anglian Water is advised given the number of assets within the site.

Council Response

This site has been selected as a draft mixed use allocation (Draft Allocation Alwalton 1) for about 165 homes and about 4 ha of open space to safeguard against flooding.

Landscaping and biodiversity concerns have been address through criteria requiring the mitigation of recreational impacts on nearby nature sites including the Nene Valley Nature Improvement Area and an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. Drainage/sewerage concerns are addressed through criteria to ensure integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that waste water flows from the proposal can be accommodated.

A criteria requiring the provision of suitable noise, light and air quality mitigation requires a development proposal to mitigate concerns about air, light and noise pollution, whilst land is also set aside to safeguard against flooding with flood specific criteria included. Development will require sensitive design having regard to the Conservation Area designation and adjacent Alwalton Hall accompanied by a heritage assessment and safe vehicular and pedestrian access form Oundle Road will be required. Consultation with Cambridgeshire county council will be required to address minerals concerns and safe vehicular and pedestrian access from Oundle Road to address transport and active travel. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements such as education.

Bluntisham

Bluntisham 6: Land off 18 Holliday's Road, Bluntisham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were either unsure or opposed to development of this site. The Parish Council raised concerns relating to the effect on heritage and village layout and landscape, effect on listed building St Mary's Church, flooding, nature conservation and biodiversity, traffic and access, and archaeology. These concerns were also raised by a resident. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling improvements including a southern connection to the existing footway on Rectory Road and determine feasibility of a western connection to Holiday's Road. The Education Authority states there are existing educational pressures. Anglian Water advises that there is a foul sewer located along the southern boundary of the site. This existing infrastructure is protected by easements and

should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Bluntisham 2) for about 35 homes. Concerns have been addressed through criteria requiring nature and biodiversity have been addressed though criteria requiring the development to retain trees and hedgerow along the boundary, landscaping on the eastern and northern boundaries, and open amenity space to reduce recreational impacts on the Ouse Valley. Design of the site will have to reflect the sensitive setting to the grade I listed St Mary's Church supported by an heritage assessment. Flood risk will require mitigation and provision of a flood risk assessment and drainage strategy taking into account surface water, groundwater. The presence of a minerals safeguarding zone will require the developer to consult with Cambridgeshire County Council. The site will also have to integrate existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair. Finally. traffic and active travel will be addressed through criteria requiring provision of safe and appropriate vehicular and pedestrian access onto Holliday's Road and pedestrian access onto Rectory Road..

Brington and Molesworth 4: Land at High Street, Brington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (8 responses)

The responses were either opposed to development or unsure. The LLFA states there is low surface water flood risk which may make development unsuitable. Anglian Water identified that there is a rising main (pressurised sewer) running across the site, and a water main along the eastern boundary. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The Education Authority there is existing pressure on early years' places, mitigation will be required to provide capacity locally. There are capacity concerns at primary an secondary providers which may require mitigation.

The site promoter commented and withdrew the site. They stated that this 'site is no longer available for development and therefore should be disregarded in the Ongoing Call for Sites. The submission is hereby withdrawn and the site should not be considered further.'

Council Response

During the consultation on additional sites in the Spring of 2025, the site promoter withdrew the site. It therefore will not be considered further.

Bythorn and Keyston

Bythorn and Keyston 7: Land South of Thrapston Road / South East of Toll Bar Lane (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

The responses were unsure towards this site. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. It is unclear how high-quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

4 Further Issues and Options

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it relates more to the countryside. In depth development would be out of character, linear development along Thrapston Road may be achievable however this would result in the potential site area being reduced to 0.13ha and as such falling below the minimum site size threshold for allocation.

Chesterton

General comment: Comments raised concern regarding the impact of potential development sites enveloping Chesterton.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

Chesterton 3: Bottom Lodge Farm / Land at A1 West (North) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (26 responses)

The majority of responses were opposed to development. Objections (including those form Elton and Glapthorn Parish Councils) were raised regarding landscape impact and the harm to the rural character of the area and Chesterton, loss of agricultural land, currently inadequate infrastructure and public transport, fear of increased traffic volumes and impact of local highways, environmental and heritage harm, misalignment of proposal with current national and local policies and tat other sites should be pursued. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to Oundle Road, Chesterton and the A605 Peterborough Road, Haddon to achieve accesses but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that more than two points of access will be required at least one in emergency form. They state it is unclear how high quality walking, cycling, wheeling access can be achieved either on Oundle Road or the A605 and across the A1 to link the development to Peterborough. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced. Anglian Water identify the site is adjacent to their water storage site Chesterton Old and New Reservoirs and there are strategic, large diameter water mains crossing the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. Early engagement with Anglian Water is advised given the strategic nature of the assets within the site. The site is adjacent to Peterborough (Flag Fen) WRC catchment. There are significant network constraints in this location for the quantum of growth proposed by this site. Further discussion with Anglian Water is essential regarding appropriate solutions for wastewater treatment, which could include a requirement for a new WRC and associated network and there is an overlap with the emerging proposed associated infrastructure for the Lincolnshire Reservoir. The Education Authority state that officers would expect a site of this size to generate demand for an additional 510 children aged 0-3, and an additional 680 primary school places (equating to 3FE which could be provided as one school and would require a land allocation of 3ha). Nene Park Academy is not within Cambridgeshire County Council's local area of responsibility. SEND provision Officers would expect a development of this size to generate demand for approximately 37 places for children with special educational needs and/or disabilities (SEND). It is likely that a contribution would be requested towards existing provision within the county.

Historic England identify that a scheduled monument (a Roman barrow 380m north of Hill Farm) is within the western edge of the site and the heritage assets in Chesterton should also be referred to in the assessment.

Council Response

The Council received a number of strategic sites that were submitted for consideration as for allocation in the Local Plan. These sites were tested as part of 4 strategic growth options. This site was tested through strategic Growth Option 1 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by

evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. As part of Duty to Cooperate meetings Peterborough City Council raised significant concerns relating to this site and the impact on the transport network and Oundle Road specifically and the inability of the road network into Peterborough to accommodate the extra traffic likely to be generated.

Colne

Colne 8: Pound Ground, Colne High Street, Somersham Road, Colne (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (3 responses)

Responses ere unsure towards this development. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway B1050 Somersham Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing, however a suitable visibility splay will need to be achieved and local infrastructure improvements may be required in the form of walking/cycling connectivity. Anglian Water identify there is a rising main (pressurised sewer) adjacent to the road boundary for the site, which may be located in the road or adjoining verge. This existing infrastructure is protected by easements and should not be built over. Further investigation may be required to locate the asset and determine whether access to the site may interface with the rising main.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being at high and medium surface water flood risk and therefore did not meet the criteria.

Easton

Easton 1: Land East of Easton Road, Easton (failed fundamental constraints)

Main Issues Raised (31 responses)

The majority of comments ere opposed to development. Objections were raised regarding flood risk with the site being within flood zone 3b and a history of flooding, highway safety and narrowness of Easton Road, lack of infrastructure and local services, environmental and heritage impact, proximity to sewage works, and a previous planning application was refused on site. The Minerals and Waste Authority identified that there was a minerals and waste constraint present which will require mitigation and may be difficult to overcome. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. Anglian Water identify that there is a water main along the western/roadside boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

4 Further Issues and Options

The site promoter has proposed to reduce the site area to 0.22ha to include the part of the site not within the water recycling area or at flood risk.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site completely falls within 400m of a Water Recycling Area. Also, approximately half of the site is within flood zone 3b.

Ellington

Ellington 4: Old Sheds at Manor Farm, Ellington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were mixed towards this site. Ellington Parish Council objected to this site and the cumulative impact of other developments in the village, exceeding the 5% growth limit set by the approved Grafham and Ellington Neighbourhood Plan and would conflict with both the scale and density policies of the Plan, extend the built-up area of the village, and risk setting a precedent for further expansion. They stress the need for careful consideration of traffic, infrastructure, and local services to support any additional development. The LLFA identified that there is low surface water flood risk which will require surface water management options. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site has access to the public highway directly onto High Street and via the private access road to Manor Farm, this access is not adequate for intensification and it is not clear if there is sufficient frontage to create a new access onto High Street. The Education Authority highlights there are capacity pressures for early years provision, primary and secondary schools which may require mitigation to accommodate development.

Council Response

This site has been selected as a draft residential allocation **(Draft Allocation Ellington 1)** for about 35. The development will be required to demonstrate a safe and suitable means of vehicular and pedestrian access to High Street. The presence of a mineral safeguarding area will require consultation with Cambridgeshire County Council. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure such as education across the district and will be refined at Stage 2 to look at locational requirements. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83).

Ellington 5: Land between Thrapston Road East of Ellington and A14 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were mixed towards this site. Ellington Parish Council objected to this site and the cumulative impact of other developments in the village, exceeding the 5% growth limit set by the approved Grafham and Ellington Neighbourhood Plan and would conflict with both the scale and density policies of the Plan, extend the built-up area of the village, and risk setting a precedent for further expansion. They stress the need for careful consideration of traffic, infrastructure, and local services to support any additional development. The LLFA identified that there is high surface water flood risk which will require surface water management options. The Minerals and Waste Authority identified that there was a minerals and/or waste constraint present which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and will require further technical work and engagement with National Highways.

Council Response

This site has not been selected as a draft allocation. The Highways Authority states the site is likely to require significant highway improvements in relation to the scale of development proposed and will require further technical work and engagement with National Highways. No further information has been received to ascertain whether highways improvements would be achievable and therefore the site was not taken forward for further testing through the growth strategy options. Fluvial flood zones, 2, 3a and 3b are present on the site along the site frontage which may also impede access and escape to and from the site.

Ellington 6: Land South East of Ellington (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were mixed towards this site. Ellington Parish Council objected to this site and the cumulative impact of other developments in the village, exceeding the 5% growth limit set by the approved Grafham and Ellington Neighbourhood Plan and would conflict with both the scale and density policies of the Plan, extend the built-up area of the village, and risk setting a precedent for further expansion. They stress the need for careful consideration of traffic, infrastructure, and local services to support any additional development. The LLFA identified that there is high surface water flood risk which may make the site unsuitable for development. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states the site has access to the highway via Green Lane and its junction with Grafham Road but there appears to be insufficient width to accommodate a development of this scale without improvements to the junction, this would not be achievable within the existing highway as the grass areas either side are village green. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged. The Education Authority highlights there are capacity pressures for early years provision, primary and secondary schools which may require mitigation to accommodate development.

The site promoter reiterated the site's availability and state they will avoid residential development in the flood-prone southern portion of the site, integrating an existing electricity line, and upgrading Green Lane to a Minor Estate Road to support access for 40 homes. The landowner state that the necessary road improvements are feasible within their ownership and that the Public Rights of Way crossing the site will be preserved and incorporated into the design.

Council Response

This site has not been selected as a draft allocation. The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site did not meet this criteria being 19% within flood zones 2, 3a and 3b with surface water flood risk.

Elton

General comment: Comments raised concern regarding the impact of potential development sites on Elton including a site consulted on previously at Berry Leas. Objections argue that development would cause irreversible harm to Elton's heritage, landscape, biodiversity, and infrastructure, and that more sustainable and policy-compliant alternatives exist within the village.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

4 Further Issues and Options

Elton 6: The Old Dairy, Elton (failed fundamental constraints)

Main Issues Raised (12 responses)

Responses were mixed towards this site but a large proportion were supportive. There was local support for the principle of small-scale commercial development at The Old Dairy although concerns remain about heritage impacts, existing vacancies, and infrastructure. Comments raised that planning policy should more clearly support modest rural employment schemes. The LLFA identified that there is low surface water flood risk and there should be further consideration of surface water management options. The Highways Authority states that there is no connection to the public highway however, it is assumed that this would be via the existing access. An intensification of use of the access would require it to be in accordance with DMRB/MfS requirements respecting local junction spacing and visibility splays. There is a minerals and/or waste constraint impacting the site which will require mitigation.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Godmanchester

Godmanchester 12: Land South of West Street, Godmanchester (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were generally opposed towards developing the site. The LLFA identified the site has a high risk for surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However, the site frontage is subject to the National Speed Limit so visibility splays will need to be commensurate with this.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is within flood zone 3b. The site promoter has put the site forward for residential uses which are classes as being more vulnerable in the NPPF. Considering the very high flooding risk within the site and none of it being located within a lower at risk zone, the site is considered unsuitable for development.

Godmanchester 13: Land off Bluegate, Godmanchester (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Responses to this site were largely opposed to development. Objections were raised by nearby residents an the Town Council citing issues with inadequate and potentially unsafe access, increased flood risk—particularly to Silver Street—strain on local infrastructure including schools and healthcare, and negative impacts on traffic, drainage, biodiversity, and the character of the surrounding area. The LLFA identified that surface water management options may be required on site. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highway Authority states that on the basis of the red line the connection to the public highway is via an access road off Bluegate. However, it is not clear if it is possible to achieve an access suitable for the scale of development proposed in accordance with MfS, road safety audit, and local junction spacing. Also, capacity assessments would be required. The Education Authority highlight there may be some capacity issues in primary and secondary school places.

Council Response

The site is 100% Flood Zone one and therefore a sequentially preferable site. The site was tested by the council as part of Growth strategy 1,2 and 3. The site was not put forward for allocation as part of the Huntingdonshire's Preferred Options Local Plan due to high and/or medium risk from surface water sources. The site has very limited access which would require demolition of one of the homes to the side of the route to achieve sufficient width for a safe access.

Godmanchester 14: Land East of Cow Lane, Godmanchester (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses to this site were largely opposed to development. The LLFA identified the site has a medium risk for surface water flood risk which will require water management options. Anglian Water identify there is a water main along the western/roadside boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highway Authority states that on basis of the site boundary there may be inadequate connection to the public highway as the existing access in Cow Lane will need to be improved for use by commercial vehicles. The access will be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments. It may also be possible that improvements to the Cow Lane/Cambridge Road junction are necessary.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a waste management area. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of development on the MWA or on the amenity impact of locating development in such close proximity to it.

Godmanchester 15: Land off Berry Lane, Godmanchester (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses to this site were largely opposed to development. The LLFA identified the site has a high risk for surface water flood risk which make the site unsuitable for development. Anglian Water identify there is a water main along the western/roadside boundary of the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. Anglian Water does not have a WRC within 400m of this site. There is a minerals and/or waste constraint impacting the site which will require mitigation. The Highway Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Berry Lane is single track road so infrastructure improvements may be required in the form of localised carriageway widening along the development frontage but it is unclear if this can be achieved within the adopted public highway.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the majority of the site is within flood zone 3b and the proposed residential uses being classed as a more vulnerable use. The site's access is also another key constraint making the site unsuitable.

Godmanchester 16: Land West of A1198 (West of Bleakley Farm), Godmanchester (Council conclusion pre-consultation - inappropriate for development as freestanding site would be dependent of Godmanchester 3 and 5)

Main Issues Raised (5 responses)

4 Further Issues and Options

Responses to this site were mixed. The Town Council note that the site on its own has limited potential but in combination with other adjoining land parcels could be integrated within a larger scheme. The LLFA identified that there is high risk from surface water flood risk which may make the site unsuitable for development. Anglian Water identify there is a water main partly within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. There are no minerals or waste constraints impacting the site. The Highway Authority states that on the basis of the red line there is no connection to the public highway but if it was integrated into adjacent parcels with access from the A1198 then local facilities/amenities could be available and high quality walking, cycling, and wheeling access from local centres of population could be achievable.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal which noted that the necessary intervening land to integrate the site into Godmanchester is not all in the site promoter's control and has integration challenges of its own. The potential urban extension land comprises four other parcels of land only two of which adjoin with the southeasternmost one (Godmanchester 8) again being dependent upon delivery of intervening land necessitating six sites in total collectively posing significant design and achievability challenges.

Godmanchester 17: Former Motorway Compound Site, North of A1198 roundabout (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

Responses to this site were mixed but somewhat supportive. The LLFA identified that surface water management options may be required on site. Anglian Water identify there is a water main to the northern boundary of the site and potential connections into the site to the north-west. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There are no minerals or waste constraints impacting the site. The Highway Authority states the site appears to have sufficient frontage to the A1198 achieve an access/es either directly onto the roundabout or north of it, but highway improvements including modifications to the roundabout may be required in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form and local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter reiterated the site's availability and submitted further evidence in support of development in particular its greenfield/brownfield status, loss of agricultural land, access and visibility.

Council Response

This site has been selected as a draft employment allocation (Draft Allocation Godmanchester 3) for commercial, business and industrial uses. Concerns regarding surface water will require mitigation and provision of flood risk assessment, a detailed drainage strategy taking into account further investigation of surface water flood risk including climate change, and residual risk of nearby culverts. Highways improvements must be agreed with the appropriate Highways Authorities to obtain provision of safe and appropriate vehicular, public transport and active travel access to the site

Grafham

Grafham 4: Field south of Village Farm, Grafham (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses to this site were largely opposed to development. The Parish Council and residents raised objections citing conflicts with the Neighbourhood Plan, unsustainable location, lack of infrastructure and services, flood risk, harm to heritage assets and biodiversity, overdevelopment relative to village scale, and significant concerns about

access, traffic, and environmental impact, with calls to reduce the scale or reject the proposal entirely. There are no minerals or waste constraints. The Highway Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site along Church Hill and Church Road as road width and junction visibility is poor, connection to the public highway should be restricted to Buckden Road. The Education Authority highlights there may be challenges in primary and secondary provision without some mitigation.

The Parish Council suggested reducing the number of dwellings to no more than 13 in line with the neighbourhood plan.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with low risk of surface water flooding meaning it could meet the criteria for consideration. However, site 'Grafham 2: Land adjacent to 24 Cedar Close, Grafham' also met this criteria. 'Grafham 2: Land adjacent to 24 Cedar Close, Grafham' was selected as a draft residential allocation as it was considered more favourable due to the lack of impact on heritage assets whereas this (Grafham 4) site is within the setting of grade II listed building Village Farm which would require some mitigation.

Great Gransden

General comment: The Parish Council strongly objects to the amount of development proposed emphasising that any proposed development must align with the Neighbourhood Development Plan's vision to maintain the village's rural character and sustainability, taking into account its limited infrastructure, constrained school capacity, minimal public transport, and the established Built-Up Area Boundary beyond which development is resisted. Another comment raised there is limited public transport options available.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. Site have been assessed using a 'policy-off' approach. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Gransden 5: Highbury Fields Business Park, Great Gransden (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding its conflict with the Neighbourhood Plan, lack of pedestrian and cycle access, poor public transport, potential harm to village character and biodiversity, and concerns over school capacity and increased car dependency. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway as it already has an access onto Eltisley Road in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the separation of the site from Great Gransden and close relationship with the countryside. The compatibility with adjoining industrial site to the south east depends on an unimplemented permission for self build/ custom build homes.

Great Gransden 6: Land adjacent to Meadow Road and Hall Farm Road, Great Gransden (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (12 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding conflicts with the Neighbourhood Plan, lack of pedestrian and highway access, flood risks, harm to heritage and biodiversity, and unsuitability due to poor infrastructure and transport links. Anglian Water state there is a water main to the Meadow Road boundary of these sites. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway B1046 to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced. The Education Authority states there should be sufficient capacity within primary and secondary schools but additional mitigation may be required.

One comment raised that there is a restrictive covenant on the land for it to be retained for agricultural use until 2047.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of growth strategy option 1, 2, 3 and 4. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal. However, during the consultation on additional sites in the Spring of 2025, additional evidence was provided that demonstrated the site is subject to a restrictive covenant which limits the site to agricultural use up to 2047. The site is therefore not immediately available for development without amending this covenant.

Great Gransden 7: Land North of Meadow Road, Great Gransden (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (7 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding its conflict with the Neighbourhood Plan, lack of pedestrian and cycle access, poor public transport, potential harm to village character and biodiversity, and concerns over school capacity and increased car dependency. Anglian Water identify there is a water main to the Meadow Road boundary of these sites. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway B1046 Meadow Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved.

One comment raised that the site should correctly be referenced as adjacent to Meadow Road and Hall Farm Lane and that there is a restrictive covenant on the land for it to be retained for agricultural use until 2047.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the site being largely separate from the main settlement and is highly prominent within the countryside. It would be difficult to integrate the site with the existing place and community. During the consultation on additional sites in the Spring of 2025, additional evidence was provided that demonstrated the site is subject to a restrictive covenant which limits the site to agricultural use up to 2047. The site is therefore not immediately available for development without amending this covenant.

Great Gransden 8: Leycourt Farm, Eltisley Road (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

Most comments were opposed to the development. Residents and the Parish Council raised concerns regarding its conflict with the Neighbourhood Plan, is outside of the built up area, poor public transport, potential harm to village character and challenges in integration with the existing village. Anglian Water state there are no water mains or water recycling networks in proximity to this site. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway Eltisley Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved and is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to being located in the countryside beyond walking distance from key services and facilities and would therefore fail to achieve sustainable development. It is also located on high quality agricultural land

Great Paxton

General comment: Comments raised objections to the proposed development sites, particularly 6, 7, and 8 in Great Paxton, citing unsustainable infrastructure, poor public transport, flood risk, loss of high-quality agricultural land, harm to rural character and biodiversity, inadequate school and healthcare capacity, and conflict with both local and national planning policies, with calls for smaller-scale, infill or brownfield development instead.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Great Paxton 5: Land Adjacent to 2 High Street, Great Paxton (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were largely opposed towards this site. The Parish Council agreed with the assessment. Concerns were raised regarding flooding and amenity arising from proximity to industrial area. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway on to the High Street to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

4 Further Issues and Options

Great Paxton 6: Land to the South of London Lane, Great Paxton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (15 responses)

Responses were mostly opposed to development. The Parish Council and residents raised concerns about limited infrastructure, inadequate access via narrow roads, environmental and flooding risks, and the disproportionate scale of the proposal relative to the village's character and capacity. Anglian Water note there is a rising main (pressurised sewer) and surface water sewer within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required. There are minerals and/or waste constraints that require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access onto London Lane, Adam's Lane or Dovecote Lane (Private Road)/High Street in accordance with DMRB/MfS requirements respecting local junction spacing. However proposed carriageway widths and design will have to be confirmed as substantial highway works may be required. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant access constraint along London Lane. Additionally, the scale of the potential development would severely impact the existing character of Great Paxton.

Great Paxton 7: Land to the East of Paxton Hill, Great Paxton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (11 responses)

Responses were mostly opposed to development. The Parish Council and residents raised concerns about recurring flooding, poor access, limited infrastructure, ecological and heritage concerns, harm to the character of the village, and incompatibility with local and national planning policies. There are minerals and/or waste constraints that require mitigation. The Highways Authority states the site does not appear to have sufficient frontage to the public highway River Lane to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as due to the fundamental urbanising impact on the landscape and on Great Paxton as well as the challenges in highways capacity and infrastructure provision that would be required to deliver this scale of growth.

Great Paxton 8: Land to the West of Great Paxton (failed fundamental constraints)

Main Issues Raised (11 responses)

Responses were mostly opposed to development. The Parish Council and residents raised concerns about recurring flooding, poor access, limited infrastructure, ecological and heritage concerns, harm to the character of the village, and incompatibility with local and national planning policies. There are minerals and/or waste constraints that require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway B1043 Paxton Hill to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site is the majority of the site is within flood zone 3b, 3a and 2.

Great Staughton

Great Staughton 5: Land South of The Highway, Great Staughton (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were mixed towards this site. The Parish Council agreed with the assessment. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway B645 to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. However a suitable visibility splay will need to be achieved.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site has failed the fundamental constraints by being below the site size and number of homes threshold and is almost wholly within flood zone 3b.

Hemingford Grey

Hemingford Grey 14: Land West of 38 Hemingford Road, Hemingford Grey (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed towards this site. The Parish Council agreed with the assessment with concerns on flood risk and impact on heritage assets. The LLFA identifies there is low risk from surface water flood risk which may make the site unsuitable for development. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access which may be impacted by prior development of adjacent sites. Hemingford Road includes traffic calming on the site frontage which would need to be incorporated or amended as part of any future access design.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the significant risk of flooding across the whole of the site (flood zone 3a), its potential landscape impact as well as its potential adverse impact on nature conservation and heritage designations

Holywell-cum-Needingworth

General comment: The Parish Council strongly objects to the amount of development proposed with all sites being on agricultural land, areas of flood risk, limited amenities, infrastructure and reduction of buffer between Needingworth and St Ives should these proposals go ahead.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

4 Further Issues and Options

Holywell-cum-Needingworth 8: Orchard Paddock, West of Mill Way, Needingworth (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish Council raised concerns regarding wildlife. St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. Anglian Water identify that there is a considerable overlap with the emerging proposed associated infrastructure (pipeline corridor) for the Fens Reservoir. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements may be required in the form of walking/cycling connectivity. The Education Authority highlight there are pressures for primary and secondary education in the area.

Council Response

This site has not been selected as a draft allocation. It was considered potentially appropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal, however it is located to the south of Needingworth on the western side of Mill Way which is typically less developed with the potential to create isolated development in the countryside. The site chosen (Holywell-cum-Needingworth 1 & 11) provide better opportunity to integrate with the existing settlement, with active routes to St Ives employment areas and accessible transport links providing connections to market towns and enhanced services and facilities.

Holywell-cum-Needingworth 9: Five Acres Farm, South of Needingworth Road (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish Council consider the nearby roundabout a bottleneck which further development will exacerbate and consider the site to be outside the built up area of Needingworth and result in loss of agricultural land. St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and may require a second points of access in emergency form. Local infrastructure improvements may be required in the form of walking/cycling connectivity.

The site promoter confirmed the site's availability for development.

Council Response

The Preferred Options draft Local Plan to 2046 focuses employment growth and opportunities around 2 strategic sites, alongside opportunities for expansion of established employment areas and sustainable locations such as market towns and service centres. This site is located away from such locations.

Holywell-cum-Needingworth 10: Land at Conger Lane, Holywell (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish Council consider the site to be outside the built up area of Holywell, result in loss of agricultural land and poor access to the site. St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. Other objections were based on environmental and wildlife impact and harm to heritage assets. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states on the basis of the red line there is no vehicular connection to the public highway, in the event that the red line could be amended to join the public highway, then the site would not be acceptable for

a development without significant improvements to provide safe passage for both vehicular and non-motorised users. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter confirmed the site's availability for development.

Council Response

This site has not been selected as a draft allocation. The in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal originally found that the site may be appropriate for development, on further assessment there are significant concerns regarding point of access and narrowness of the road restricting access. Therefore the site is now considered inappropriate.

Holywell-cum-Needingworth 11: Land North West of Needingworth, South of the A1123 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Responses were generally opposed towards this site. Holywell-cum-Needingworth Parish and St Ives Town Council raised objections based on flood risk, limited village amenities and infrastructure, access on the A1123 and impact on the character of the area. Anglian Water identify that there is a considerable overlap with the emerging proposed associated infrastructure (pipeline corridor) for the Fens Reservoir. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but is likely to require significant highway improvements in relation to the scale of development proposed and will require two points of access. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team. The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic. The Education Authority highlight there are pressures for primary and secondary education in the area.

The site promoter confirmed the site's availability for development.

Council Response

The site has been combined with proposed site 'Holywell-cum-Needingworth 1: Land North of Bluntisham, Needingworth' and has been selected as a draft mixed use allocation (Draft Allocation Needingworth 2) for about 290 homes, community retail facilities to meet any needs arising from the development and land to safeguard against flooding. Concerns regarding impact on the village character are addressed through criteria requiring completion of public engagement and submission of a master plan illustrating use of design that harmonises with the surrounding development to integrate the new homes with their immediate locality and ensure that neighbouring residential amenity is protected. Provision of a safe and suitable means of access from Bluntisham Road and High Street and assessment of transport impacts through a transport assessment will be required to address access and traffic impact. The draft allocation addresses the site's local within a mineral safeguarding area requiring consultation with Cambridgeshire County Council. Flood risk is addressed through the sequential location of development and provision a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk and residual risk. Land is required to safeguard against flooding and for infrastructure relating to the Fens Reservoir. The retention and enhancement of public rights of way bridleway 129/16 and footpath 129/2 will be required to address concerns regarding public rights of way. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Houghton and Wyton

Houghton and Wyton 6: Ruddles Lane, Wyton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

4 Further Issues and Options

Responses were mixed towards this site. The Parish Council are generally supportive of renewable energy but have concerns relating to the loss of agricultural land, flood risk, topography and visual impact, other sites such as Wyton airfield should be considered for solar. Anglian Water note that this site is for a solar array and therefore should not be a material impact from the encroachment buffer for the Wyton (RAF) WRC to the western boundary. There is a water main to the northern boundary and sewer/final effluent pipes to the western boundary, that the developer should be aware of in terms of constructing accesses to the site. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access but may require significant highway improvements in relation to the development proposed. Access via Splash Lane is unlikely to be acceptable without significant improvement which may not be achievable in the public highway or land within then red line alone. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced.

The site promoter provided further details of their proposal and plans to support the development.

Council Response

This site has been selected as a draft renewable energy allocation (Draft Allocation Houghton and Wyton 1) for 28 ha of land at Ruddles Lanes is allocated for a ground mounted solar voltaic panels. Concerns relating to landscape impact have been addressed through criteria requiring the retention of boundary features and additional landscaping to mitigate visual impact and an ecological survey to determine the presence of protected species and measures for their protection and biodiversity enhancement. development will be located in flood zone 1 and flood risk mitigated and assessed through provision of a flood risk assessment and detailed drainage strategy taking into account fluvial, surface water, groundwater and residual flood risk including modelling of Back Brook and ordinary watercourse. The development will be required to consider Anglian Water Infrastructure as part of the design of development. public rights of way do not transverse the site.

Houghton and Wyton 7: Land between Garden Centre and Splash Lane, Wyton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed to developing this site. The Parish Council agreed with the assessment with concerns on flood risk and impact on the Great Ouse Valley. Anglian Water identify there is a rising main (pressurised sewer) and gravity sewer within the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site appears to have sufficient frontage to achieve an access onto the A1123, however, it appears unlikely that that it could achieve both acceptable visibility splays and local junction spacing at detailed design and is likely to require significant highway improvements in relation to the scale of development proposed. Access onto Splash Lane is unlikely to be acceptable without significant improvement to the road and footway infrastructure and it is unclear at this stage whether improvements likely to be necessary could be achieved fully within the public highway or land within then red line boundary. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as almost all of the site is located within flood zone 3a and the proposed residential uses being classed as a more vulnerable use. The urbanising impact it would have on the Great Ouse valley and risk of coalescence between settlements are also considered to be a major constraints making the site unsuitable.

Huntingdon

Huntingdon 4: Hinchingbrooke Hospital site, Hinchingbrooke Park Road, Huntingdon (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were generally supportive towards this site. The LLFA identifies there is low risk from surface water flood risk and further consideration of surface water management options should be undertaken. Anglian Water states they have water mains within the site boundary, this existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. Engagement with Anglian Water is recommended to ensure this is planned appropriately for delivery in subsequent Asset Management Periods (AMPs) to align with phasing of the site build out. There are no minerals or waste constraints. The Highways Authority states that any additional development on the site will be subject to road safety audit, local junction spacing and capacity assessments and may require significant highway improvements in relation to the scale of development proposed.

Historic England consider that additional listings should be included within the assessment of the site such as Hinchingbrooke House and walls and the wider historic parkland setting of the estate.

Council Response

This site has been selected as a draft mixed use allocation (Draft Allocation Huntingdon 1) for redevelopment of the hospital, including necessary enabling works, reprovision of the ambulance station, provision of key worker and medical/care student accommodation, car parking, other primary care uses, residential institutions (use class C2) to provide specialist residential accommodation and non-residential educational facilities for healthcare related training. Strategic green infrastructure will also be provided. Concerns relating to flood risk have been addressed through criteria requiring provision of a flood risk assessment and drainage strategy to identify mitigation measure. The development will be required to consult with Anglian Water. Multiple access points will be required with access from both Views Common Road and Hinchingbrooke Park Road to address the need for highways improvements.

Huntingdon 5: Land at the former WATA Site, Hartford (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (7 responses)

Responses were mixed towards this site. The LLFA identifies there is high risk from surface water flood risk which may make the site unsuitable for development. Anglian Water would support the requirement for further assessment with regard to flood risk, as the site is in flood zone 2, to consider whether it is appropriate for redevelopment for residential use, and whether it passes the sequential test for flood risk. There is a minerals and/or waste constraint which would require mitigation. The Highways Authority states the site has two existing accesses and has sufficient frontage to the public highway to adjust these or achieve a new access in accordance with DMRB/MfS requirements respecting local junction spacing. Local infrastructure improvements will be required in the form of a footway on the north east side of Old Houghton Road to connect the site to the bus stop on Main Street and a crossing point to connect it to the footway on the south west side. The Education Authority identify there s some primary and secondary school capacity to accommodate the development. Houghton and Wyton Parish Council raised objections based on flood risk, wastewater capacity, sewage pollution and impacts to the environment.

The site promoter has submitted a flood risk assessment and cites an application on the adjacent site which has permission for residential development. They state given the brownfield nature of the site, the application of Vacant Building Credit (VBC) should be considered.

Council Response

This site has not been selected as a draft allocation as more sequentially preferrable sites are available to avoid locating more vulnerable development in medium risk areas.

4 Further Issues and Options

Kimbolton

General comments: Comments raised concerns of development citing issues relating to overdevelopment, infrastructure pressure, flood risk, loss of heritage, and irreversible damage to the village's character. A petition against a site in Newtown was submitted with over 800 signatures.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk. An Infrastructure Delivery Study Baseline Assessment (Stage 1) looks at current infrastructure across the district and will be refined at Stage 2 to look at locational requirements.

Kimbolton 12: Land off B660 at Stonely (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were unsure towards developing this site. The LLFA identified there is low surface water flood risk and further consideration of surface water management options will be required. The Parish Council commented that if this site is to be developed then it should take place after the adjacent site in that area has been developed. There is a minerals and/or waste constraint that requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. Although this will need to be supported by speed surveys, detailed topographic surveys and in depth boundary searches to establish highway land available. Local infrastructure improvements will be required in the form of walking/cycling connectivity. Dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to the existing site access.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the challenges in successfully integrating it with the existing place and community.

Kimbolton 13: Stonely Grange, South of Easton Road - plot 1 (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were mixed towards developing this site. The Parish Council were opposed to development. The LLFA identified there is medium surface water flood risk and further consideration of surface water management options will be required. Anglian Water identified there is a water main to the road frontage of this site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space, if this is not possible a formal application to divert Anglian Water's existing assets may be required. There are no minerals or waste constraints. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). The Council has however applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are

100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as 100% flood zone 1 but with high and medium surface water flood risk and therefore does not meet the criteria for consideration.

Kimbolton 14: Stonely Grange, South of Easton Road - plot 2 (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed towards developing this site. The Parish Council were opposed to development. The LLFA identified there is some surface water flood risk and further consideration of surface water management options will be required. There is a minerals and/or waste constraints which require mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Kings Ripton

Kings Ripton 1: Land at Manor Farm, Kings Ripton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Responses were mixed towards this site. Comments raised concerns based on the site's prominent and sensitive location at the village entrance, its incompatibility with the surrounding rural and historic character, lack of essential services and infrastructure, safety and drainage concerns, and the unrealistic scale of development relative to local constraints and policy, with additional personal objections regarding visual impact and construction disruption. Anglian Water states there are water mains to the road frontage of this site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space, if this is not possible a formal application to divert Anglian Water's existing assets may be required. There are no minerals or waste constraints to overcome. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

The site promoter confirmed the site's availability for development.

Council Response

This site has not been selected as a draft allocation. It was tested by the Council as part of growth strategy option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has however, applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

4 Further Issues and Options

Old Hurst

Old Hurst 1: Land at St Ives Road, Oldhurst (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were mixed towards this site but a large proportion were supportive. The LLFA identified that there has been locally reported surface water flood risk which impact developing this site. There are no minerals or waste constraints to overcome. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but it is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the site being highly prominent in the countryside and potential for significant landscape impact. It would also result in the loss of high quality agricultural land.

Pidley-cum-Fenton

Pidley-cum-Fenton 7: Orchard of Ashfield House, Warboys Road, Pidley (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were generally opposed to development. One comment raised concerns regarding the overflow pond, flood risk and impacts on local sewerage. There are no minerals or waste constraints to overcome. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment.

Ramsey

Ramsey 18: One Acre Stables Middle Drove, Ramsey Heights (failed fundamental constraints)

Main Issues Raised (3 responses)

Responses were generally opposed to development. The LLFA identified the site is at high risk of surface water flood risk which may make the site unsuitable for development. There are no minerals or waste constraints to overcome. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. This will be dependant on existing uses and if this replaces the existing properties / uses or if this is in addition to the existing uses.

Council Response

This site has not been selected as a draft allocation as the site is below 0.25ha and proposes fewer than 5 homes and therefore does not pass the minimum site size threshold for detailed assessment. It is also 100% within flood zone 3a making it inappropriate for more vulnerable development.

Ramsey 19: Two Acre Stables, Middle Drove, Ramsey Heights (Council conclusion pre-consultation - may be appropriate depending on evidence from GTAA)

Main Issues Raised (3 responses)

Responses were generally opposed to development. The LLFA identified the site is at low risk of surface water flood risk but may make the site unsuitable for development. There are no minerals or waste constraints to overcome. The Highways Authority states on the basis of the red line there is no/inadequate connection to the public highway.

Council Response

This site has not been selected as a draft allocation. The site is currently in use as Gypsy and Traveller pitches. The assessment noted that the site could be appropriate for the continued use of the site for gypsy and traveller pitches but this is subject to outcomes of the updated GTAA which is being prepared to support the updated Local Plan. The permanent use for this site should be determined through the submission of a planning application. The whole site is within flood zone 3a.

Ramsey 20: Land to the South of Oilmills Road, Ramsey Mereside (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were generally opposed to development. The LLFA identified the site is at high risk of surface water flood risk which may make the site unsuitable for development. There are no minerals or waste constraints to overcome. The Highways Authority states on the basis of the red line plan, it is not clear if inadequate connection to the public highway to achieve an access in accordance with DMRB/MfS requirements and local infrastructure improvements may be required in the form of walking/cycling connectivity.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment due to the whole site being located within flood zone 3a making it inappropriate for more vulnerable development.

Sawtry

Sawtry 17: Land off Old North Road, Sawtry (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Responses were generally supportive of developing the site. The LFFA highlight the site is at high risk of surface water flood risk. Anglian Water state there is a water main to the northern boundary which may impact the access to the site. There are no links to the sewer network from this site, and further advice would need to be sought for a sustainable point of connection to the wastewater network. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access/es in accordance with DMRB/MfS requirements subject to local junction spacing, visibility, and vertical alignment. The site is affected by existing public Rights of Way which should be retained on their existing alignment, maintained, or enhanced, dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

The site promoter reiterates the sites' availability for development, submitting a proposed layout plan but wishes to amend the proposed capacity: potential commercial development (North): 0.7ha, potential commercial development (South): 1.73 ha, leisure and recreation Uses - 0.7ha and potential access 0.2ha.

Council Response

4 Further Issues and Options

This site has been selected as a draft mixed use allocation (Draft Allocation Sawtry 4) for about 1.5 ha for Sui generis associated with electric vehicle charging and associated shop and food and drink, about 1ha for industrial use and about 1 ha for open space uses . Flood risk will be mitigated and assessed through provision of a proportionate flood risk assessment and detailed assessment of surface water flood risk. Provision of a safe and suitable means of access from Old North Road and completion of a transport assessment and travel plan to encourage accessibility by active travel modes, this will assist in mitigating any access issues including the Anglian Water water main. The presence of a minerals safeguarding area will require consultation with Cambridgeshire County Council. The development will be required to retain and enhance the Public Right of Way.

Somersham

Somersham 15: Parkhall Nursery & Garden Centre, Somersham (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed to developing the site. Somersham Parish Council raised objections based on its proximity to a waste management area, limited access via a single-track road with no footpath, lack of integration with existing village amenities, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states is unclear whether suitable visibility splays can be achieved but appears to have sufficient frontage to achieve an access which is likely to require significant highway improvements in relation to the scale of development proposed.

The site promoter states that the WMA should be reassessed due to its restoration.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a waste management area. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of development on the MWA or on the amenity impact of locating development in such close proximity to it.

Somersham 16: Land off Robert Avenue, Somersham (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed to developing the site. Somersham Parish Council raised objections based on its proximity to a waste management area, access via the nature reserve, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that based upon the blue line boundary the site appears to have sufficient frontage to achieve an access but may require significant improvements within the highway to make the access acceptable in highway terms.

The site promoter states that in response to the LAA, the site area of the has been reduced to 1.25 hectares removing the part of the site from within the 25m WMA buffer zone.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site falls within 250m of a waste management area and is currently greenfield land. No detailed assessment has been submitted alongside the call for sites submission to assess the impact of development on the MWA or on the amenity impact of locating development in such close proximity to it. In response to the Spring 2025 consultation on additional sites the site promoter sought to address concerns regarding proximity to the WMA by reducing the site area of the site to 1.25ha to only include land for residential development. They recognise the site remains within the consultation area of the WMA. No assessment on impact on the WMA or its restoration have been provided or the potential

impact on residential amenity. As such the site still fails the fundamental constraints. Additionally, the Highways Authority commented that based on the red line boundary there appears to be insufficient access to serve the site. Access arrangements have not been detailed in the site promoter's comments and there appears to be a potential ransom strip between it and Robert Avenue.

Somersham 17: Land on the West Side of Parkhall Road, Somersham (failed fundamental constraints)

Main Issues Raised (4 responses)

Responses were mixed to developing the site. Somersham Parish Council raised objections based on its proximity to a waste management area, access via a single track road, flood risk, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. Anglian Water state there is a rising main pressurised sewer running through the side adjacent to the eastern boundary, which is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing rising main should be located in highways or public open space. In addition, there is a sewer pumping station adjacent to the north eastern corner of the site. A 15m encroachment buffer should be applied to ensure that no sensitive receptors are located within this buffer i.e. residential premises and the domestic curtilage of residential properties. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that it is unclear whether suitable visibility splays can be achieved but it appears to have sufficient frontage to achieve an access which would likely to require significant highway improvements in relation to the scale of development proposed.

The site promoter provided a rebuttal statement against the site failing the fundamental constraints and also provided further plans.

Council Response

This site was considered inappropriate for development through the Council's Land Availability Assessment as it failed a fundamental constraint as the site wholly lies within the buffer zone around the Somersham Waste Management Area. At its closest point, the site is within 20m of the WMA. No assessment was provided at the time. In response to the Spring 2025 consultation on additional sites, the site promoter submitted a Site Suitability Assessment which includes a review of air quality, odour, amenity and compatibility of the proposed use with the WMA which is currently being restored. Now that this assessment has been provided, the site passes the fundamental constraints and a full LAA and SA of the site has been undertaken. It had previously failed due it being within the consultation area for a WMA and no assessment had been provided. The site promoter also submitted a document setting out example street scenes and house types that could be used for this site. The site is now considered potentially appropriate for development.

This site has not been selected as a draft allocation. This site was assessed as having high and/or medium risk from surface water sources and groundwater risk. More sequentially preferable sites were selected which are 100% flood zone 1 with very low risk of surface water flood risk.

Somersham 18: Pitches 5 - 8 Land of Chatteris Road Somersham (Legacy Park) (Council conclusion pre-consultation - may be appropriate depending on evidence from GTAA)

Main Issues Raised (3 responses)

Responses were mixed. Somersham Parish Council recognised the need for gypsy and traveller pitches but raised concerns based on its proximity to a waste management area, flood risk, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that on the basis of the red line boundary there is no connection to the public highway. If extended, to utilise the existing access it appears likely suitable access could be achieved (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments as necessary) but may require highway improvements in relation to the scale of development proposed.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. The site is currently in use as Gypsy and Traveller pitches. The assessment noted that the site could be appropriate for the continued use of the site for gypsy and traveller pitches but this is subject to outcomes of the updated GTAA which is being prepared to support the updated Local Plan. The permanent use for this site should be determined through the submission of a planning application. The majority of the site is within flood zone 3a.

Somersham 19: Pitches 9 - 15 Land of Chatteris Road Somersham (Legacy Park) (Council conclusion pre-consultation - may be appropriate depending on evidence from GTAA)

Main Issues Raised (3 responses)

Responses were mixed. Somersham Parish Council recognised the need for gypsy and traveller pitches but raised concerns based on its proximity to a waste management area, flood risk, insufficient infrastructure and local employment, and added pressure on inadequate transport routes. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states that on the basis of the red line boundary there is no connection to the public highway. If extended, to utilise the existing access it appears likely suitable access could be achieved (subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments as necessary) but may require highway improvements in relation to the scale of development proposed.

Council Response

This site has not been selected as a draft allocation. The site is currently in use as Gypsy and Traveller pitches. The assessment noted that the site could be appropriate for the continued use of the site for gypsy and traveller pitches but this is subject to outcomes of the updated GTAA which is being prepared to support the updated Local Plan. The permanent use for this site should be determined through the submission of a planning application. The whole of the site is within flood zone 3a.

Southoe and Midloe

General comment: Comments raised that the village could benefit from a few more social houses but before this happens, there needs to be major infrastructure upgrades to the sewage and drainage network as well as the A1 access road to the village.

Council response:

Southoe and Midloe 3: Land North West of Bell Lane, Southoe (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed to developing the site. St Neots Town Council agreed with the assessment citing that high quality agricultural land should be protected from development. Another comment highlighted the limited infrastructure in the village, A1 access and impact on heritage assets. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but linking the site via high quality walking, cycling, wheeling access may be challenging.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site is mostly classified as grade 1 agricultural land. Grade 1 is the highest quality agricultural land.

Southoe and Midloe 4: Land North of Rectory Lane, Southoe (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were generally opposed to developing the site. Comments highlighted the limited infrastructure in the village, A1 access, limited public transport, flood risk and impact on heritage assets. There is a minerals and/or waste constraint present which requires mitigation. The Highways Authority states the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing but would require significant improvements to the road and footway infrastructure between the site and High Street/ Bell Lane.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Options 1, 2 and 3. However, due to the settlement's designation as a village the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk and groundwater risk meaning it did not meet the criteria for consideration.

Spaldwick

Spaldwick 5: Land South of the A14, Spaldwick (modest employment) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main to the road frontage of this site and a rising main (pressurised sewer) running through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. There is a minerals and/or waste constraint present which may require mitigation. The Highways Authority state that the site appears to have sufficient frontage to achieve an access/es for commercial vehicles however an access from High Street would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments due to the proximity of the A14 off/on-slips and the service station. A footway would be required to connect the site to the existing footway in High Street and this may not be feasible within the highway due to the width of the verge, ditch and utility apparatus.

Council Response

This site has not been selected as a draft allocation. Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More that 99% of the site is now at risk of fluvial flooding, and the majority of the site is also at high risk from surface water flooding. More sequentially preferable sites are available.

Spaldwick 6: Land South of the A14, Spaldwick (modest residential) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any

4 Further Issues and Options

new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main to the road frontage of this site and a rising main (pressurised sewer) running through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. There is a minerals and/or waste constraint present which may require mitigation. The Highways Authority state that the site appears to have sufficient frontage to achieve an access/es for commercial vehicles however an access from High Street would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments due to the proximity of the A14 off/on-slips and the service station. A footway would be required to connect the site to the existing footway in High Street and this may not be feasible within the highway due to the width of the verge, ditch and utility apparatus.

Council Response

This site has not been selected as a draft allocation. Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More that 99% of the site is now at risk of fluvial flooding, and the majority of the site is also at high risk from surface water flooding. More sequentially preferable sites are available.

Spaldwick 7: Land South of the A14, Spaldwick (larger scale residential) (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (6 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. Anglian Water state there is a water main to the road frontage of this site and a rising main (pressurised sewer) running through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required but this larger site would provide a greater opportunity to minimise the need for any asset diversions as there will be scope to design site layout to accommodate assets within open space for example. There is a minerals and/or waste constraint present which may require mitigation. The Education Authority states that there is an existing pressure on early years' places, there is likely to be sufficient places for primary education but there may be insufficient secondary places. The Highways Authority state that the site appears to have sufficient frontage to achieve an access/es for commercial vehicles however an access from High Street would be subject to detailed design in accordance with the DMRB/MfS, road safety audit, local junction spacing and capacity assessments due to the proximity of the A14 off/on-slips and the service station. A footway would be required to connect the site to the existing footway in High Street and this may not be feasible within the highway due to the width of the verge, ditch and utility apparatus.

Council Response

This site has not been selected as a draft allocation. Updates to SFRA mapping demonstrate that the risk of flooding has increased since the initial assessment. More than half of the site is now at risk of fluvial flooding concentrated in the northern half with the potential to make safe access and escape problematic. More sequentially preferable sites are available.

Spaldwick 8: Land to the South of High Street, Spaldwick (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (5 responses)

Response were generally unsure about developing the site. Spaldwick Parish Council opposes development based on its potential impact on village character, highway safety, lack of amenities, employment opportunities, and sustainable transport options, making the development unsustainable, flood risk and drainage. They state any new housing should be affordable and prioritised for those with local connections. The LLFA identify the site has high risk form surface water flood risk which may make the site unsuitable for development. There is a minerals and/or waste constraint present which may require mitigation. The Education Authority states that there is an existing pressure on early years' places, there is likely to be sufficient places for primary education but there may be insufficient secondary places. The Highways Authority state that on the basis of the red line there is no connection to the public highway but this can be achieved via the site to the north which has extant permission.

Council Response

This site has not been selected as a draft allocation. Updated level 1 SFRA mapping and site specific level 2 SFRA indicate that site is no longer suitable for development. More sequentially preferable sites are available to avoid locating 'more vulnerable' development in high and medium risk areas. This site is 19% Flood Zone one with the remaining site within flood zones 2 and 3a and surface water risk predominantly high. The site was not put forward for allocation as part of Huntingdonshire's Preferred Options Local Plan due to significant flood risk.

St Ives

General comment: A resident proposes that instead of building homes along Old Ramsey Road—where development would harm wildlife corridors, footpaths, and traffic infrastructure—St Ives should expand eastward from the Marley Road/Somersham Road roundabout, creating a new ring road and housing area that would ease congestion, avoid local opposition, support sustainable transport links, and boost the local economy.

Council response: The Council has produced a number of evidence based document to inform the selection of sites, policies, criteria, location of development, growth strategy and infrastructure requirements. These can be found on the Council's Evidence Library for Local Plan Update - Huntingdonshire.gov.uk

St Ives 8: Land at 34 The Broadway, St Ives (failed fundamental constraints)

Main Issues Raised (5 responses)

Responses were mixed. St Ives Town Council consider the site would be acceptable as it is a brownfield site and could provide community benefit. The LLFA highlights there is low surface water flood risk but it may be unsuitable for development due to previously reported flooding. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that whilst the site has frontage to the public highway via The Broadway and West Street the accesses are extremely limited in width and height and there will be little/no parking availability on the site.

The site promoter states that up to 9 homes could be accommodated on site and should go to SA. They recognise the need to address flood risk and heritage issues.

Council Response

This site has not been selected as a draft allocation. The site was reassessed as it was capable of providing 9 homes. It was considered inappropriate for development through the Council's Land Availability Assessment as approximately half of the site is within flood zone 3a and the remaining site being flood zone 2 and residential uses are a more vulnerable use.

St Neots

St Neots 9: Land at Station Road, St Neots (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

4 Further Issues and Options

Responses were mixed. St Neots Town Council objects to the proposed change of use of this site emphasising its importance as part of the town's industrial area and its role in supporting local employment. The LLFA highlights there is high surface water flood risk but it may be unsuitable for development due to previously reported flooding. Anglian Water identify there are a number of Anglian Water assets within and adjacent to the site including water mains, gravity foul sewers and a large diameter surface water sewer than runs directly east-west through the site. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing water main should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required. Early pre-planning engagement with Anglian Water is advised regarding asset protection and sustainable points of connection to our networks. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway Station Road to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

The site promoter submitted further evidence in support of the site and state the site is within flood zone 1. They intend the site to be delivered between 2029 and 2034, with the proposed 200-home density being indicative and open to refinement with the LPA. They state surface water risk, contamination, and noise can all be mitigated through redevelopment. While the site is within an Existing Employment Area there is precedent from a nearby care home development and Policy LP18 support the potential for non-employment uses if compatibility and viability criteria are met.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as it would result in the loss of 2ha of employment land in a highly sustainable location. This loss could fundamentally impact the wider established employment area and job opportunities in key industrial and commercial industries. Also residential uses are more vulnerable uses in terms of flood risk.

The Stukeleys

The Stukeleys 7: Millers' Land, Great Stukeley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (3 responses)

Responses were mixed. Anglian Water state there are gravity sewers within the eastern and southern boundaries of the site and a water main runs diagonally through it. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to achieve an access/es (subject to detailed design in accordance with the DMRB/MfS (although visibility in both the vertical and horizontal planes may not be achievable), road safety audit, local junction spacing, capacity assessments and adjustments to the speed reduction feature). It is likely that two points of access will be required at least one in emergency form. A footway and pedestrian crossing facility will be required to connect the development to the footway network on the opposite side of Ermine Street and to the footway in Church Road. The site is affected by existing public Rights of Way, this should be retained on their existing alignment, maintained, or enhanced and dialogue with CCC's Asset Information Definitive Mapping team is encouraged.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the Council's Land Availability Assessment as the site's designation as a protected settlement break in The Stukeleys Neighbourhood Plan means that the site is not suitable or achievable and as such is undeliverable and undevelopable.

The Stukeleys 8: Heron Shore, Land South of Owl End, Great Stukeley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

Responses were mixed. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. The site would not be acceptable for a development without significant improvements to the road infrastructure in the form of passing bays between the site and Ermine Street and improvements for pedestrians and cyclists, which may not be feasible within the adopted public highway.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal as the site relates more to the countryside than Great Stukeley and it cannot be effectively masterplanned to integrate with the existing settlement.

Upton and Coppingford

Upton and Coppingford 3: Land at Christ's College Farm, Upton (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were mostly opposed to development. Concerns raised include uncertainty over site access—likely through a wildlife-rich area prone to waterlogging—and the lack of clarity on how privacy and local biodiversity will be protected. Comments highlight the village's limited infrastructure: no street lighting or footpaths, unsafe roads with heavy traffic and subsidence, and no clear plan for how the development would address these issues. Additional objections focus on the potential destruction of historic assets, and the unsuitability of adding another care home in a small village with fewer than 200 residents and no amenities. The cumulative impact on local infrastructure, safety, and community well-being is described as severe, with the development deemed entirely inappropriate for the location. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway.

Council Response

This site has not been selected as a draft allocation. The site was tested by the Council as part of the Growth Strategy Option 3. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments) and therefore this site was not considered necessary for allocation. The Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with high to medium risk of surface water flood risk meaning it did not meet the criteria for consideration.

Upwood and The Raveleys

Upwood and The Raveleys 4: Finlays Bridge, Northwest of Great Raveley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (6 responses)

4 Further Issues and Options

Responses were mixed. The Wildlife Trust agreed with the assessment. Objections raised were its proximity to Woodwalton SSSI and The Great Fen, loss of agricultural land, harm to landscape and heritage assets, disruption to wildlife corridors, and negative impacts on local amenity from fencing, CCTV, and industrial traffic. A comment questioned the environmental credentials of solar farms, citing inefficiencies, limited recyclability, and pollution risks from panel materials and lithium battery storage. They advocate for solar development on brownfield or less productive land, emphasising the need for sequential testing and more sustainable, community-sensitive alternatives. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that on the basis of the red line there is no/inadequate connection to the public highway. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced.

The site promoter provided further evidence in support of the site including a site layout plan and various plans showing its relationship to nature, heritage and flood risk constraints and topography. Their response sets out their proposed ecological enhancements, a landscape and visual impact assessment, response to flood risk and technical suitability.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the impact on nationally significant nature conservation and the levels of flood risk on the site. Additionally, the Council's Climate Change evidence document E Renewable Energy Assessment suggests that the site has no technical suitability for renewable energy.

During the consultation on additional sites in the Spring of 2025, the site promoter submitted an additional supporting document and plans in support of their proposal. The Councils' Renewable Energy Assessment has identified the land as having no technical suitability for renewable energy. This assessment used a series of primary constraints relating to physical features and environmental/heritage protection, sites that were constrained by these were removed as not having any technical potential. As highlighted in the LAA the site is in very close proximity to internationally significant nature conservation sites including the Great Fen and is also at risk from flooding. It is noted form the site promoter's supporting document and proposed site plan that solar panels are proposed on land within flood zone 3a. It is therefore still considered inappropriate for development.

Warboys

Warboys 13: Cromwell House, Land north of Heath Road, Warboys (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (2 responses)

Responses were mixed. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing. It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to limited relationship with the main settlement of Warboys. It is not sustainably located, is highly prominent in the countryside and would be difficult to integrate the site with the existing place and community.

Waresley-cum-Tetworth

Waresley-cum-Tetworth 1: Land between the West Lodge and Home Farm, Waresley (Council conclusion pre-consultation - may be appropriate for development)

Main Issues Raised (4 responses)

Responses were mixed. Anglian Water commented that there is a rising main (pressurised sewer) running directly through the site and this existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. If this is not possible a formal application to divert Anglian Water's existing assets may be required, engagement with Anglian Water is encouraged. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing although local infrastructure improvements may be required in the form of passing places.

The site promoter confirms that development will be limited to the grassed area. They propose enhancing the woodland garden with planting, mitigate heritage impacts, using the woodland as accessible natural greenspace, retaining capacity to 5 or 6 homes.

Council Response

This site has been selected as a draft residential allocation (Draft Allocation Waresley 1) for about 10 homes. Concerns regarding Anglian Water Infrastructure have been addressed through criteria requiring integration of existing Anglian Water infrastructure ensuring existing sewers remain available for maintenance and repair. . The site was tested by the Council as part of growth strategies 1, 2, 3 and 4. The findings from the Sustainability Appraisal of the growth strategies, informed by evidence documents such as the Strategic Flood Risk Assessment, Infrastructure Delivery Study, Strategic Transport Assessment and Habitat Regulations Assessment demonstrated that Growth Strategy 2 was the preferred strategic growth option (with some adjustments). In addition the Council has applied a sequential risk- based approach to the location of development in villages steering it towards areas at the lowest risk of flooding from any source. Preferred draft allocations within villages have only been selected where they have either no flood risk or are 100% flood zone 1 with nominal / very low surface water flood risk. These sites will assist in providing an element of residential development to enhance or maintain the vitality of our villages through proportionate opportunities for growth (NPPF 83). This site was assessed as being 100% flood zone 1 with nominal surface water flood risk now and in the future.

Woodwalton

Woodwalton 1: Land southeast of Monks Wood, Southwest of Woodwalton (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (5 responses)

Responses were mixed. The Wildlife Trust agreed with the assessment. Anglian Water commented that there is a water main to the southern boundary which may impact the access and that engagement with Anglian Water is advised. The Minerals and Waste Authority identified that there are no minerals or waste constraints. The Highways Authority states that the site appears to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements respecting local junction spacing.

The site promoter provided further evidence in support of the site including a site layout plan and various plans showing its relationship to nature, heritage and flood risk constraints and topography. Their response sets out their proposed ecological enhancements, a landscape and visual impact assessment and technical suitability.

Council Response

4 Further Issues and Options

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the close proximity to nationally significant nature conservation sites. Additionally, the Council's Climate Change evidence document E Renewable Energy Assessment suggests that the site has no technical suitability for renewable energy.

Yaxley

Yaxley 8: Land at Wykes Way off West End, Yaxley (Council conclusion pre-consultation - inappropriate for development)

Main Issues Raised (15 responses)

Responses were largely opposed to this site. Objections, including those from the Parish Council, relate to flood risk and drainage, infrastructure capacity of local services, environmental and landscape impact on the Great Fen and village identity, and access. The LLFA identified that there is high surface water flood risk and that it may be unsuitable for development. The Minerals and Waste Authority identified that there are minerals and/ or waste constraints that would require mitigation. The Highways Authority states that the site does not appear to have sufficient frontage to the public highway to achieve an access in accordance with DMRB/MfS requirements. The site is affected by existing public Rights of Way, these should be retained on their existing alignment, maintained, or enhanced.

Council Response

This site has not been selected as a draft allocation. It was considered inappropriate for development through the in-combination outcomes of the Council's Land Availability Assessment and Sustainability Appraisal due to the likely significant impact on heritage assets and on the landscape which would fundamentally impact the character by having an urbanising effect on Yaxley on its south western side. Also, vehicular access to the site is a key constraint with the existing trackway requiring significant work and scoping to access it suitability to accommodate any development.

Additional Sites Sustainability Appraisal

Consultation Responses Summaries

4.37 The following table outlines a summary of the type of comments received to the Additional Sites Sustainability Appraisal consulted on between 23 April and 4 June 2025:

Responses to the Additional Sites Sustainability Appraisal

	Additional Sites Land Availability Assessments
Number of Comments Made	82
Number of Individuals or Organisations that Responded	29
Number of Supports	3
Number of Objects	24
Number of Observations	55

4.38 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Additional Sites Sustainability Appraisal consultation responses

4.39 As part of a response to previous consultations on the Statement of Community Involvement and Sustainability Appraisal Scoping Report The Coal Authority noted that as a Statutory Consultee they have a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas and "As Huntingdonshire District Council lies outside the defined coalfield, the Coal Authority has no specific comments to make on any stages of your Local Plan process. In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans."

Summary of Sites consulted on in the Additional Sites Sustainability Appraisal

4.40 The following sections provide a summary of the main issues raised during the consultation on the Additional Sites Sustainability Appraisal and how the Council has taken these into account.

General comments

4.41 The consultation received responses from a number of statutory consultees and Duty to Cooperate bodies, these comments will inform the selection of sites coupled with further evidence as the plan progresses. They will also enable the Council to provide criteria within draft site allocations to shape and mitigate development.

Additional Sites Sustainability Appraisal

Main Issues Raised	Council Response / How the Council has taken this into account
Site Appraisals (82 responses)	
It is noted that almost all comments received on the SAs of individual sites did not actually comment on the appraisals against the SA objectives. Most were more general comments reinforcing those submitted against the land availability assessments of the relevant site.	Reponses are provided to clarify the situation or progress with the site where relevant.
General (2 responses) • Natural England identified that where sites have scored + or ++ to the SA6 question even when the site is close or adjacent to a SSSI (e.g. Woodwalton 1) and impacts are unknown. We recommend that this is reviewed, and scores amended. • Historic England suggests a review of heritage impacts to identify all heritage assets and advise that Heritage Impact Assessments should be undertaken to help inform the selection of sites.	SA objectives and the assessment indicators and their scoring system were subject to consultation and finalised after this in 2023. Scoring has been applied consistently based on a combination of the relative value of the nature conservation site and the proximity of the proposed development scheme. An Ecological Constraints Assessment has been commissioned to test the preferred growth scenario and outcomes will be reviewed and incorporated where necessary into the proposed submission draft of the Local Plan and Sustainablility Appraisal. Identifying all heritage assets is beyond the scope of the draft Local Plan. Undertaking heritage impact assessments on all proposed sites would not be feasible

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
	due to time and cost implications. Where heritage assets are known or suspected on a site a proportionate heritage assessment will be required.
Alwalton (2 responses) • Concerns about overdevelopment near Peterborough, proximity to A1 causing pollution and safety risks. • Site near Castor Floodplain Meadows SSSI; Natural England Impact Risk Zones (IRZs) triggered; recommends reassessment of biodiversity impact	SA objectives and the assessment indicators and their scoring system were subject to consultation and finalised after this in 2023. Scoring has been applied consistently based on a combination of the relative value of the nature conservation site and the proximity of the proposed development scheme. An Ecological Constraints Assessment has been commissioned to test the preferred growth scenario and outcomes will be reviewed and incorporated where necessary into the proposed submission draft of the Local Plan and Sustainablility Appraisal. The site is proposed for allocation and an ecological survey is required.
Bluntisham (2 responses) • Heritage, flooding, biodiversity, traffic, and archaeological concerns • Site near Berry Fen SSSI and Ouse Washes SPA; IRZs triggered; cumulative biodiversity impacts noted	SA objectives and the assessment indicators and their scoring system were subject to consultation and finalised after this in 2023. Scoring has been applied consistently based on a combination of the relative value of the nature conservation site and the proximity of the proposed development scheme. Site proposed for allocation and a heritage assessment required.
Brington and Molesworth (2 responses) • Site exceeds housing quota for parish, infrastructure strain, flooding, inadequate foul water system, lack of amenities	The site has not been taken forward for allocation.
Chesterton (4 responses) • Overdevelopment concerns, infrastructure strain, proximity to A1 and employment mismatch concerns • Cross-boundary recreational pressure, heritage asset proximity and need for greenspace need to be considered	An Infrastructure Delivery Study has been prepared to identify infrastructure needed to support future growth. The site has not been taken forward for allocation.
Easton (3 responses) • One comment supports development but notes flooding and odour issues – another suggests reducing site area due to flood risk and proximity to Water Recycling Area • Road safety, lack of amenities, proximity to conservation area are cited as concerns	SA was not undertaken as the site failed a fundamental constraint. Site promoter suggests reducing the site area to reduce odour risk.
Ellington (5 responses) • Flood risk, infrastructure inadequacy, biodiversity loss, heritage impact, access issues are identified • IRZs triggered; masterplanning needed; footpath integration recommended	Ellington 4 is proposed for allocation with a requirement for a proportionate flood risk assessment and a heritage assessment.

Main Issues Raised	Council Response / How the Council has taken this into account
Elton (1 response) • Conservation area concerns, underused commercial units, traffic impact	The site has not been taken forward for allocation.
Godmanchester (3 responses) • Access issues, flooding, biodiversity, air quality, privacy concerns • IRZs triggered; recreational pressure assessments needed	No sites commented on have been taken forward for allocation.
Grafham (4 responses) • Conflicts with Neighbourhood Plan, infrastructure inadequacy, flooding, heritage impact • Site size and housing density questioned; IRZs triggered	The site has not been taken forward for allocation.
Great Gransden (5 responses) • Heritage, flooding, pedestrian safety, restrictive covenants, electricity infrastructure are raised as concerns and IRZs triggered for multiple nearby woods	None of the sites have been taken forward for allocation.
Great Paxton (7 responses) • One comment supports some development but notes village character loss • Significant concerns regarding overdevelopment, infrastructure strain, drainage issues and IRZs triggered	None of the sites have been taken forward for allocation.
Holywell-cum-Needingworth (5 responses) • Comments raised the sites are outside village boundary, no right of way are listed as concerns and IRZs triggered	Sites 8, 9, and 10 have not been taken forward for allocation. Site 11 has been merged with land to the east and proposed as a single site. A detailed flood risk assessment is required and opportunities are to be explored for incorporation of natural flood management features.
Huntingdon (2 responses) • Heritage assets near Hinchingbrooke Hospital site; IRZs triggered	SA updated for Hinchingbrooke Hospital to include additional heritage assets. Recreational pressure is incorporated within the Habitats Regulations Assessment and a flood risk assessment required.
Kimbolton (6 responses) • Comments raised concerns regarding flooding from field runoff and poor drainage and that local knowledge on these matters need to be included. IRZs triggered	None of the sites have been taken forward for allocation.
Old Hurst (1 response) • Comments raised that there is no village hall, inadequate sewerage and noise pollution from A141	The site has not been taken forward for allocation.

4 Further Issues and Options

Main Issues Raised	Council Response / How the Council has taken this into account
Ramsey (3 responses) • Deep peat concerns; IRZs triggered; recreational pressure assessments needed	Only one of the three sites went through the SA process as the other two failed the LAA assessment. None of the sites have been taken forward for allocation.
Somersham (6 responses) • Concerns raised concerns regarding infrastructure inadequacy, proximity to waste management, lack of amenities	None of the sites have been taken forward for allocation.
Southoe and Midloe (2 responses) • IRZs triggered for both sites	None of the sites have been taken forward for allocation.
Spaldwick (5 responses) • Flooding, sewerage issues, access constraints, biodiversity loss and IRZs triggered	None of the sites have been taken forward for allocation.
St Ives (1 response) • Comment raised that the site below size threshold but capable of delivering 9 dwellings so should be reassessed	The LAA was reassessed but the site still did not proceed to SA as over half the site is flood zone 3a.
St Neots (4 responses) • Comments supported industrial land preservation and concerns regarding loss of employment • Promoter referred to their flood risk reassessment, infrastructure upgrades, and the site's sustainable location	The SA was reviewed but the outcomes remained unchanged.
The Stukeleys (1 response) • Comments cited concerns over overdevelopment and loss of green buffer zone	The site has not been taken forward for allocation.
Upton and Coppingford (1 response) • IRZs triggered	The site has not been taken forward for allocation.
Upwood and The Raveleys (1 response) • Solar development on peat soil discouraged; fire hazard concerns	The site has not been taken forward for allocation.
Warboys (1 response) • Comments raised that the sewerage system is outdated as well as concerns regarding flood risk and loss of agricultural land	The site has not been taken forward for allocation.
Waresley-cum-Tetworth (2 responses) • Comments stated development would be limited to grassed area; heritage and conservation concerns; IRZs triggered	Recreational pressure is incorporated within the Habitats Regulations Assessment. A heritage assessment is required. The site is proposed as an allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
Woodwalton (1 response) • Adjacent to Monks Wood SSSI; solar development discouraged; IRZs triggered	The site is identified in Climate Change evidence document E as being outside any area with potential for ground mounted solar. The site has not been taken forward for allocation.

5 Preferred Options

Consultation Process

Document Summaries

5.1 This section addresses the following documents:

- **Preferred Options Local Plan to 2046 -** this is the first full draft of the Local Plan. It is based on national policy, evidence and previous feedback from stakeholders. It is our vision for sustainable growth to 2046 and sets out how we will deliver land for new homes, jobs and infrastructure. It looks at how we can protect our natural environment, how we will respond to climate change and provides policies which will be used to assess planning applications outlining what we require from new development in the district.
- **Sustainability Appraisal -** this document assesses how the draft local plan performs against environmental, social and economic objectives.

Document Approval

5.2 The documents above went through the following approval process:

- Cabinet Meeting (21/10/25) - The Committee were asked to approve the contents of the Preferred Options Local Plan to 2046 and Sustainability Appraisal and to agree that they could be published for public consultation commencing in November 2025 and running for 6 weeks. Minutes of the committee and supporting reports can be found at Agenda for Cabinet on Tuesday, 21 October 2025, 7:00 pm - Huntingdonshire.gov.uk

5.3 **Consultation on the Preferred Options Local Plan and Sustainability Appraisal** took place between 5 November and 17 December 2025. This was as scheduled in the Council's Local Development Scheme 2025 (Table 2 Local Plan preparation timetable).

5.4 The consultation was hosted on the Council's online consultation portal. People were able to comment on all aspects of the documents by question, section and tables. Hard copies of the documents were also available to view at the Council's office Pathfinder House, St Mary's Street, Huntingdon, PE29 3TN and in the eleven libraries across the district. Posters were provided in the Mobile Library Services (routes H2, 3, 4, 5, 8, 9, 10, 11, 12, 15, 16, 17, 18, 23, 24, 25). The documentation also included information on the consultation, how to respond and contact details for those who require further assistance or the provision of the document in an alternative format.

5.5 The documents were publicised as follows. Items marked with an * can be found in "Appendix 3 Consultation Material - Preferred Options Phase':

- On the Council's online consultation portal published on 5 November 2025.
- On the Council's Homepage of Huntingdonshire District Council - Huntingdonshire.gov.uk under the heading *Consultations* published on
- On the Council's Huntingdonshire District Council | Huntingdon | Facebook page*, published 05/11/2025, 07/11/2025, 18/11/2025*, 18/11/2025, 25/11/2025, 27/11/2025, 27/11/2025, 04/12/2025, 09/12/2025, 15/12/2025, 18/12/2025
- On the Council's Twitter(X), published on 07/11/2025, 25/11/2025, 09/12/2025, 15/12/2025*
- On Nextdoor, published on 05/11/2025, 07/11/2025, 12/11/2025, 18/11/2025, 18/11/2025, 25/11/2025, 27/11/2025, 27/11/2025, 04/12/2025, 09/12/2025, 15/12/2025, 18/12/2025
- Within the Council's Economic Development Newsletter*
- 1 article within the Hunts Post (newspaper), published 06/11/2025*
- Press release published on 05/11/2025* and 04/12/2025

- Posters and leaflets were supplied to Town and Parish Councils and District Councillors to distribute within their local areas.*
- 10 advertisement banners were displayed on the sides of HDC refuse freighters which circulate the district.*
- Banners were displayed at local parks including Huntingdon Riverside, Huntingdon Sapley Park, St Neots Priory Park, St Neots Riverside Park, Paxton Pits at Little Paxton, St Ives Hill Rise*
- Banners at the four One Leisure Centre Venues: Ramsey, Huntingdon, St Ives and St Neots along with the provision of posters and leaflets*
- Site notices publicising proposed site allocations*

5.6 As part of the public engagement exercise the council undertook the following:

- Emails were sent to specific Consultation Bodies
- Email notifications were sent to people and organisations who responded to previous consultations and wished to be kept informed and those who had opted in to receive notifications through the online consultation system
- Town and Parish Councils, this included a 'social media package' that could be used to spread the news to their local organisations and residents
- District Councillors, this included a 'social media package' that could be used to spread the news to their local organisations and residents.

Other Methods of engagement included:

- Briefing sessions/ workshops hosted by the council for District (28/10/2025), Parish and Town Councillors (03/11/2025 and 11/11/2025) to inform them about the consultation and to highlight ways they could help spread the word to residents. Information packs including a briefing note, consultation documents, posters and leaflets were distributed to each parish or town in the district.
- Attendance at the Climate Conference (05/11/2025) and Business Breakfast presentation 26/11/2025.
- Hosting eight exhibitions across the district, located in Bluntisham (12/11/2025), Godmanchester (13/11/2025), Ramsey (18/11/2025), Wyton on the Hill (20/11/2025), St Ives (26/11/2025), St Neots (27/11/2025), Sawtry (3/12/2025) and Huntingdon (4/12/2025). Approximate attendance of 750 people including residents, parish and town councillors and landowners.
- Information in Economic Development newsletters distributed in October and November 2025.
- Information and reminders sent to Parish and Town Councils through the Town and Parish Newsletter*in November and December and emails to Clerks and Chairs.
- Information and reminders sent to District Councillors.
- Social media campaign on a range of platforms (see above) posting about exhibition reminders, key topics and issues, reminders to respond and the release of the Local Plan video.
- Videos on the consultation and how to respond to the consultation.
- Alternative options offered on how to respond to the consultation including emails and paper forms.
- Physical copies of the documents, posters and leaflets within all 11 libraries in Huntingdonshire.
- Poster and leaflets provided to the mobile library service which covers the whole of Huntingdonshire.
- Notification on consultation mailing list consisting of over 7,000 consultees and agents.

5.7 The publicity, consultation and engagement were undertaken in compliance with The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) , and section 3 of the SCI.

5 Preferred Options

Preferred Options Draft Local Plan

Consultation Responses Summaries

5.8 The following table outlines a summary of the type of comments received to the Preferred Options Local Plan consulted on between 5 November and 17 December 2025:

Responses to the Preferred Options Local Plan

	Preferred Option Local Plan
Number of Comments Made	2,867
Number of Individuals or Organisations that Responded	532
Number of Supports	642
Number of Objects	1,022
Number of Observations	1,203

5.9 People were able to comment on the whole document including paragraphs and tables. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Preferred Options Local Plan to 2046: Consultation Responses

5.10 The Coal Authority noted Huntingdonshire District Council's boundary falls outside of the coalfield area and therefore they have no comments to make.

Summary from the Preferred Options Local Plan

5.11 The following tables provides a summary of the main issues raised during the consultation on the Preferred Options Local Plan and how the Council has taken these into account.

Section A: What is this Local Plan?

Section A: What is this Local Plan?

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (73 comments)	
• Responses to Section A of the Local Plan overall are collated here. Where appropriate issues are also addressed in the relevant policy or site. • Responses are collated into themes raised so that the responses to these can be more clearly identified. • Road infrastructure and traffic congestion was the most frequently raised concern. Aspects highlighted were:	• Road infrastructure and traffic congestion: a further stage of the Strategic Transport Study has been commissioned to inform preparation of the pre-submission Local Plan. This looks at the overall strategy and individual sites and site clusters to analyse their impact on the transport and travel networks and identifies the mitigation or upgrades needed to ensure the transport and travel requirements of the proposed sites can be safely met. It is recognised that it is not the role of the local plan and new site allocations to fix

Main Issues Raised	Council Response / How the Council has taken this into account
• the overloaded nature of the current road network • the need for a full road upgrade before further development is delivered • congestion and safety concerns on major roads and a small number of villages • the anticipated traffic impact of new development • Flooding and water management were the next most frequently raised issues. Concerns related particularly to: • flood risk to existing communities • the need for flood mitigation measures to be installed • flooding impacts on the River Great Ouse and wider drainage capacity • incorporating outcomes of the water cycle studies into the consultation document • Housing numbers and the overall growth strategy were raised repeatedly. Aspects highlighted were: • the scale of proposed housing overall being too much for the district • the suggestion that the local plan should be paused until the outcomes of local government reorganisation are known so that the new area can be planned comprehensively • the impact on settlement character of existing villages • objections were included to strategic sites • preference was expressed for taking a brownfield land first approach • Concerns were expressed over the potential environmental and biodiversity impacts of the draft plan, in particular regarding:	existing infrastructure deficits and traffic congestion issues. However, major schemes such as the A141 upgrade which are being prepared in conjunction with the CPCA are expected to have a significant beneficial impact on existing transport and travel issues as well as provide capacity for additional development. Highway safety aspects will be addressed through detailed assessments in conjunction with planning applications submitted on site allocations once the detail of the scale, nature and type of development are known. • Flooding and water management: these are recognised as a strong challenge to development in Huntingdonshire as three of the district's four market towns are located along the River Great Ouse. All have significant areas of flood meadow around the towns and these dominate the landscape around many of the other settlements in the Ouse Valley. A strong sequential approach has been taken to the selection of site allocations to minimise the risk of all forms of flooding both within the site itself and across nearby communities. Iterative assessments have been made through the Strategic Flood Risk Assessment to inform site assessments, site specific flood risk mitigation criteria and policy development. Publication of the pre-submission draft local plan has been deferred from summer to September 2026 to allow for additional time to consider and integrate the outcomes of the latest elements of the Integrated Water Management Studies. While it is recognised that much of north-eastern part of the district lies within a highly managed drainage system its low lying nature makes it particularly vulnerable to the potential impacts of sea level rise from anticipated climate change. Limited growth has been proposed in this area on carefully selected sites at the lowest level of risk to future-proof development schemes. • Housing numbers and the overall growth strategy: the scale of growth proposed aligns with the government's standard methodology for calculating local housing need which includes a substantial uplift over the baseline figure to try to help address affordability challenges in the district where the 5 year average median house price to earnings ratio (2021-25) is house cost is 9.4 times median average earnings. With initial outcomes of local government reorganisation due to be published in July 2026 the decision was taken in response to this concern to pause publication of

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• the impact on the Ouse Valley corridor • the loss of habitats and green corridors • the pressure on wildlife • The capacity of services and utilities also generated multiple responses with concerns focused on lack of capacity for healthcare, education, water supply and water treatment. • The consultation process itself generated some concerns with the 6 week timescale being considered inadequate and difficulties experienced navigating the document layout and consultation portal. • Concern was expressed over the lack of provision for places of worship and advocates their inclusion as a key element in supporting community cohesion and facilitating social interaction. • Use of traditional architecture design codes was advocated along with a ban on demolition of all pre-1950's buildings to protect non-designated heritage assets. • Central Bedfordshire Council expressed support for the overall strategy and commitment to meeting housing and employment needs in full within the district and welcome ongoing discussions. • Fenland District Council welcomes the overall intention of the Plan to meet Huntingdonshire's identified housing and employment needs in full and support the clarity this brings to wider economic resilience. They encourage consideration of longer term opportunities for strategic transport interventions where they would improve connectivity and support access to strategic assets such as the planned Fens Reservoir. • Sport England state that they are broadly supportive of the proposed strategic direction, particularly where it seeks to prioritise health, wellbeing and sustainable communities.	the pre-submission draft local plan until September 2026 to allow for reflection on the outcome and its potential impact on the development strategy. Assessment of strategic sites and their potential impacts has been ongoing throughout preparation of the local plan which has been strongly shaped by the CPCA's Local Growth Plan to promote a co-ordinated approach to economic and housing growth. Huntingdonshire has limited brownfield land available for redevelopment. The largest brownfield site is Wyton Airfield which is included within the North Huntingdon Growth Corridor; this builds on the approach int he previous local plan of allocating Alconbury Weald as this too was brownfield land. There are limited supplies of smaller brownfield sites across our towns and villages with many of those available also being proposed for allocation or already having planning permission for redevelopment. • Environmental and biodiversity impacts: these are all considered through the Habitats Regulations Assessment which includes consideration of cumulative and individual impacts with recommended changes being incorporated into the local plan. Additional assessment was commissioned to consider the potential impacts on SSSIs as well as higher level nature conservation designations. Only one site was found to have high ecological constraints (Huntingdon Racecourse) where amendments have been made to strengthen the requirements for ecological assessment and mitigation. Biodiversity net gain requirements have been restricted to the nationally set target of 10% following further viability testing. • The Infrastructure Delivery Study is an iterative assessment of the infrastructure needs generated by the proposed development set out within the draft local plan. The IDS accompanying the pre-submission local plan will contain details of the infrastructure requirements across all aspects where concern was addressed at overall strategy level and individual site/ settlement level. Many concerns expressed related to actual or perceived current infrastructure deficits which new development proposals cannot reasonably be expected to rectify. Mitigation requirements of proposed development, responsible delivery partners and costs where known are set out in the IDS. The expectation is that sufficient mitigation will be provided alongside the delivery

Main Issues Raised	Council Response / How the Council has taken this into account
	of each proposed site to ensure that it does not worsen any existing infrastructure deficits. Site specific requirements are set out in proposed allocations for strategic sites where provision is expected to be made with in the site, for example for education and healthcare infrastructure; for others this is addressed though infrastructure delivery policies. • The 6 week timetable was necessitated by the transition arrangements deadline set by government. Hard copies of documents were made available through council offices and public libraries and responses were accepted in email and letter format to support inclusion of comments from those who found use of the online portal challenging. • Inclusion of requirements for places of worship within strategic development sites has been added along with their inclusion in the policy on securing infrastructure provision. • High quality design is sought through policy and site allocation requirements; this recognises that design can be modern as well as traditional with the emphasis being placed on reflecting site specific constraints. Non-designated heritage assets are protected though the policy on Conserving and enhancing our heritage assets but a ban on demolition of all pre-1950s buildings is not considered to be reasonable. • The support of Central Bedfordshire Council and Fenland District Council is appreciated and discussions have been ongoing throughout the local plan's preparation to ensure that strategic issues are fully considered. Co-operation with the CPCA on the A141 upgrade will not only assist with supporting growth around North Huntingdon but also offers potential to improve accessibility into Fenland district. • Sport England's support is appreciated and the prioritisation of health, well-being and sustainable communities aligns well with the Huntingdonshire Futures Place Strategy which is strongly reflected through the pre-submission local plan.

Chapter 1: What is this plan about?

Main Issues Raised	Council Response / How the Council has taken this into account
What is the local plan? (31 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Support was expressed that the plan is comprehensive and forward thinking, appropriately supports homes, jobs, infrastructure and recreational space, balances growth and rural protection and provides a clear vision for sustainable development. • Support expressed for inclusion of previous requested amendments. • Clearer graphics were sought in the chapter introduction pages • Suggestion of amending the plan period to 2050 and requests to increase housing targets • Concern that the ageing population is not adequately considered • Concern that the impacts of automation and AI on employment are not addressed • A number of responses were repeated here that are addressed in other sections reflecting concerns over the need for infrastructure improvements, environmental concerns and distribution of growth	• Expressions of support are appreciated. • Graphics in chapter introduction pages have been reviewed and clearer replacements incorporated where an equivalent higher quality image was available. • Earlier consultation on the plan period indicated a clear preference for a 2046 end date so this has been retained. • The needs of the ageing population are particularly addressed through policies on design, housing accessibility and adaptability and health and well-being. • As a land use based plan only limited consideration can be given to the impacts of automation and AI on employment; the policy Enabling key clusters and innovation led growth seeks to support modern employment opportunities and employment and skills strategies are required for these and strategic scale proposals to help evolve local skills.
How have we got to our preferred options? (5 comments)	
• Support expressed, including for changes to reflect previously requested amendments. • Objection to growth proposed around St Ives due to absence of essential infrastructure and environmental safeguards including traffic congestion, need for an additional river crossing; flood risk, sluice gates and sewers to be upgraded, additional water supply provision needed; no funded strategy for expanding schools or GP surgeries to meet population growth, lack of investment in utilities provision; no plan for increased waste and recycling capacity; development threat to habitats and landscape character; specialist housing or care needs of ageing population are ignored (repeated in all elements of the chapter)	• Expressions of support are appreciated. • The Infrastructure Delivery Study is updated at each stage of plan preparation and the pre-submission local plan will be informed by a detailed assessment of needs, mitigation requirements, responsible organisations for delivery and costings where known. Provision of many of the forms of infrastructure identified are not within the direct control of the council and strong partnership working has been ongoing throughout plan preparation to promote the co-ordination of housing and infrastructure delivery. Infrastructure such as school and healthcare provision where there is a shortage of places will be funded through CIL and S106 payments to ensure need arising from the proposed site allocations is met. Utilities provision is within the control of private companies with whom extensive collaboration has taken place to support co-ordination of the anticipated levels of development with long term utility planning. Waste and recycling provision will be made through the County's minerals and waste local plan. The pre-submission local plan is supported by extensive Habitats Regulations Assessments and an Ecological Constraints Assessment the outcomes of which have shaped policies and proposed site allocations where potential exists

Main Issues Raised	Council Response / How the Council has taken this into account
	for impacts; in combination with these landscape and visual impact assessments and masterplans are required at a site specific level for strategic sites to address the potential impacts of development through the planning application process. Policies on Promoting a mix of housing, Ensuring accessible and adaptable homes and Supporting specialist housing have all been updated since the preferred options draft and are intended to specifically help ensure the housing needs of our ageing population are met in ways that help people retain independence and remain within their existing communities.
What evidence do we have? (25 comments)	
• This draft Local plan is happening too quickly before some key infrastructure details are in place; the evidence documents relating to infrastructure need to be aligned. • The interim Water Cycle Study (WCS) highlights notable risks relating to water supply capacity and wastewater treatment capability given the level of planned growth. Stronger policy commitments needed on sustainable water resource provision, development phasing, and support for wastewater treatment improvements. • Stage 2 WCS identifies specific risks in places which should be addressed before development proceeds. Policy safeguards should be strengthened • Insufficient detail in the Integrated Water Management Strategy (IWMS) on the risk to Bury Brook and flooding of Kings Ripton. • Natural England express detailed concerns over aspects of the IWMS included questioning the ability of water recycling centres to upgrade to technically achievable limits. They contend that modelling must robustly assess impacts on protected wetland sites and the understanding of cumulative impact of flooding on them. They stress the importance of catchment wide actions. They advised that they are preparing a Diffuse Water Pollution Plan for the River Great Ouse and may be able to share some of it. • Advised that a River Ouse Protected Sites Strategy is being set up as a key delivery vehicle for Local Nature Recovery Strategy; acknowledged it will not be ready for this plan but collaboration encouraged.	• Many evidence documents are iterative with contents being refined at each stage of plan preparation as it evolves. To ensure all evidence is available to be fully considered and reflected in the pre-submission plan the Reg 19 consultation was deferred from summer to September 2026. • A final iteration of the water cycle study has been completed. A statement of common ground has been prepared with Anglian Water and the Environment Agency regarding water supply and waste water capacity; phasing of sites has taken these infrastructure challenges into account when the housing delivery trajectory has been prepared. • Individual sites will be required to undertake site specific flood risk assessments as part of the planning application process as set out in the allocation criteria; these will include potential impacts arising beyond the site boundaries that might be caused by the proposed development. • MLC infrastructure and operations are included within the site specific SFRAs, site allocation criteria and also in the Stage 2 Infrastructure Delivery Study. • The Viability Assessment has considered all strategic sites in detail and has been updated to support the pre-submission local plan. Water infrastructure upgrades are the responsibility of the water authority and sites have been phased accordingly to allow for infrastructure delivery. • A full Infrastructure Delivery Plan supports the pre-submission local plan. • Additional HRA work has been completed including air quality modelling and impacts on the Ouse Washes.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• The Middle Level Commissioners contend that the IWMS and Level 1 SFRA should include MLC and IDB infrastructure and operations. • The baseline viability work likely over-estimates deliverability and under-estimates cost. It omits realistic allowances for water infrastructure upgrades and phasing jeopardising site deliverability. • A full Infrastructure Delivery Plan should be published setting out costs, phasing, funding and delivery responsibilities • Natural England identify a series of detailed points they wish to see amended in the HRA including impacts on the Ouse Washes, air quality sensitivities and distinction between HRA and water framework directive requirements. • Mitigation requirements identified in the Strategic Transport Study will not resolve all congestion issues on the A14/ A141 or in Leighton Bromswold and should be detailed in the Infrastructure Delivery Plan. • The Strategic Transport Study Phase 2 shows the North Huntingdon Growth Cluster is not deliverable or sustainable as it will generate severe congestion, particularly in the Hinchingbrooke area which will suffer disproportionate impacts. They contend the mitigation proposed in the Strategic Transport Study is inadequate and that the impact on the transport network cannot be cost-effectively mitigated. A cumulative transport assessment of North Huntingdon is required and growth restricted until the A141/ A1307 capacity and safety issues are resolved. • Historic England support provision of a Heritage Note but seek additional details along with a topic paper summarising all heritage evidence and its impact on policy and site choices. • Concern that the Local Growth Plan has been incorporated as if it is established planning policy rather than a political strategy and suggestion that the evidence does not lead to this. Requests that the Brampton Cross proposal be removed due to impacts on Alconbury village. • The Viability Assessment assumptions for testing the Sibson Garden Village proposal are challenged, in particular regarding the need for A1 improvements; suggestion put forward that these would be strategic and also address existing challenges so costs should be shared across other sites.	• The Strategic Transport Study focusses on addressing the transport and travel requirements of additional growth promoted, not resolving existing traffic congestion issues. The A14 is the responsibility of National Highways. Cumulative and site specific traffic modelling of sites in the North Huntingdon area has been carried out and will continue to and the A141 is subject to proposal for extensive improvements. Liaison with the CPCA on this is ongoing and a statement of common ground has been prepared. • A Heritage Impact Assessment has been undertaken on all sites with potential impact on heritage assets and any appropriate mitigation identified added into the site allocation criteria. • The Local Growth Plan is an approved strategy of the CPCA and will inform the Spatial Development Strategy being prepared by the CPCA. • Brampton Cross was never included as a proposed site allocation in the local plan as evidence indicated challenges with its deliverability. • The Viability Assessment has considered all strategic sites in detail and has been updated to support the pre-submission local plan. National Highways have advised that the proposed development of Sibson Garden Village requires realignment of the A1 between Wansford Station overbridge and Elton Road (Water Newton) and that this would not be funded through their Road Investment Strategy. • Sapley Park Garden Village has been reissued for public consultation as a potential reserve site. • Evidence base documents have continued to be published as soon as possible after completion for transparency.

Main Issues Raised	Council Response / How the Council has taken this into account
• Advocacy of Sapley Park Garden Village as an additional strategic growth site with suggestion of a partial allocation of a southern phase to address A141 constraints. Concerns expressed over the analysis of strategic growth options in the Sustainability Appraisal and over the viability conclusions implying the site is less viable than Lodge Farm. Suggestion that market absorption concerns can be overcome by careful promotion of a distinctive product type. • Support for the publication of the evidence base alongside this Regulation 18 consultation as it is considered to be good practice, but is not necessarily common-practice by plan-making authorities. It is well thought through and thorough.	
What's the purpose of the preferred options? (9 comments)	
• The Local Plan must ensure that growth does not undermine the environmental integrity, food security, water resilience or settlement character of Huntingdonshire. • The housing target relates to local government reorganisation aspirations and should be challenged • Opinions expressed that consultation has been both adequate and inadequate • The plan is unsustainable without a detailed Infrastructure Delivery Plan, flood mitigation measures, water resource strategy, and environmental protections. Housing growth must be conditional on these commitments. • This is a good, clear strategy	• The pre-submission local plan contains updates to policies and sites based on the latest evidence available to maximise the sustainability of the development strategy and approaches taken. • The Council has not challenged the housing target. • An Infrastructure Delivery Strategy, flood mitigation requirements, water resource strategy and environmental protection all form part of the local plan insofar as they are within its scope and the council's responsibility.
What happens next? (6 comments)	
• The review has not been completed within 5 years of adoption of the current local plan • More time should have been given for consultation as many people will not realise the implications of only commenting on soundness at the next stage • Support that the Local Plan team have fully engaged at every stage	• A review was completed and presented to Overview and Scrutiny Panel and Cabinet in January 2023 which concluded that it was necessary to update the local plan. This was immediately commenced. • Consultation periods for issues, land availability assessments and further issues and options stages of plan preparation were 10 weeks long; preferred options was 6 weeks. 7 stages of consultation/ engagement have been offered throughout Reg 18. • Support is appreciated.
Strategic policies and neighbourhood plans (19 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• This document should help those without neighbourhood plans to formulate their individual plans if they wish • A statement would be welcomed that HDC will assist those with a made neighbourhood plan to update it • Concern expressed by some residents that their parish has not produced a neighbourhood plan • A list of strategic policies should be included	• The text on neighbourhood plans has been amended to clarify the support available. • Strategic policies are identified.
What impact will local government reorganisation have? (9 comments)	
• HDC need to ensure the local plan is aligned with the future Spatial Development Strategy • Support for unitary Huntingdonshire to avoid growth submerging rural communities • Impossible to plan for growth until new unitary authority boundaries are known so plan should be delayed	• Preparation of an up-to-date plan prior to the changes resulting from LGR is considered important to establish a plan-led approach during the initial years of the new unitary authority which will then be required to prepare a replacement plan within the first 5 years.

Chapter 2: How to get involved

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (14 comments)	
• More effort needed to contact every household • Previous comments have been taken on-board • Parish councils and the public have been fully informed	• Leafleting every household was explored but unfortunately had to be ruled out on cost grounds. Posters, information leaflets and copies of relevant documentation were shared with all Town and Parish Councils for display locally and electronic versions supplied for local websites. Extensive social media, local newspaper and parish newsletter communications have been shared throughout. • The chapter has been removed from the pre-submission local plan as it will not be relevant after adoption with relevant material being shared separately.

Section B: Our Strategy for Huntingdonshire to 2046

Section B: Our Strategy for Huntingdonshire to 2046

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (11 comments)	
• Need for coordinated evidence and transport modelling with neighbouring authorities due to major regional projects.	• All neighbouring authorities have been engaged throughout plan preparation on cross-boundary issues.

Main Issues Raised	Council Response / How the Council has taken this into account
• Bedford Borough highlight need for cross boundary working especially due to major projects such as Universal Studios, Tempsford new town, Milton Keynes new town, and East West Rail. • Concerns that housing numbers are too high and insufficiently justified, with calls for smaller scale or alternative spatial approaches. • Transport modelling is seen as incomplete, with strong concerns about infrastructure strain and the need for improved sustainable travel options. • Support for the Plan's emphasis on protecting landscapes and biodiversity, while supporting policies that strengthen water efficiency, flood resilience and climate action. • Concern that evidence is incomplete or not integrated, with calls for clearer phasing and robust infrastructure planning. • Health, water and transport bodies broadly support the strategy but highlight specific amendments needed for policy clarity and delivery. • The Lead Local Flood Authority has previously provided comments on the Strategic Flood Risk Assessment (SFRA) and has provided HDC with extensive site-specific comments for surface water flood risk. • County Council's Transport team supports the plan and ongoing partnership working. Requests wording change for A141 mitigation (replace "dualling" with "improvements") and emphasises active travel and sustainable transport requirements. • One comment seeks plan period to be amended to 2026-2046	• Transport modelling is carried out using the Cambridgeshire and Peterborough Combined Authority's model to ensure the wider impacts are taken into account. It is an iterative process and further modelling and analysis has been carried out to support the pre-submission local plan which includes consideration of active travel and public transport as well as highway provision. • Housing numbers are aligned with the national standard methodology to ensure Huntingdonshire proportionately contributes to national housing targets and assists with uplifting the housing supply to contribute to improving affordability. • Support noted • Infrastructure and its interaction with phasing of development delivery is reflected in the Infrastructure Delivery Study and will be reflected in the Local Plan housing trajectory. • Comments on detailed policies are reflected within the relevant chapters. • The plan period has been left as commencing at 2021 as this is the baseline for much of the evidence commenced in 2023/4.

Chapter 3: Our vision and approach to net zero

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (0 comments)	
• No comments	• No comments to address
Our Vision and objectives (98 comments)	
• Many respondents support the overall direction: including the close alignment to the Corporate Plan and Huntingdonshire Futures and balancing environmental, social and economic sustainability; embedding health; prioritising active travel;	• Support is noted and appreciated. • The Vision and Objectives have been amended to provide a succinct vision statement supported by a series of aims and objectives structured around the Place Strategy themes. These include

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
supporting biodiversity; and aiming for net zero by 2050. • A number of developers and land promoters argue that housing delivery is under emphasised, noting only one objective explicitly references housing. They call for clearer, stronger objectives on meeting full housing need, supporting affordability, and aligning with the national pro growth agenda. • Several respondents argue the Vision should extend beyond 2046 – to 2050 or even 2056 – particularly given reliance on large strategic sites whose delivery extends beyond the plan period. • Broad concern that infrastructure—especially highways, education, health, wastewater, and utilities—must be planned, funded and coordinated earlier and more explicitly. Some communities raise specific concerns about capacity and cumulative impacts. • Investment in new infrastructure, such as identified highways improvement schemes, is crucial to the successful implementation of the Local Plan. • Respondents welcome climate objectives but warn against overly onerous requirements, unclear expectations, or reliance on immature technologies. Others want more detail on water quality, flood risk, nature recovery, and valley scale environmental protection. • Some respondents feel the Vision is too long and lacks a direct, logical link to the Objectives. They request a clearer structure connecting Vision to Objectives to Policies. • A number of land promoters note that the Vision does not explicitly reference new communities despite the plan's reliance on them, and argue these should be recognised in the spatial hierarchy and Vision text. • Some parishes request growth that supports rural service centres, improved connectivity, and better local infrastructure and diversification of the rural economy • Protection of agricultural land is urged by some to ensure food security, prevent carbon emissions from development on agricultural land and to protect rural character. • Some respondents want the Vision to explicitly reference Huntingdonshire's strategic economic opportunity, particularly its role within the Oxford	enhanced reference to housing delivery and the growth agenda. • The Vision states that is to '2046 and beyond' with the period to 2046 forming the core of the local plan while recognising that some strategic sites will continue delivering beyond that but recognising that the local plan will have been updated/ replaced by then to provide more up to date guidance for the longer term. • The updated Infrastructure Delivery Study provides enhanced details on planning and funding of infrastructure required to meet the needs generated by the local plan and it in itself forms a basis for infrastructure delivery partners to shape their own longer term investment plans. • The climate aspirations remain but some have been drawn back to national standards due to viability challenges. • New communities are now specifically referenced in the revised aims and objectives and the settlement hierarchy. • Support is maintained for service centres and local service centres including a slight increase in development allocations within them and the villages they support and additional required infrastructure to support this is identified in the Infrastructure Delivery Study. • The strategy focuses a high proportion of development on land in close proximity to existing market towns as was favoured by respondents during earlier phases of consultation. While some of this is agricultural there is insufficient previously developed land available within Huntingdonshire to meet the identified development needs and this approach preserves the more rural agricultural land to support food security and protect its rural character. • Reference to Huntingdonshire's strategic location has been added to the aims and objectives. • Active Travel England focus specifically on walking, wheeling and cycling so this emphasis is retained within the vision, aims and objectives. Reference to other forms of travel have been added to the policy on Facilitating Transport, Travel and Connectivity.

Main Issues Raised	Council Response / How the Council has taken this into account
Cambridge Arc and the ambition to double regional economic output. • There is strong backing for prioritising walking, cycling and public transport—but requests to include equestrians, mobility scooters, and rights of way networks for a more inclusive active travel definition.	
Route to net zero by 2050 (20 comments)	
• General support for the net zero ambition, with small wording fixes and requests for clearer examples of technologies. Suggestions to provide examples of carbon capture/removal technologies. • Broad support for the moderate scenario as realistic and viable, though some object due to site specific concerns or differing views on ambition. Some believe the decarbonisation pathway is unrealistic or, conversely, not ambitious enough to avoid locking in high carbon development. • Concern that additional logistics sites will increase HGV emissions and contradict net zero goals. • Worry that the plan relies too heavily on future, unproven technologies instead of prioritising current, reliable solutions. • Calls for recognition that cars remain essential in rural areas and public transport alone cannot meet local needs. • Desire for higher standards on on-site renewables, water efficiency, and compact growth to support low carbon living. • Need for clearer alignment with national EV transition policy and for new developments to deliver robust EV infrastructure. • Some industry support noting modern logistics parks can contribute positively through design, energy efficiency, and infrastructure. • Highlighting that pumping water in low lying areas has an overlooked carbon cost that should be acknowledged.	• Additional detail has been incorporated regarding carbon capture/ removal technologies. • The balanced pathway approach has been retained reflecting the middle course between the aspirations expressed. • The transport sector is expected to significantly decarbonise due to uptake of alternative fuels and technological developments. • The challenges of reducing car depending in rural areas has been reflecting by amending the ambition to do so where realistic alternatives are available. • Emissions reductions, renewable energy and water efficiency are supported through policies in the Local Plan • The Policy will be refined to align with national requirements and include improved access to charging facilities. • Support noted. • The need to pump water in low lying areas is outside the scope of the local plan; limited growth has been allocated in such areas thought to minimise flood risk.
Key facts about Huntingdonshire (5 comments)	
• Interesting and informative and well laid out • Suggest state the total MW of the turbines and solar farms is confirmed on the picture • The average house price looks wrong • Two comments raised that the A605 is a local single-carriageway road with junctions with small, rural villages and therefore should not be considered a strategic transport connection	• The key facts image has been removed from the Pre-Submission Local Plan as the information within it will continue to date.

5 Preferred Options

Chapter 4: How Huntingdonshire will grow and change

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (38 comments)	
• Many respondents want stronger support for Neighbourhood Plans and a clearer commitment to giving local communities meaningful influence over development decisions. • Some believe the draft plan must focus on creating an environment attractive to major investors if the district is to achieve long term economic ambition. • Respondents note housing figures must reflect national policy while ensuring growth supports affordable housing delivery and does not rely on outdated baseline years. • A portion of respondents support growth in principle, emphasising that residents must recognise the district is a developing area that cannot remain static. • Some highlight that the plan underestimates future job growth and fails to reflect the Combined Authority's ambitions for the North Huntingdonshire cluster. • Many express concern that concentrated growth between Huntingdon, St Ives and surrounding villages risks merging settlements, eroding character, and creating unplanned conurbations. • Parishes ask for mapped landscape buffers to prevent coalescence and protect settlement identity, particularly in the Great Ouse corridor. • The MOD stresses that development must not compromise defence assets, radar, flightpaths or safeguarding zones, especially regarding renewable energy and BNG land. • Some believe the plan relies too heavily on strategic sites and under-allocates growth to sustainable villages that could support local services. Some residents strongly support limiting development in villages to preserve rural identity and landscape qualities. • Stakeholders warn that multiple clustered developments will overstretch infrastructure, harm the Great Ouse landscape, and reduce settlement distinctiveness without a valley-wide strategic approach. • Numerous residents object to further growth proceeding before major road upgrades and flood mitigation measures are secured. • Several respondents support active travel ambitions but state that the plan must better deliver bus improvements and ensure	• The scope of Neighbourhood Plans is set out in national legislation as is the prioritisation hierarchy of neighbourhood plans and local plans depending on order of approval. • A variety of site sizes, types and proposed uses are promoted within the local plan to attract diverse investors. • Housing figures reflect the standard method in place at each point in time with a buffer to provide flexibility and resilience against revisions to the number. • Support for growth is noted and appreciated. • The CPCA's North Huntingdon growth cluster is a longer term economically led plan which this local plan aims to contribute to the delivery of while balancing this with established needs. • Earlier phases of public engagement indicated a preference for major growth to be focused around existing market towns. Specific criteria are included in allocations to avoid coalescence. • A series of priority landscape areas are identified for protection for which the text has been enhanced. • Huntingdonshire DC is strongly supportive of the defence assets in the district and the local plan aims to promote their continued success. The location of airfields and airports was taken into account in the Renewable Energy Assessment in identifying areas of wind energy potential. • Some additional village development sites have been allocated; this is balanced in recognition of the level of opposition to village growth from some. • On-site infrastructure will be provided within the strategic sites to help reduce the need to travel and internalise trips. The Habitats Regulations Assessment considers in combination effects on all high value nature conservation locations. • Housing delivery will be phased to coincide with infrastructure upgrades. The Pre-Submission Local Plan will include a housing trajectory to demonstrate this. Flood mitigation is included within site allocation policies. • Public transport and active travel requirements are reflected throughout policies and strategic site allocations. • Discussions with East West Rail are ongoing but limited site allocations have been included

Main Issues Raised	Council Response / How the Council has taken this into account
development is connected to key public transport nodes. • Respondents note that EWR's confirmed alignment should drive strategic employment and growth planning but is insufficiently integrated into the draft plan. • Several suggest that the plan should explicitly acknowledge the value of the Fens, the Nene Valley and similar landscapes alongside the Ouse Valley.	dependent on this due to its current delivery timetable compared to that for the local plan. • Fen edge woodlands, the Great Fen and Nene Valley are all identified as green infrastructure priority areas.
Policy LP1 - How much development do we expect? (82 comments)	
• Many respondents support using the Government's Standard Method, and several welcome the 10% uplift to provide flexibility and deliver more affordable homes. Some even argue that 32,200 homes should be a baseline, with the Council planning for more to support economic growth, Greater Cambridge spill over, and acute affordable housing need. • Residents and parish councils feel the Government set housing target is too high for a rural district; growth should be limited to what communities "need and want"; expansion should avoid villages; and employment growth seems too low to match housing levels. Other residents support more housing if it helps affordability and provides jobs and infrastructure. • Some state the approach to calculating need is overly complex and unsound, particularly because it: backdates Local Housing Need calculations to 2021 using old affordability ratios, offsets past oversupply, which some argue is not allowed under national policy, applies different standard method figures for different years, causing confusion, uses a plan period starting too early (2021), with some arguing the plan should start 2025 or 2026 when adoption evidence is current. The majority of developers, consultants and planning specialists argue that the minimum requirement should be higher — often in the range of 33,000 to 40,000 homes — depending on plan period and uplift assumptions. The Local Housing Needs Assessment identifies a net need of ~746 affordable homes per year, far more than can be delivered from a 32,200 target calling for the housing target to be uplifted significantly above 10% for this reason alone. • Respondents repeatedly warn that the plan depends too heavily on a few complex sites (e.g., Wyton Airfield, The Lattenburys, Lodge Farm) that	• The housing number is informed by the government's standard methodology with the figure updated to reflect the updated inputs to the methodology published in May 2026. This is treated as a minimum number for which identified allocations should be secured with an amount of flexibility included above this to allow amendments arising from changing circumstances and site specific design. • The standard methodology includes an uplift to address affordability so no further enhancement is made specifically to reflect this. An addendum has been prepared to the Economic and Employment Needs Assessments to ensure that the homes and jobs numbers are aligned. This acknowledges that the jobs target identified in the local plan is only focused on specific sectors with clearly identifiable land requirements and that many other jobs will also be generated. • Inputs to the standard methodology change every year so the approach is considered reasonable in reflecting these variations provided that a reasonable level of flexibility is incorporated to allow for any potential future uplifts during the active lifespan of the plan. The plan period has been left as commencing at 2021 as this is the baseline for much of the evidence commenced in 2023/4. • The strategic approach of including substantial new communities is informed by careful assessment of infrastructure needs and viability assessments while seeking to protect the rural nature of much of the district by allowing for smaller scale growth to maintain existing communities. Locally specific evidence has been prepared analysing the delivery times of sites of various scales. Substantial evidence has been produced and collaboration undertaken with the

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
require extensive infrastructure, face delivery uncertainty, may have long lead-in times (often 8–10 years), and risk early under delivery. • Many emphasise the need for more small–medium sites (50–200 homes) to maintain a five-year supply and sustain delivery throughout the plan period. Some argue this should include more growth in Market Towns, Service Centres, and highly sustainable villages. • Several representations argue that the proposed distribution focuses too much north of Huntingdon and underused sustainable settlements and directs too much development to villages with weak infrastructure, causing travel and sustainability issues. • Some state the strategy is not aligned with the Settlement Hierarchy or Sustainability Appraisal. • A number argue the jobs figure (14,400 jobs) is: not aligned with the Oxford–Cambridge Arc, inconsistent with Combined Authority growth ambitions (doubling/tripling economic output by 2050), based heavily on conservative or "rolled over" assumptions, inadequate to support 32,200+ homes. Some propose increasing the target, particularly to reflect strong demand for strategic logistics, R&D, and technology sectors. Others warn that logistics allocations must be carefully located to avoid transport and environmental impacts. • A repeated issue is the absence of a full housing trajectory at Regulation 18. • Numerous comments highlight that infrastructure evidence is incomplete or insufficient, especially regarding: wastewater treatment capacity, water supply, major transport impacts and cumulative effects of clustered development. • Anglian Water and National Highways both note that thed need for phasing tied to infrastructure availability. • Some respondents — particularly developers on cross boundary sites — argue the plan must consider: unmet need from Bedford (recent plan withdrawal leaves >6,000 home shortfall), economic spill-over from Cambridge, cross-boundary commuting relationships.	site promoters of each new community to ensure they are considered to be deliverable. • Small and medium scale sites have been incorporated where they are considered suitable and deliverable. A small number of additional sites have now been added to assist with the 5 year supply position and the numbers of such sites in the commitments with planning permission has increased through recent application of the tilted balance. • The distribution focuses considerable growth around the north of Huntingdon to support alignment with the CPCA's Local Growth Plan and in recognition that our community's preference was clearly expressed for concentrating growth around existing market towns and sustainable settlements. Limited expansion of St Neots is considered feasible at this time due to the uncertainties remaining over the precise routing and impacts of East West Rail. • The settlement hierarchy has been updated to include the new communities. • The jobs target, including sectoral breakdown, has informed by the Economic and Employment Needs Assessment, an Addendum has now been completed to ensure this figures included in policies are the most appropriate. • A housing trajectory will be completed and incorporated into the local plan reflecting the latest available position and alignment with anticipated infrastructure delivery expectations. • Infrastructure evidence is an iterative process informing and shaping the context of the local plan. An updated Infrastructure Delivery Study has been completed and published and used to inform the Pre-Submission Local Plan and the phasing of housing delivery. • No requests have been received regarding meeting cross-boundary needs. The Statement of Compliance with the Duty to Cooperate indicates the discussions that have taken place with cross-boundary partners throughout preparation of the local plan.
Policy LP2 - Our strategy for change (83 comments)	
• Overall, respondents broadly support the principles of LP2 — focusing development in sustainable, infrastructure served places.	• Support on various topics noted and appreciated. • Support from CPCA noted. • The updated Infrastructure Delivery Study provides enhanced details on planning and

Main Issues Raised	Council Response / How the Council has taken this into account
• The Combined Authority strongly supports the recognition throughout the Draft Local Plan of the ambitions and spatial implications of the Combined Authority's Local Growth Plan. • Comments raise concerns about deliverability, infrastructure capacity, geographic imbalance, over reliance on major strategic sites, and inadequate distribution of growth to other sustainable settlements or smaller sites. • Supporters generally agree with focusing development in sustainable locations and with the hybrid approach of Strategy 2 (transport served sustainable locations). • Support for emphasis on climate change, biodiversity, flood resilience and infrastructure-led growth • Some seek clarification on how much growth each place will take and the exact role of the North Huntingdon Growth Cluster. • Some state transport impacts are under explained and infrastructure evidence needs completing. • Concern that some settlements (e.g., Warboys, Buckden, Brampton, Farcet, Yaxley) receive no growth despite being high order settlements. • Concern that some existing Rights of Way will be converted into inappropriate hard surfaced routes. • Some state there is an over-reliance on the North Huntingdon Growth Cluster, raising delivery and infrastructure concerns as well as market absorption. There needs to be more in other sustainable locations like St Neots. • Some believe the target is too high and others say the plan underprovides and needs a buffer or more flexibility. • Comments that Peterborough Services 1 and The Lattenburys is inconsistent with the strategy • Some believe allocations fail to reflect the settlement hierarchy. • Several representations highlight issues with mis-labelling of use classes (B2 vs E(g)(iii)), overly optimistic assumptions about net developable area and lack of employment land in key service centres.	funding of infrastructure required to meet the needs generated by the local plan and it in itself forms a basis for infrastructure delivery partners to shape their own longer term investment plans. A stepped housing trajectory has been introduced to response to concerns over the need for planning, funding and delivery of essential infrastructure to support growth. A small number of additional sites have been incorporated following the Additional Proposed Site Allocations consultation between May and June 2026. • Support for focus of development noted, this is reflected in the Local Plan Settlement Hierarchy. • Support for climate change, biodiversity, flood resilience and infrastructure-led growth noted. This is reflected through policies relating to climate change, biodiversity, flood resilience and infrastructure. • Exactly 50 sites were assessed and consulted on in the list of higher order settlements where it was observed that no allocations have been made. One site in Brampton is allocated within the North Huntingdon cluster. All others were either less suitable or less deliverable than other sites proposed for allocation. • The Local Plan includes policies for maintaining and enhancing rights of way to be agreed with the County Council. No changes made. • The distribution focuses some growth around the north of Huntingdon to support alignment with the CPCA's Local Growth Plan and in recognition that our community's preference was clearly expressed for concentrating growth around existing market towns. Limited expansion of St Neots is considered feasible at this time due to the uncertainties remaining over the precise routing and impacts of East West Rail. Other elements of growth reflect available sites in sustainable locations based on the sequential flood risk, analysis of other constraints and evidence on infrastructure and viability. • The housing number is informed by the government's standard methodology with the figure updated to reflect the updated inputs to the methodology published in May 2026. This is treated as a minimum number for which identified allocations should be secured with an amount of flexibility included above this to allow amendments arising from changing circumstances and site specific design.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• Peterborough Services is well served by infrastructure in terms of the proposal of a logistics park on the A1 close to a major source of employees; The Lattenburys has potential to be well served by public transport using the A1307 and existing services using the A1198 both of which provide linkages into employment and service destinations in Huntingdon and Godmanchester. Thus, each is consistent with the strategy. • Use class references have been checked and revised where needed. The methodology on net developable areas was consulted on in 2023 and revisions made based on responses received at the time. Limited land was put forward for employment uses in key service centres but policy provision is made for expansion of established employment areas into adjoining countryside to consolidate provision.
Policy LP3 - How will infrastructure be provided (56 comments)	
• Many support LP3's intent: ensuring new development provides the on site and off site infrastructure needed, coordinating with service providers, and phasing delivery so infrastructure keeps pace with growth. • A major theme is that key infrastructure evidence (e.g., Water Cycle Study, IDP, WPVA) was incomplete or published late. Parishes and residents request: updated cumulative modelling, re run viability testing and clearer infrastructure delivery schedules before Reg 19. • Respondents highlight that LP3 considers sites individually and does not address cumulative pressures on: A141 / A14 / A1, utilities (water supply, WRC capacity, drainage), flood risk, education, health, emergency services, particularly in the Huntingdon–St Ives–A141 Growth Corridor. Some request a formal Cumulative Impact Zone policy. • Some ask LP3 to require infrastructure before or in step with development, clarify how phasing will work for strategic sites and show confidence in deliverability of major schemes (A141 improvements, new station at Alconbury Weald, education and health provision). • Developers request further clarity on the Viability Study. • Respondents argue LP3 should explicitly cover: rights of way and bridleways, emergency services infrastructure (fire, police, ambulance), community	• LP3 has been relocated into a newly created chapter focusing on how we will enable sustainable growth to ensure sufficient emphasis is placed on how infrastructure in all its relevant forms will be delivered to support the local plan. • The updated Infrastructure Delivery Study provides enhanced details on planning and funding of infrastructure required to meet the needs generated by the local plan and it in itself forms a basis for infrastructure delivery partners to shape their own longer term investment plans. • The updated Infrastructure Delivery Study presents both individual assessments of large sites so that their specific requirements and impact can be seen and the cumulative impact by settlement of sites of less than 550 new homes which may not individually trigger the need for on-site infrastructure provision for a specific element but may do so cumulatively. Large strategic sites will be expected to prepare infrastructure delivery plans to support their delivery (pre-submission policy LP 12). The North Huntingdon chapter introduction specifically promotes a collaborative working approach between developers in the area along with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council (and any successor authorities), and with other statutory partners.

Main Issues Raised	Council Response / How the Council has taken this into account
safety considerations and social infrastructure including community facilities and places of worship. • Anglian Water requests early engagement and explicit references to phasing due to their investment cycles, plus safeguarding of major strategic infrastructure corridors (e.g., Fens and Lincolnshire Reservoir transfer routes). • Many note overlap and duplication between LP3 (provision) and LP4 (securing), suggesting they be merged into one clearer, streamlined infrastructure policy. • Residents highlight that some areas already face traffic congestion, insufficient school and healthcare capacity, flood and drainage limitations and LP3 does not explain how additional growth will be supported. • Developers promoting major allocations (e.g., Wyton Airfield, The Lattenburys, Giffords Park) emphasise their ability to deliver large integrated infrastructure packages but request clearer policy flexibility, exemptions from CIL where they deliver most infrastructure on site and recognition of cross boundary regional funding needs.	• An additional policy has been incorporated on Supporting and Enabling Strategic Infrastructure. • A Stage 2 Whole Plan Viability Assessment has now been completed. • Infrastructure and facilities needed to support new growth are very diverse so a comprehensive list of all forms has not been added to the policy. The following policy does however identify the forms of infrastructure that may be secured through CIL and planning obligations. • Extensive engagement has been undertaken with all utility providers and allocation wording amended to reflect Anglian Water's need for early engagement. • The policies have been kept separate to maximise clarity for Town and Parish Councils regarding CIL asks and proportions. • The local plan is only required to ensure that new growth meets the infrastructure needs that it generated; it is not its role of address existing infrastructure deficits which need to be resolved outside the local plan. • Major allocations have all been subject to viability testing.
Policy LP4 - Securing infrastructure provision (38 comments)	
• Some respondents say LP4 largely duplicates LP3 and should be combined into one clear, streamlined infrastructure policy. • Support for the policy's inclusion of green infrastructure, biodiversity net gain, drainage/flood mitigation, and health infrastructure, stressing the need for adequate long term funding and links to the Local Nature Recovery Strategy. Historic England welcome the inclusion of heritage and archaeology in the list of potential planning obligations. • Developers state LP4 must clearly prevent double counting between Community Infrastructure Levy (CIL) and site specific planning obligations and reference to the three statutory tests (NPPF 58 / CIL Reg 122). Some developers and housebuilders raise concerns that underlying assumptions in the Whole Plan Viability Assessment may be unrealistic—highlighting high per dwelling infrastructure costs, risks undermining affordable housing, and the need for viability review mechanisms. • Several respondents object that the Appendix replacing the 2011 Developer Contributions SPD has not been published, making LP4 unclear.	• The policies have been kept separate to maximise clarity for Town and Parish Councils regarding CIL asks and proportions. • Support noted and appreciated. • The Council will provide a Developer Contributions Appendix to provide clarifications, which will be informed by the Infrastructure Delivery Study and Whole Plan Viability Assessment. • The Viability Assessment has been updated and some policy asks that were previously tested have been removed or reduced to promote viability of key delivery requirements. Consultation with developers and landowners was undertaken during the production of the Assessment to determine reasonable cost assumptions. • The Appendix replacing the 2011 Developer Contributions SPD is being tested and will be informed by the Infrastructure Delivery Study and Viability Assessment. • The updated Infrastructure Delivery Study presents both individual assessments of large sites so that their specific requirements and impact can be seen and the cumulative impact by settlement of sites of less than 550 new homes which may not individually trigger the need for

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
They request that it be released before Regulation 19 and properly tested. • Parishes and residents argue LP4 does not adequately address the cumulative effects of clustered allocations—especially in the Huntingdon–St Ives–A141 corridor—on highways, utilities, water infrastructure, flood risk and social infrastructure. Some propose a formal Cumulative Impact Zone Policy. • Promoters of large strategic allocations (e.g., Wyton Airfield, North Huntingdon Growth Cluster) argue that such sites already deliver most of their infrastructure on site and should not also be subject to CIL. They request clearer acknowledgement that LP4 may not apply in the same way to strategic schemes. • Responses highlight that public rights of way (including bridleways) are not sufficiently recognised in LP4 and should be upgraded and delivered through S106, given their importance for active travel, health, tourism and rural connectivity. • Health bodies request a clear process for calculating healthcare contributions; education teams ask to separate education from other services; and emergency services request explicit recognition of their infrastructure needs. • Suggest the addition of an additional bullet point: Specialist Supported Accommodation for people with care and support needs • Anglian Water asks LP4 to reserve land for the Fens Reservoir and Lincolnshire Reservoir transfer infrastructure corridors running through Huntingdonshire, to ensure future national water resilience.	on-site infrastructure provision for a specific element but may do so cumulatively. Large strategic sites will be expected to prepare infrastructure delivery plans to support their delivery (pre-submission policy LP 12). The North Huntingdon chapter introduction specifically promotes a collaborative working approach between developers in the area along with the CPCA, Cambridgeshire County Council and Huntingdonshire District Council (and any successor authorities), and with other statutory partners. • Rights of way and bridleways are be considered under policies relating to transport and recreation. • Detailed processes will be provided through the Appendix replacing the Developer Contributions SPD in consultation with health and education providers. • Specialist housing is addressed in a separate policy and has not been included as a form of infrastructure. • An additional policy has been incorporated on Supporting and Enabling Strategic Infrastructure with specific reference to the Fens and Lincolnshire reservoirs along with East West Rail and the A141 and St Ives improvement scheme.
Key Diagram (10 comments)	
• General support for the key diagram but some amendments are sought. The Wildlife Trust strongly supports the inclusion of Green and Blue Infrastructure priority areas on the key diagram map, and the use of the Huntingdonshire Nature Network report priority natural landscape areas as the basis for these. • More labelling to help users • All settlements and allocations should be clearly shown on the key diagram • East West Rail safeguarded area should be shown on policies map and also the key diagram	• Support noted. • The Key Diagram has been amended to reflect some of the concerns raised while trying to ensure it is not overly complex. • All market towns, service centres, local service villages and villages have been added to the key diagram, even where no allocations are proposed. • East West Rail safeguarding area has been added to the Policies Map.
Policy LP5 - Settlement hierarchy (76 comments)	

Main Issues Raised	Council Response / How the Council has taken this into account
• Many respondents broadly support the settlement hierarchy as a logical structure for directing sustainable growth. • Several responses highlight inaccuracies or omissions in the Sustainability of Settlements 2023 scoring that they believe undermine correct settlement classification. • Many note that allocated growth does not consistently reflect the hierarchy, with some highly ranked settlements receiving little or no housing. • Respondents argue that a number of settlements—such as Elton, Great Gransden, The Offords, Godmanchester and Alconbury—have been incorrectly categorised. • Some communities object that large nearby allocations (e.g., Alconbury Weald) distort a village's sustainability but are not reflected in the hierarchy. • Many suggest more weight should be given to village clusters or service catchments, where smaller settlements rely on nearby centres. • Numerous representations raise concerns about transport, flooding, drainage and service capacity not being factored into hierarchy expectations. • Responses argue that Market Towns should take a greater share of growth in line with their sustainability ratings and national policy. • Developers generally welcome the new LSV tier, whereas some residents feel the category leads to disproportionate growth pressures. • Some argue that settlements near Peterborough should be ranked higher due to access to major services, employment and transport. • Objections consistently point to an over reliance on strategic sites and insufficient distribution of growth to sustainable villages. • Several responses suggest the hierarchy does not reflect NPPF priorities such as directing growth to transport rich locations or supporting rural vitality. • Some respondents request population and facility based criteria to define what counts as a town, service centre, local service village, village, or hamlet, rather than relying on general descriptions.	• Support noted and appreciated. • Town and Parish Councils were all given the opportunity to check and amend the sustainability of settlement assessments, the assessments are a snapshot in time. • Allocated growth has been informed by a number of evidence base studies and the availability and suitablility of sites submitted to the Council. • Great Gransden has been demoted to a village, no further changes have been made. • Assessments were based on the individual settlements not the wider parish areas, for example Alconbury Weald was assessed separately from Alconbury village. • The hierarchy is designed to reflect the service points with catchment settlements in lower categories. • Transport, drainage etc are addressed through different policies. Allocated growth has been informed by a number of evidence base studies and the availability and suitablility of sites submitted to the Council. • Due to lack of capacity within market towns much growth has been concentrated on sites immediately around them to maximise access to existing infrastructure and services in line with preferences expressed in earlier phases of public engagement. • The Local Plan retains the Local Service Villages Category to reflect the the level of services, facilities and infrastructure they offer and the contribution that they make to their social and economic sustainability and support they provide to nearby villages and hamlets as well as the local economy. • The employment access indicator included an uplift for settlements within 3 miles of higher density employment outside the district, e.g. Peterborough and Wyboston. • Additional sites have been included in village locations following the additional proposed site allocations consultation between May and June 2026. The Growth Strategy applies a small amount of development to help village to maintain the sustainability of their communities which can contribute to their social and economic sustainability and support nearby villages and hamlets as well as the local economy, such as sustaining school provision. This approach is consistent with the NPPF paragraph 83.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• Public transport access was included within the sustainability of settlements assessment with higher scores for those with railway station access. • The definition is based on homes rather than including commercial buildings to reflect the resident population using services and community facilities.
How we will decide where a built up area boundary is (22 comments)	
• Many respondents strongly support the built up area definition. • A concern is that the draft plan does not provide mapped boundaries for each settlement. Respondents argue this creates ambiguity and limits the policy's usefulness, particularly where Neighbourhood Plans rely on these boundaries for decision making. • Several technical edits are proposed, including: replacing "30 homes" with "30 homes or commercial buildings" and ensuring boundaries recognise built form across parishes (particularly where neighbouring settlements fall outside Huntingdonshire). • Parishes such as Great Gransden ask that Neighbourhood Plan defined boundaries be carried into the Local Plan, or that HDC work with parishes to align boundaries before Regulation 19. • Developers (e.g., RAF Upwood / Warboys sites) argue the definition may already include their land within the built up area because it relates strongly to adjacent settlements—but they need formal mapping to confirm. • Some respondents particularly support criteria that allow well contained open land or paddocks to be considered part of the built-up area when physically and visually related, enabling modest "rounding off" and organic village growth. • Technical wording improvements suggested, these include: amending "tree belt" to "tree belt and/or hedgerow", fixing typographical issues.	• Support noted and appreciated. • The textual definition approach to settlement boundaries has been retained as it has worked successfully since its introduction in the 2009 Core Strategy; guidance is provided to neighbourhood planning groups wishing to use their local knowledge to define a boundary in their parish. • Additional explanation added of how the categories were informed. • Boundaries within neighbourhood plans form part of the statutory development plan so are not duplicated in the local plan. The boundaries are included on the Local Plan policies map. • Additional text included stating that land allocated for development will form part of the built up area once the scheme is under construction. • Reference to high hedgerows has been added.
Policy LP6 - Market Towns (12 comments)	
• Many respondents welcome the strategy of prioritising Market Towns as the most sustainable locations with strong services, infrastructure, and public transport links. • Several stakeholders argue the plan under allocates development at St Neots, despite its	• Prioritising growth around market towns reflects preferences expressed in earlier phases of public engagement. • Substantial growth is still committed and allocated in St Neots with further included through this local

Main Issues Raised	Council Response / How the Council has taken this into account
strategic location (ECML, A1, A428, Oxford Cambridge corridor) and history as a major growth area. • St Neots Town Council want the town centre boundary extended to reflect modern commercial activity, support investment, and strengthen vitality. • Some developers argue that Market Towns like Ramsey are not given enough growth relative to their sustainability, and propose additional well related edge of town sites. • Several respondents note uncertainty about how LP6 applies to sites adjacent to, or between, Market Towns (e.g., RAF Upwood between Ramsey and Bury), and ask for clearer mapping and definitions, including what counts as an Established Employment Area. • Some respondents ask that LP6 explicitly respect Neighbourhood Plans when development is proposed outside settlement boundaries. • There was some concerns regarding use of prescriptive thresholds and distances such as the 800m walking distance, the 600 sqm impact assessment threshold and requests for more flexible, case by case assessment—especially near transport nodes.	plan; limitations reflect current East West Rail provision and alignments. • St Neots town centre boundary has been reviewed and amended. • Five development sites are proposed around Ramsey and Bury; the area is highly constrained by flood risk and anticipated climate change impacts. • The built up area definition will guide interpretation of the market town policy; land directly adjoining established employment areas is now specifically referenced in the policy. Established Employment Areas are included on the Policies map and defined in the policy 'Protecting and enhancing established employment areas'. • Neighbourhood plans form part of the statutory development plan and will be accorded appropriate weight in decision-making. • The distance and area thresholds are used to ensure clarity.
Policy LP7 - Service Centres (12 comments)	
• Several respondents welcome the role of Service Centres as highly sustainable locations that can support additional housing, employment, and services for their wider rural catchments. • Respondents highlight uncertainty because the built up area boundaries are not published, making it impossible to understand where LP7 applies. • LP7 proposes allowing rural exception schemes up to 50 dwellings. Some developers argue 50 is too restrictive and no upper cap should be imposed. Others argue the cap should be linked to percentage growth (e.g., 15% of settlement size) to maintain proportionality. • A recurring theme is that limiting non allocated development outside built up areas only to rural exception housing is too restrictive. Respondents want the policy to also support: market housing, self/custom build, sustainable windfall sites, where these are well related to Service Centre boundaries and meet other policy criteria. • Some stakeholders want the policy to allow more types of service and employment uses on well	• Support noted and appreciated. • The built up area definition allows for interpretation of where the boundaries are while giving flexibility to reflect changing circumstances across the plan period. • The up to 50 threshold aligns with the medium scale development threshold proposed in the draft NPPF; there is no restriction on the number of schemes that may be proposed subject to demonstrating local need. • Up to 40% of the net developable area of any rural exceptions scheme is allowed for market housing/ self-custom build properties to provide additional flexibility. • Exceptions for employment and other uses are allowed for in a range of other policies and not duplicated here to avoid repetition. Amendments have been made to the class F uses supported. • A sequential test and evidence led approach was taken to site selection. These can be found in the Council's evidence library. • Infrastructure delivery is addressed in the Infrastructure Delivery Study, infrastructure related

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
related land, especially larger or strategic employment schemes, and to align wording with LP34, LP35 and LP36. This includes applying Use Class F consistently and resolving contradictions with other policies. • Questions are raised about why some Service Centres have allocations while others (e.g., Farcet) do not—despite having strong sustainability credentials and developable sites identified in the Land Availability Assessment. Respondents request transparency and evidence on how selection decisions were made. • Respondents request clearer commitments to the timing and delivery of schools, healthcare and community facilities associated with Service Centre growth—particularly for settlements west of the river. • Some representations argue LP7 is overly restrictive and may prevent sites from coming forward even when they are deliverable, sustainable, and needed to maintain land supply. • Within the Use Class Order all those uses fall within Use Class E and change of use within Use Class E is not considered to be development. Policy should explain how the restriction to the sub-uses within Use Class E will be achieved, or altered to reflect the lack of restriction of changing of uses within Use Class E. • Several comments note that wording should be clarified to avoid contradictions across LP6, LP7 and LP8.	policies in the Local Plan and a housing trajectory which is to be included in the Pre-Submission Local Plan which has taken proposed delivery timings of sites into account. • The policy seeks to support a balanced approach to growth with land supply being monitored through the Annual Monitoring Report. • The policy does not prohibit later changes of use but simply states where support will be given. • Wording clarification has been included.
Policy LP8 - Local Service Villages (22 comments)	
• Despite objections to details, several respondents support the concept of Local Service Villages as a sustainable middle tier that can accommodate proportionate development and help maintain rural services. • Some request that settlement boundary maps are published for Local Service Villages arguing the lack of maps makes the policy unclear. • Respondents feel the 30 home cap for rural exception schemes is too high—especially for smaller Local Service Villages—and propose alternatives: reduce to 10 homes; use a percentage cap (e.g., 2% or 5% of existing dwellings); require a size threshold proportionate to village scale. Others argue larger schemes are needed for financial viability but still acknowledge community resistance.	• Support for the concept of adding this category is noted and appreciated. • Settlement boundary map concerns are addressed above. • The cap has been clarified to include a maximum of 1 ha; the number of homes is determined by a local needs survey. • Neighbourhood plans form part of the statutory development plan and decisions will take them into account. • Up to 40% of the net developable area of any rural exceptions scheme is allowed for market housing/ self-custom build properties to provide additional flexibility. • The policy has been amended to allow for growth within the built up area which would reflect the greater sustainability of local service villages and

Main Issues Raised	Council Response / How the Council has taken this into account
• Several respondents urge LP8 to explicitly recognise that, where a settlement has a made Neighbourhood Plan, all development should accord with that plan before LP8 criteria apply. • Developers and planning agents argue LP8 is too restrictive because it only supports rural exception housing on well related land. They want: allowance for market housing, self build/custom build, and modest commercial/employment uses that match settlement scale. They say this would strengthen community vitality and support balanced rural growth. • Request mirroring elements of LP9 (Villages)—particularly the criterion allowing “minor scale” development in certain circumstances—to ensure consistency between village policies. • Some Local Service Villages (e.g., Farcet) question why they have zero allocations, despite strong sustainability credentials (schools, shops, bus routes, links to Peterborough). Respondents argue the plan lacks sufficient evidence to justify treating similar settlements differently. • Examples include Alwalton, where stakeholders argue the village should be reclassified due to proximity to Peterborough and access to higher order facilities. • In Alconbury and other locations near major growth areas, respondents worry LP8 ignores existing development pressures (e.g., Alconbury Weald, North Huntingdon Growth Cluster), leading to fears that Local Service Villages may be asked to absorb more growth than they can manage. • Some respondents note LP8 doesn’t sufficiently address what scale or type of employment, retail, or service development is appropriate in Local Service Villages, and request clearer guidance.	support growth which will maintain population levels to support the retention of these. • A sequential test and evidence led approach was taken to site selection. These can be found in the Council's evidence library. • Classification is broadly based on a consistent methodology, no changes made to Alwalton. • Classification is based on assessment of the individual village not nearby developments,. • Additional guidance on specific uses types added.
Policy LP9 - Villages (10 comments)	
• Some state policy is tightly framed such that most villages would see no meaningful development over 20 years. Settlement boundaries are described as “very constrained,” resulting in little space for growth, and policy criteria are viewed as negative or prohibitive. There is concern this will accelerate the decline of village services, reduce affordability, and prevent young families from staying. • Some say 30 homes is far too large for rural exception schemes in smaller villages, proposing reductions to 10 homes, or tying numbers to	• Settlement boundary concerns are addressed above. • Amendments have been made to the criteria for rural exceptions housing limiting it to an equivalent of 5% growth above the number of homes in the parish to allow for a level of organic growth that reflects the scale of the individual village. • Up to 40% of the net developable area of any rural exceptions scheme is allowed for market housing/ self-custom build properties to provide additional flexibility.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
smaller percentage caps (e.g., 2%). Some call for removing the 30-home option altogether. • Market housing, self-build and custom build should also be allowed on well related land rather than only rural exceptions arguing this would help protect services, address local housing needs, and enable modest, sustainable growth. • Respondents challenge that there should be more allocations in villages. • Several suggest that LP9 should explicitly state that developments in parishes with a made or emerging Neighbourhood Plan must be consistent with that plan, providing local accountability and clarity. • Some respondents praise the recognition that large developments are inappropriate in rural and sensitive areas, expressing support for LP9's restraint where local infrastructure is limited. • Some consider Criterion (c) overly restrictive and want it aligned with the flexible approach for housing—supporting non residential proposals that are well related, small scale, and do not harm countryside character.	• The policy allows for further windfall growth within villages where it is sustainably located and is of a proportionate scale. • Neighbourhood plans form part of the statutory development plan and decisions will take them into account. • The policy is intended to shape growth in all villages, material considerations reflecting individual site circumstances may be presented as part of a planning application. • The approach to development outside the built up area remains limited to the rural exceptions housing approach supported in the NPPF and other countryside uses allowed for in specific policies.
Policy LP10 - Hamlets and Countryside (10 comments)	
• Respondents call for much stronger safeguarding of Best and Most Versatile land—especially Grades 1, 2 and 3a—and ask the council to map these grades clearly, distinguish 3a from 3b, and refuse development unless no reasonable alternative exists. Many also request compensatory soil improvement or food production measures where loss is unavoidable. • Multiple respondents highlight the contradiction between protecting countryside character and allocating major logistics sites, arguing these are inappropriate, harmful to hamlets, unsustainable, and set damaging precedents. Calls include deleting these allocations entirely. • Requests include adding agricultural land grade maps, clarifying landscape designations, and explaining how farmland loss and countryside impacts were assessed. • Anglian Water welcomes recognition that critical water/wastewater assets often lie in the countryside, but they seek clearer, positively framed support for essential infrastructure. • Equine groups argue that requirements for equine use to be "incidental" to a dwelling are unclear, unjustified, and harmful to welfare; that commercial equine uses are inadequately	• Given the very high percentage of land within the district that falls within agricultural grades 1-3 it is not possible to avoid building on this as the only lower grade land is river valleys which are typically at higher flood risk. • Economic evidence indicates a strong need for logistics within the district which need to be located close to the strategic road network, such land by default falls within the countryside. Strong landscaping requirements are imposed on the associated allocations and phasing of sites to minimise impact on the immediately surrounding countryside. • The Predictive Agricultural Land Classification map for England which shows a breakdown of grade 3a and 3 b were first published in October 2025. Agricultural and classification has been added to the Policies Map. • The policy remains framed as 'may support' for a range of uses including essential infrastructure to allow for a balanced planning judgement on the potential impact of a proposal. A new policy supporting and enabling strategic infrastructure has been developed to support essential infrastructure.

Main Issues Raised	Council Response / How the Council has taken this into account
addressed; and that restricting equine activity to settlement edges is unrealistic. • Request to designate agricultural protection zones around key farmland areas (e.g., Needingworth, St Ives gap, A141 corridor) to prevent erosion of settlement separation and protect food production capacity. • Many support LP10's direction but want stronger guarantees on avoiding irreversible countryside harm, including protecting valued landscapes, conserving heritage settings, and resisting inappropriate industrialisation.	• The requirement for equine uses to be incidental to residential property has been removed and the text refocused on requiring adequate land to meet established national welfare practices. • Agricultural protection zones are typically designated as special protection areas on environmental grounds ,such as Portholme, to protect it from intense agricultural practices, as field boundary buffer zones or for pollution control. Multiple proposed allocations include land specially identified to retain settlement gaps to promote the retention of community identity. • Valued landscapes and heritage settings are protected through other policies in the Local Plan to ensure specific guidance is provided.
Policy LP11 - Health and well-being (24 comments)	
• Many respondents welcome the focus on healthy communities, wellbeing, access to nature, and the use of Health Impact Assessments (HIAs) for significant development. • Several respondents say the policy states positive intentions but lacks clarity on how healthy outcomes will be secured—requesting explicit references to social infrastructure, community facilities, and practical mechanisms. • Developers request clear thresholds (e.g., rapid HIA for 50–199 units, full HIA for 200+), criticising the current approach as unclear or unjustified. Others question whether HIAs are needed at all for 100 unit schemes and whether LP11 duplicates national policy. • Some Parishes argue LP11 does not sufficiently address existing high levels of noise, traffic and pollution, pressures on rights of way and already strained health services. They call for stronger protection for communities already under stress. • Respondents highlight that large warehouse sites and HGV activity will negatively affect health through noise, air quality, movement and severance—urging the plan to recognise this explicitly in LP11. • Stakeholders note that "active travel" must include all non motorised users—including equestrians and mobility scooter users—especially in rural areas. • Some call for guaranteed access to high quality green space (e.g., 10 minute access to nature), linking wellbeing to green and blue infrastructure. • Several respondents highlight gaps in local GP capacity and emergency service demand, arguing	• Support noted and appreciated. • Provision of open space, social and community facilities will be secured through the policies on how infrastructure will be provided and securing infrastructure provision; social and cultural facilities have been added to the list of topics that can affect the health and well-being of groups within a community. • The policy has been amended to clarify the thresholds of rapid HIA for 50-199 homes or 2 to 9.99ha of mixed use, commercial or employment uses and a full HIA for 200 or more new homes or 10 ha or more of mixed use, commercial or employment uses; this provides specific local thresholds. • The policy and new development shaped by it are not intended to resolve existing problems but only to mitigate the impact of the proposed development. No change made. • Large warehouse schemes will fall within the requirement to complete a full HIA. • Active Travel England does not include horse-riding within their definition; the policy refers to the HIA demonstrating how the proposal will support and enable active and healthy lifestyles and the supporting text has been supplemented to include opportunities for movement by walking, wheeling, cycling, and horse-riding • The Fields in Trust standards plus a requirement for allotments have been used to inform the Infrastructure Delivery Study and Developer Contributions Appendix; these are significantly enhanced over the previously used standards and

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
LP11 should explicitly link new development to funding or delivery of expanded health services. • Some argue that healthy design is already addressed elsewhere in the plan and in the NPPF, suggesting the policy may be unnecessary unless significantly tightened or refocused.	include open space provision at multiple scales and proximities to new development. • Support for provision of GP surgeries is included within the policies on how infrastructure will be provide and securing infrastructure provision. New communities are required to provide GP surgeries within the scheme. • The policy has been tightened through clarifying more specific thresholds for its application.
Policy LP12 - Green and blue infrastructure (55 comments)	
• Most respondents support LP12's intent, including cross boundary networks, nature recovery areas, and habitat connectivity, including Natural England, The Wildlife Trust and the RSPB. • Many want firmer safeguards for priority landscapes (especially the Great Ouse Valley), nature recovery areas, SSSIs, bat habitats, and long established GI corridors. • North Northamptonshire Council supports the principles of draft Policy LP12 and its intent to make Nene Valley and Folksworth-Elton-Ashton Wold as priority areas as these cross into North Northamptonshire and present an opportunity for cross-boundary enhancements. Greater Cambridge Shared Planning support recognition of and approach to cross-boundary GI initiatives, including Great Ouse Valley and West Cambridgeshire Hundreds which cross the administrative boundary between Huntingdonshire and Greater Cambridge. • Respondents highlight outdated or draft references (e.g., LNRS, Nature Recovery Network maps), missing or insufficient mapping of Priority Areas, PROW networks, river corridors, and strategic gaps. • Developers flag concerns that the policy relies on a future Developer Contributions Appendix/SPD which has not yet been tested for viability, creating uncertainty. • Communities in Alconbury, Ellington, Warboys, and other growth cluster locations feel LP12 lacks clarity on how GI will be protected amid large scale development pressures. • Anglian Water support the policy and request reference to SuDS. • Some comments suggest inclusion of additional GI assets and corridors. Suggestions include adding Ouse Fen, Bury Brook, IDB/MLC waterways, bridleway networks, waterway links	• Support noted. • Policy has now been split into two policies - one policy designating the green and blue priority areas and the second setting out the approach to delivering green and blue infrastructure. • Support and recognition for strategic cross boundary areas of green infrastructure is noted. • References to draft LRNS updated following its adoption in December 2025. • Links to draft Nature Recovery Network updated. • The Developer Contributions Appendix is to be informed by the Infrastructure Delivery Study and Viability Assessment and will be published as part of the proposed submission Local Plan. • Concerns regarding impact on local communities such as those in Ellington, Warboys and Alconbury are noted and policies in the Local Plan seek to address this, either through strategic or development management policies or the relevant nearby strategic site allocation policies. • Reference to SuDs is provided within policies on managing flood risk and managing surface water. • Suggestions for additional green infrastructure corridors are noted, the ones identified in the policy are those from the LRNS and NRN and supported by evidence gathering and stakeholder engagement. • Additional text added to supporting paragraph 4.157 to highlight linkages of green and blue infrastructure to historic environment. • To address Environment Agency, Middle Level Commissioners comments, text added to supporting paragraphs clarifying that a proposal will need to comply with policies LP14 and LP15 regarding water quality, the Water Framework Directive and the Anglian River Basin Management Plan. • Concerns regarding impact of HGVs noted, proposals that result in additional HGV

Main Issues Raised	Council Response / How the Council has taken this into account
to the Great Fen, and ensuring wildlife corridors cross major road and rail barriers. • Historic England and others want GI policy to explicitly safeguard heritage settings and recognise synergies between GI and the historic environment. • Environment Agency state with regards to Point G, the policy must reference the Anglian River Basin Management Plan and Water Framework Directive (WFD) mitigation measures to ensure compliance with statutory requirements under the Water Environment Regulations 2017. • Some highlight risks from HGVs, loss of tranquillity, noise, and landscape change—especially in areas adjoining strategic sites. • Respondents want GI to support varied users: equestrians, mobility scooter users, disabled people; and to include features like benches, wildlife friendly design, and mental health supporting spaces.	movements will be assessed through other policies in the Local Plan. • Criterion g. requires a proposal to maintain and where appropriate enhance the public right of way network. Benefits for physical and mental health highlighted in supporting paragraph 4.157 and additional text added to paragraph 4.158 to identify that access to green and blue infrastructure should be available for all users whether they are accessing these areas by walking, cycling or wheeling.
Policy LP13 - Managing flood risk (43 comments)	
• Concerns raised that site-by-site Flood Risk Assessments are insufficient and fails to address cumulative impacts, particularly where multiple allocations sit within the same catchment. • Objections to the policy wording going beyond or conflicting with the NPPF and PPG, particularly updated PPG (Sept 2025) and lack of clarity about sequential testing and when it applies. • Several representations question whether the Local Plan is supported by a robust and transparent evidence base arguing the plan to be unsound. • Strong support for Sustainable Drainage Systems (SuDS) & Natural Flood Management however calls for stronger wording on performance, long term management and maintenance. • Stakeholders emphasise the need to safeguard vulnerable uses and essential infrastructure, expressing strong opposition to their placement in high-risk flood zones unless comprehensive safety and evacuation measures are assured. • Statutory consultees and technical experts urge clearer land type distinctions, mandatory flood risk assessments in defended areas, and strict standards for floor levels and floodplain compensation to ensure safe, climate-resilient development.	• Cumulative impacts addressed within the policy. No change made. • Policy checked against the NPPF and PPG, minor changes made where applicable. • Policy supported by a Stage 1 and 2 Water Cycle Study and Level 1 and 2 SFRA • Support for SuDS and Natural Flood Management noted, the policy requires applicants to demonstrate ongoing maintenance and management of any necessary flood defences or flood mitigation can be achieved. • The location of vulnerable uses is set out in the NPPF and PPG which will be assessed at planning application stage. • Amendments made to address comments from statutory consultees relating to critical drainage areas, hydraulic modelling, groundwater, water compatible development and land in defended areas • Residual risk will need to be considered as part of a planning application, no change made. • Cumulative impacts of development are addressed in the policy, other issues such as ecology, navigation and water use are covered in separate policies. No change made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Concerns include drainage, and pumping systems; lack of clear upgrade plans from providers and outdated assets all contributing to flood risk and affecting development viability. • Concerns about the Huntingdon to St Ives Great Ouse corridor regarding floodplain sensitivity and cumulative impacts of development and water use requiring the need for tailored policies taking into consideration navigation, ecology, abstraction, and continuous monitoring	
Policy LP14 - Managing waste water (30 comments)	
• Concerns around Water Recycling Centre capacity and the risk of permit breaches which will effect water quality. Respondents recommend confirming and funding upgrades before approval, and suggest phased development or occupancy limits to prevent sewage flooding and pollution. • Developers highlight Anglian Waters legal responsibility for wastewater infrastructure, and therefore oppose policies requiring them to demonstrate capacity or pay for upgrades. • Objections highlight policy conflicts with national policy and legal standards and could be ruled unsound. Critics particularly urge revision or removal of the requirement to prove wastewater capacity at the application stage. • Calls persist for clearer strategy and coordination, current Water Cycle Studies, a transparent Infrastructure Delivery Schedule with Anglian Water, early stakeholder collaboration, and improved assessment of cumulative and cross-boundary impacts. • Many support strict protection of water, river ecology, and designated sites, raising concerns that more wastewater discharges could lower environmental standards; some suggest delaying housing development if compliance is uncertain. • Respondents request clearer policies, distinctions in wastewater capacities, and stronger guidance for drainage connections. • Stakeholders are concerned wastewater upgrade costs may be underestimated, could hinder site development if passed to developers, and seek more accurate infrastructure cost testing in viability assessments.	• Work is ongoing with Anglian Water and through the Infrastructure Delivery study to identify future measures to ensure growth can be accommodated. Phased development is addressed in the policy and through the housing trajectory. No change made. • Developer response noted. • amendment made to criteria to state "agreement with the Council in liaison with Anglian Water that there is capacity for wastewater treatment and adequate wastewater conveyancing infrastructure a sustainable point of connection to the sewerage network is available to serve the whole development for its lifetime," • The Council has cooperated on an ongoing basis throughout the production of the local plan with Anglian Water and other infrastructure providers to inform evidence to support the local plan and inform the plans of infrastructure providers. • Support noted. The policy includes criteria to address water quality, designated sites and environmental standards. No change required. • Additional criteria included to address non-mains connection and supporting text amended to clarify drains connections and waste water capacity definitions. • Connections to utilities is considered as part of the Local Plan Viability Assessment.
Policy LP15 - Managing surface water (27 comments)	
• Many respondents—including Wildlife Trust, RSPB, Anglian Water, and others—support the	• Support noted.

Main Issues Raised	Council Response / How the Council has taken this into account
inclusion of SuDS, rainwater harvesting, water quality safeguards, and references to designated sites such as Portholme and the Ouse Washes. They welcome the emphasis on not worsening flood risk and ensuring ecological impacts are considered. • Several respondents request clearer definitions or standards, especially regarding: What counts as adequate rainwater harvesting (e.g., water butts vs. large tanks), expectations for SuDS design, infiltration rules, exceedance pathways, groundwater issues, and how to apply the hierarchy in different site conditions • Developers highlight that the National SuDS Standards are currently non statutory and that policy wording should reflect flexibility and align with the NPPF, which allows exceptions where SuDS are inappropriate. They propose amending the policy wording to “have regard to” the standards. • Parish councils and residents emphasise stronger wording to ensure developments do not increase downstream or off site flood risk. Local examples of flooding (e.g., Broughton, Kings Ripton) believed to be worsened by recent development • Multiple comments urge the Council to adopt area wide or catchment based drainage strategies, especially between Huntingdon and St Ives and strategic SuDS networks, Critical Drainage Areas, and blue green infrastructure planning. • Anglian Water request clearer references to their authority where surface water connects to the sewer network, policy clarity that surface water must not discharge to foul or combined sewers, and recognition of the need for developers to demonstrate capacity and fund reinforcement if required. • Some propose a minimum 20–40% reductions in runoff, requirements for SuDS to function during flood events and high groundwater and “No net increase in impermeable area” in key flood zones, EA sign off of drainage strategies before validation of applications, and linking housing occupation to delivery of flood mitigation infrastructure. • Clarify whether the policy applies to all development types. • Correcting references to LLFA roles. • Adding explanations, for example what a Section 19 report is. • More explicit recognition of archaeology impacts from SuDS construction and groundwater change	• Additional supporting text added to address the surface water hierarchy and rainwater harvesting. • The Surface water hierarchy addresses the issue what approach to take when SuDs are inappropriate. Additional supporting text has been added to clarify this. • National guidance specifically notes that development should not increase flood risk elsewhere. No change made. • Reference within the policy and supporting text has now been included to address Critical Drainage Areas if any are designated in Huntingdonshire in the future. • Clarifications in the policy and supporting text have been made to address comments made in relation to combined sewers especially in policy 'Managing Waste Water'. • The policy is guided by the National Standards for Sustainable Drainage systems, applicants will be required to take account standing advice and guidance from statutory organisations such as the Environment Agency and LLFA no change made. • The policy applies to all developments that may impact on surface water, no change made. • Amendments made in reference to comments from the LLFA. • Explanation of Section 19 report now included in the supporting text. • Archaeology is addressed in the Local Plan's Heritage Strategy and policy 'Conserving and enhancing our heritage assets'

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Policy LP16 - Water efficiency (27 comments)	
• Many respondents acknowledge Huntingdonshire is within one of the driest parts of England, there is serious water stress affecting rivers, wetlands, and habitats, and tighter water efficiency standards are justified in principle • Some consultees (e.g., Wildlife Trust, Anglian Water, Greater Cambridge Shared Planning) state 90 l/p/d is appropriate, and in some cases should be lower (85 or even 80 l/p/d). The Shared Standards (2025) show 85–95 l/p/d is viable. Higher savings are required to protect ecosystems. Developers and housebuilders consistently argue 90 l/p/d exceeds Building Regs (110 l/p/d optional, 125 l/p/d baseline), Government consultations suggest 100–105 l/p/d, not 90, 90 l/p/d is not evidenced, not viable, and would make development undeliverable. Some developers ask for a water efficiency range to be applied where robust justification is provided. • Some respondents favour achieving targets via fixtures & fittings, incorporating rainwater and greywater recycling, especially on large sites, providing Water Efficient Design Statements, and requiring higher BREEAM credits for non residential (WAT01–04). Some say rainwater and greywater recycling requires further description. • Suggest the requirement for a separate Water Efficient Design Statement is onerous and could be covered in an holistic Sustainability Statement, which covers a range of sustainability considerations. • Growth should be phased until water supply and wastewater infrastructure is proven • Suggest that the policy applies to all residential proposals • Correct terminology (e.g., “proposed developments” instead of “proposals”) • Make clear the distinction between non domestic and non household • LP16 must link to broader water resource capacity, SuDS, storm overflow risks, and environmental compliance	• Support noted regarding tighter water efficiency measures. • Water efficiency standards have been tested through the whole plan viability report identifying that the policy standards are viable balanced against other policy requirements. • Additional supporting text included to reference how water efficiency can be achieved including fixtures and fittings and greywater recycling. • Supporting text modified to provide flexibility in the requirement for a Water Efficient Design Statement. • Policy applies to new properties only as recommended by the Shared Standards in Water Efficiency for Local plans 2025. No change made. • Phasing of development due to wastewater supply and broader issues regarding SuDs and environmental compliance are addressed through policies on flood risk, managing wastewater and managing surface water. No changes made. • Minor amendments made to the policy for clarity.
Policy LP17 - Approach to renewable energy schemes (14 comments)	
• Support for renewables but concerns about loss of farmland, countryside impact, and effects on residents’ health. • Requests to prioritise solar and battery storage on public buildings before greenfield schemes.	• Support for renewable energy is noted. • Additional sentence added to the introduction to the policy clarifying that energy generation through rooftop solar is addressed in chapter 5 through the design policies.

Main Issues Raised	Council Response / How the Council has taken this into account
• Calls for measurable on site renewable/low carbon heat targets and post occupation performance reporting. • Developers argue the policy should be more positively framed, clarify the planning balance, avoid reliance on Renewable Energy Assessment and clarify that allocated sites are not to be subject of any prioritisation and that the extent of the need for renewable energy generation will not be capable of being delivered through the proposed allocations. • Some ask for removal or clarification of the first bullet point under community led schemes. • Historic England supportive but seeks clearer criteria, stronger caveats regarding heritage, and better mapping limitations explained and references their Advice note 'Commercial Renewable Energy Development Historic Environment'. • Utilities providers and Anglian Water state the policy does not specifically consider renewable energy schemes to provide energy security and resilience for critical infrastructure as well as meeting net zero ambitions. • Natural England state support for excluding deep peat and calls for additional buffers around SSSIs and functionally linked habitats. • Need to account for impacts of turbines and solar on radar, communications, and safeguarded defence installations. • Requests for clearer explanation in the supporting text that mapped areas are starting points, not guarantees, and require site specific impact assessments. • Some seek stronger requirements for on site renewables and water efficiency in all developments. • Respondents highlight missing references to battery storage, the need to support grid capacity improvements and suggestions to utilise heat generated by data centres for district or industrial heating.	• The areas of technical potential are on the policies map; this is stated within the policy and in supporting paragraph 4.251. • Planning balance is identified in the third paragraph of the policy. No change made. The policy provides the Council's strategic approach to renewable and low carbon energy schemes, it does not set out a prioritisation towards allocated sites due to need nationally to decarbonise and reduce carbon emissions so not to undermine any other opportunities for renewable or low carbon energy generation that may arise. • The last sentence and bullet points have been removed from the community led renewable energy and low carbon energy schemes element of the policy. • Criterion b. expanded upon in the supporting text of the policy to include a reference to a list of potential adverse impacts should be considered and addressed. • Reference to Historic England's Commercial Renewable Energy Development Historic Environment Advice Note added to bullet point after supporting paragraph 4.253. Reference to LP53 (Heritage policy) added to clarify that this policy also applies and to avoid duplication of policy requirements. • To address Anglian Water concerns regarding flexibility for renewable energy schemes that can support critical utility infrastructure, an additional paragraph to the policy has been added: 'A proposal for renewable or low carbon energy generating schemes to support critical utilities infrastructure will need to meet criteria b above.' • Natural England support noted, additional bullets added to supporting paragraph 4.253 to require potential adverse impacts be assessed for: protected nature conservation sites; functionally linked land to the Ouse Washes and Nene Washes SPAs; and green and blue infrastructure priority areas as identified in LP12 • Supporting paragraph 4.253 – additional bullet point added to include consideration of impact on aviation safety such as radar, communications equipment, and navigational aids. • The Renewable Energy Assessment is a technical document undertaken by consultants to support the Local Plan and the assessment of proposals, no changes made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• Greater energy and water efficiency are addressed in design policies and in LP16. • No changes made a a result of comments on battery storage, data centres or grid capacity improvements.
Policy LP18 - Transport, travel and connectivity (41 comments)	
• Support for the transport hierarchy, digital connectivity, active travel and reference to key infrastructure schemes including the A141 and East West Rail, enhanced connectivity to rural areas and mitigation to minimise impact on existing areas. • Suggestion that East West Rail should include requirement for active travel connections and aspirations on station design • Suggestions for 'integrating active travel with green space/wildlife corridors; include sustainable links in new development and Transport Assessments to provide specific information, where Habitats Sites and SSSIs are within 200m • Some say more evidence is required on transport, infrastructure, viability and mitigation measures including modelling of growth from surrounding authorities and large developments such as Universal Studios and Tempsford • Concerns that the A141 & St Ives Improvement Plan will not meet the needs of growth resulting from the local plan, impact A1 at Buckden , the A14, A428, St Ives, Huntingdon and existing settlements • Suggestions to split policy into 'Transport and Travel and Connectivity' and 'Strategic Transport Improvements' • Calls for a Travel Plan to be mandatory for significant developments and for rural locations that are not near to services or facilities. • Public Health request to include reference to inclusive and accessible sustainable, active and low impact travel • Comments on whether a site size should be applied to gigabit connectivity whilst others mention this is already covered in Part R volume 1 and volume 2 of the Building Regulations • Suggest including improvements to public transport and A605/A1 crossing, calls for minor amendments on genuine modal options and destinations and sustainable links in new developments • Suggest inclusion of St Ives improvement scheme, Alconbury Weald Railway station in the list of	• Support noted. • The council notes the suggestion of station design, conversations with East West Rail confirm that no station will be located in Huntingdonshire, therefore no action taken. Active travel is addressed in the policy 'Supporting Active and Sustainable Travel' which would be applicable therefore no change made. • Active travel is addressed in policy LP 27 - Supporting active and sustainable travel and multi-functional greenspace in Creating high quality places and spaces (LP 20). No change made to this policy. Impact on Habitats Sites and SSSI addressed through LP 49 Protecting our nature conservation sites. No change made. • Evidence to support the local plan is an iterative process current and forthcoming evidence can, and will, be found on the council's 'Evidence Library for Local Plan Update' webpage. • The Council has completed and is undertaking transport assessments that assesses the impact of growth on the transport network and identifies any mitigation required. • The policy has not been split in two, but a separate policy will be developed to address and enable strategic infrastructure. • The National Planning Policy Framework and Planning Practice Guidance requires Travel Plans for developments that generate significant amounts of traffic to be determined on a site by site basis by the local planning authority, further information on this is provided in the supporting text. No change made. • Amendment made to include reference to inclusive and accessible sustainable, active and low impact travel in criterion • No changes have been made to digital connectivity, the requirement in the policy extends to employment uses to address the rural nature of the district. • Minor amendments made to supporting text to refer to a genuine choice of travel options,

Main Issues Raised	Council Response / How the Council has taken this into account
strategic transport improvements, Safeguarding Direction for EWR. Suggest inclusion of Local Cycling and Walking Infrastructure Plan (LCWIP) 2022 under paragraph 4.265-4.266.	sustainable travel is addressed in LP 27 - Supporting active and sustainable travel. • Policy now includes reference to St Ives Improvement Scheme. A separate policy will be developed to address and enable strategic infrastructure. Reference to LCWIP now included in supporting text.

Section C: Our Development Management Policies

Section C: Our Development Management Policies

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (2 comments)	
• General support for this section with a developer stating their commitment to bring forward sustainable development working alongside the Local Plan.	• Support noted.

Chapter 5: How we will create well designed places

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (16 comments)	
• General support for this chapter and its policies with their focus on good design, place-making, sustainable development, high-quality environments, and adequate infrastructure. • Support for use of traditional architecture in schemes and banning demolition of pre 1950s buildings. • Suggests strengthening policy wording to better address climate resilience, overheating, flood risk, water efficiency, tree planting, and the vulnerabilities of people with care/support needs. • Concerns that some policies are too long and may duplicate national guidance once NDMPs are published; requests clarification on when a Design Code vs a proportionate Design Commitment Statement is needed for major developments. • Recommendations for setting stronger on-site renewable energy/low-carbon heat requirements beyond Building Regulations and mandating post-occupation performance reporting.	• Support noted. • Changes to each policy summarised and recorded in the following rows. • Review of draft NPPF and implications on policies made.
Policy LP19 - Design context and character (34 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• General support the design led approach, use of local design guidance, and emphasis on creating high quality, distinctive places. Positive feedback that the Plan draws effectively on community produced documents and local character assessments. • Local design guidance such as HDC's Design Guide should be updated. • Suggestions that LP19 and LP20 should be merged to avoid duplication and form a single definitive design & placemaking policy. • Concerns that LP19 sends users too heavily to SPDs without providing enough detail within the policy itself. • Requests to explicitly reference Neighbourhood Plan design statements in LP19 and ensure schemes respond to them. • Concern that requiring too much detail upfront could create cost and risk barriers. • Requests for clearer guidance that full design codes should not be required at outline stage and should only apply to multi phase or multi developer projects. • Calls to reference national guidance such as Streets for All, Streets for a Healthy Life, Active Travel England guidance, and Cambridgeshire's Active Travel Toolkit. • Requests for lower density development in villages, with larger gardens and more off street parking to maintain character. Developers seek clearer expectations on the level of design detail required at different planning stages, especially at outline stage.	• Support noted. • A compatibility check undertaken in 2021 of the Huntingdonshire Design Guide SPD (2017) against the requirements set out in the National Model Design Guide (NMDG) and National Model Design Code (NMDG), confirmed that the Design Guide SPD meets the requirements of both the NMDG and the NMDC 10 characteristics of a well-defined place and go over and above the minimum requirements. • Policy LP19 sets a general approach to design context and character that all new development must follow and identifies key localised guidance. Policy LP20 provides more detailed design requirements, and only the relevant aspects of this policy would apply. This justifies keeping the policies separate. • Reference to neighbourhood plan design guides/codes have been added to the policy wording. • Aspects of design such as active travel are addressed in other policies within this chapter and references made to appropriate national and regional guidance is made there. • Density of development and design detail required and parking will be determined through policies in the plan. No changes made.
Policy LP20 - Creating high quality places and spaces (23 comments)	
• Broad support for design principles, including Active Design, green infrastructure, water efficiency, accessibility and permeability. • Some recommend combining LP19 and LP20 into one comprehensive place-making policy for clarity and consistency. • Off-street parking provision is currently insufficient; garages are too small for modern cars and new developments are failing to meet parking needs. • Policy should explicitly reference the historic environment, local vernacular, character and materials to strengthen protection and enhance place-specific design. • Requests for low-speed street design, stronger pedestrian/cycle permeability, cycle parking (not	• Support noted. • Policy LP20 provides more detailed design requirements, and only the relevant aspects of this policy would apply. Whereas, policy LP19 sets a general approach to design context and character that all new development must follow and identifies key localised guidance. This justifies keeping the policies separate. • Parking standards and other quantitative standards are not set in policy but instead a design approach is used so proposals can reflect their context and result in the most sustainable approach. Further context is provided in the policy 'Parking provision and vehicle movement'.

Main Issues Raised	Council Response / How the Council has taken this into account
storage), better emergency access provision, and safe refuge spaces. • Clearer phrasing, flexibility (e.g., “feasible / reasonable / viable”). • Calls for lower density edges, height controls, landscape buffers, and avoidance of urbanising features at settlement boundaries. Alconbury PC state policy is too general to address Alconbury’s pressures including cumulative growth effects. • Desire for an updated Design Guide aligned with national design policy; greater community engagement in design; design codes applied at the most appropriate stage. • East of England Ambulance Service request space for helicopter landing. • Typographical corrections identified.	• Policy wording added to address comments, including an addition to criterion a. referring to local vernacular; • Addition to criterion e. requiring cycle permeability between developments; and criterion m. addition of cycle parking as well as storage. • Wording adding to the policy to clarify that only relevant criteria will apply to developments. • Comments made referring to specific locational issues are not addressed specifically, instead these issues can be identified and addressed through the local engagement process that will underpin the development of masterplans. • The Huntingdonshire Design Guide SPD (2017) provides localised guidance which meets requirements of national guidance including both the NMDG and the NMDC 10 characteristics of a well-defined place. • Open spaces which can be used in emergencies would be addressed through open space requirements as a result of development. • Typographical errors corrected.
Policy LP21 - Placemaking for larger scale development (23 comments)	
• General support for the policy’s focus on structured placemaking through masterplans, design codes and parameter plans. • Objections to applying LP21 to 50-unit schemes, with calls for the policy to apply only to developments of 200+ dwellings and for stricter controls on large schemes in villages. Clearer differentiation between outline, hybrid and full applications, and for design requirements to avoid duplicating national Design & Access Statement content. requirements should be proportionate, flexible, and not mandatory at outline stage. • Alconbury PC state policy is too general to address Alconbury’s pressures including cumulative growth effects. Anglian Water supportive of the policy and endorses a requirement to ensure the effective and inclusive consultation has taken place on the preparation of the masterplan including with statutory consultees/statutory undertakers. • Requests that large-scale development prioritises brownfield land, especially in St Neots, before greenfield release. • Concern that development between Huntingdon and St Ives risks settlement joining-up, with suggestions for a green wedge or gap policy.	• Support noted. Policy moved to the strategy section of the Local Plan. • The policy provides flexibility by identifying that the masterplan process be proportionate to the scale and complexity of the site and development proposed and the type of planning application submitted. • Supporting text to the policy identifies that as well as Parish and Town Councils, infrastructure providers and statutory consultees should also be included within local engagement process on masterplans. • Comments made referring to specific locational issues are not addressed in this policy as it provides a general approach, instead these issues can be identified and addressed through the local engagement process that will underpin the development of masterplans.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Policy LP22 - Ensuring amenity for new buildings and neighbours (14 comments)	
• Support for LP22's aim to secure good amenity for new and neighbouring buildings, including daylight, privacy, noise control and environmental comfort. • Respondents say the term "acceptable" is subjective and should be clarified or amended (e.g., "acceptable when taking mitigation into account"). Requests to adjust wording—e.g., "will be, or made, acceptable," "avoiding or mitigating," definition of "notifiable installation," and more flexibility in applying Secure by Design. • Noise/vibration risks should also be referenced in the policy. • Anglian Water requests that the supporting text should include specific reference to wastewater infrastructure facilities such as pumping stations and our water recycling centres where we seek to recommend new development avoids encroachment on these assets for for amenity. • Water pollution and contamination do not belong in a residential amenity policy and should not duplicate other environmental policies. • Suggestions to include pre-commencement delivery plans for energy, drainage, green infrastructure, and phased social infrastructure (schools, healthcare, community facilities).	• Support noted. • Wording unchanged as each proposal will be assessed on their own merits considering their proposed use and context, relevant guidance is referred to in the supporting text. • Noise impacts are addressed in criterion c. of the policy. Vibration added to criterion d. • Text added to identify that wastewater infrastructure facilities such as pumping stations and water recycling centres can impact amenity, so encroachment on these assets should be avoided to ensure high quality of amenity. Reference to the CCC Minerals and Waste Plan has been added. • policy now cross refers to LP14 where water quality is specially addressed. The requirements are not duplicated in LP22. Water pollution is included in the policy for completeness, water policies will apply in applying detailed criteria in meeting water quality standards. • Comment regarding pre commencement conditions are noted, this would likely only apply to larger scale proposals and will be identified and secured through the planning process and in the strategic policies and site allocation policies in this plan.
Policy LP23 - Minimising embodied carbon in new buildings (13 comments)	
• Support for reducing embodied carbon and responding to the climate emergency and net zero ambitions. • Support for presumption against demolition to minimise waste and carbon. • Endorsement of sustainable construction practices. • Typographical corrections identified. • Requests for the policy to remain flexible to accommodate evolving national policy and technology. • Demolition justification should explicitly consider structural soundness. • Risk that overly strict requirements could make conversion schemes unviable. • Desire for clearer emphasis on building reuse, reuse of demolition materials, controlled via conditions or legal agreements. • Calls for including adaptation of historic buildings as part of a low-carbon strategy.	• Support noted. • Detailed requirements regarding demolition have been removed and instead the policy only states a presumption in favour of the re-use of existing buildings with materials being reused or sustainably disposed of where demolition does take place. This is to overcome viability concerns and also reflecting that many forms of demolition are covered under permitted development rights. • Typographical errors corrected. • Policy merged with policy on operational carbon. As such, the requirements for all new homes and buildings to meet at least the national energy efficiency standards at the time. Also, the design principles to maximise energy efficiency have been incorporated into this policy.

Main Issues Raised	Council Response / How the Council has taken this into account
Policy LP24 - Minimising operational energy consumption in new buildings (17 comments)	
• Broad support for reducing operational energy use to address the climate emergency, net-zero ambitions and fabric-first, energy-efficient design approaches. • Endorsement from several respondents for alignment with BREEAM “Very Good” for non-residential buildings but some consider national standards should be used instead. • General agreement that improving building performance is essential and consistent with Future Homes Standard direction. • Future Homes Standard not yet finalised—policy wording may need amendment once details are confirmed. • Concern that criteria applying to all development may be excessive. • Clarification needed on renewable energy “preferably on-plot”, implications for viability and how off-site solutions could be conditioned or secured through S106. • Need to ensure modern construction does not interfere with connectivity (e.g. broadband, phone signal). • Cross-reference with LP16 Water Efficiency suggested to maintain BREEAM water credits. • Clarification needed on where BREEAM applies—non-occupiable buildings may fall outside its scope. • LP24 may become redundant once national Future Homes Standard and Future Building Standard are implemented. • Requests to remove or reword requirements so they only support developments that exceed building regulations, not mandate them. • Emphasis on need for flexibility to adapt to evolving national policy and technology.	• Support and concerns noted. • To ensure compliance with the emerging NPPF regarding energy efficiency standards, reference to BREEAM standards removed and instead national standards will be used to assess energy efficiency on non-residential buildings. • Policy merged with the proceeding policy to provide a single policy that addresses embodied and operational carbon. See changes above also.
Policy LP25 - Making existing buildings more energy efficient (7 comments)	
• General support for measures to make existing buildings more energy efficient to address the climate emergency. • Historic England recommend that reference is made to the new Historic England guidance Adapting Historic Buildings for Energy and Carbon Efficiency. • Policy wording could be strengthened rather than saying 'should'.	• Support noted. • Reference added to supporting text to Historic England guidance note 'Adapting Historic Buildings for Energy and Carbon Efficiency'. • Policy wording amended to require applicants to consider opportunities to improve energy efficiency using the Council's technical advice note for Environmentally Sustainable Design and Construction.
Policy LP26 - Supporting carbon capture through nature (14 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• General support for policy and importance of carbon capture through nature and protecting and enhancing natural carbon sinks (e.g., existing woodland, peatland, soils) is essential for long-term sequestration. • Clear definitions of "carbon sinks" within the policy text, not only in supporting text. Mature habitats must be prioritised because carbon benefits take years to accrue. Policy map should show location of carbon sinks, peat soils, and sensitive landscapes to guide decision-making. • Some request the policy be removed entirely due to conflict with viability or other regulatory processes. • Historic England support policy but seek reference is made to archaeology and historic landscapes at the end of the last sentence and in supporting text. • Natural England identify tree planting on peat or species-rich grassland can damage existing carbon stores instead of enhancing them, suggesting wording that peatland tree planting will not be supported unless it protects or enhances the carbon sink. • Anglian Water recommend reference Future Fens: Integrated Adaptation, the local nature recovery strategy, and the Fens Climate Change Risk Assessment for strategic context. • Requests to clarify the final paragraph, particularly distinguishing between species-rich grasslands, floodplain meadows, and species-poor grasslands to avoid inappropriate habitat conversion. • Potential overlap and conflict with BNG, open space, play space and amenity requirements, especially where carbon capture measures require land-take. • Concerns that compulsory inclusion of tree planting, SuDS, and green roofs could become a tick-box exercise and may not be appropriate on all sites.	• Support noted. Policy moved to Chapter 4 How we will enable sustainable growth • Policy amended to identify habitats that are carbon sinks. • Policy shortened and simplified to reduce viability impact on developments and for ease of implementation. • Reference added to archaeology and historic landscapes to the supporting text. • Clarification in supporting text that peatland tree planting will not be supported unless it protects or enhances the carbon sink. • References to Future Fens: Integrated Adaptation and the Fens Climate Change Risk Assessment made within supporting text. • Policy refined to provide clarity and avoid overlap with other policies
Policy LP27 - Supporting active and sustainable travel (22 comments)	
• General support for the principle of improving walking, cycling, public transport and inclusive mobility across all age and ability groups. • Strategic-scale developments are highlighted as well-placed to deliver significant active-travel improvements. • Identify infrastructure requirements, such as secure bike storage and safe, direct active-travel	• Support noted. • This policy sets the detailed aspects of parking and vehicle movement and works alongside strategic policy LP 18 Transport, Travel and Connectivity which sets the strategic approach to transport, travel and connectivity. • Reference to safe routes included within criterion c and care and support needs included in criterion d.

Main Issues Raised	Council Response / How the Council has taken this into account
routes and reference to those with care and support needs • Strong emphasis on ensuring connections to existing pedestrian, cycle and equestrian routes, with clarity about standards, lighting, safety and natural surveillance. • Ensure equestrians are consistently included. • Recognition that in rural areas, car reliance will remain for some trips, but active travel can still form part of multi-stage journeys. • Concerns that the policy does not fully address constraints created by major roads such as the A1(M), A14, and A141, which create barriers to safe movement or does not address cumulative traffic impacts, especially in places like Ramsey, Bury, and Alconbury and Alconbury Weston. • New growth areas (e.g., Brampton Cross, North Huntingdon Growth Cluster) may worsen traffic and reduce active-travel safety unless stronger requirements are imposed. • Some object to requiring formalised rights of way and all routes being built to adoptable standards, arguing this goes beyond what is reasonable or necessary. • Requests for flexibility so developers are not over-burdened by obligations exceeding national policy. • Should consider impacts on protected sites when routing active-travel connections. • Suggestions to reference key guidance documents including Cambridgeshire Active Travel Toolkit, LCWIP, DfT LTN 1/20 and Local Transport & Connectivity Plan • Requests for consistency in definitions of active travel and sustainable transport across the document. • Typographical corrections identified.	• The policy guides the principle of how and what infrastructure may be required. Infrastructure requirements will be identified through the Infrastructure Delivery Study and through the planning process, as well as be identified by Parish and Town Councils. • Design policies such as LP20 Creating high quality places and spaces will also apply to ensure that routes are well designed and safe. • The policy refers to all users, for example criterion b. • The policy maintains the requirement for routes to be provided to an adoptable standard, no change made • Concerns regarding over burdening developers are noted, the policy does state 'as appropriate to the development proposed' which provides flexibility, no changes made. • Concerns regarding protected sites are noted, policy LP49 Protecting our nature conservation sites would also apply where a proposed route may impact one of these sites. • Key supporting documents are referenced in the supporting text to the policy. • Sustainable travel defined in the glossary, expanded to included active travel. • Typographical errors corrected.
Policy LP28 - Parking and vehicle movement (24 comments)	
• General support for the principle of context-specific, evidence-led parking design, including flexibility linked to proximity to sustainable transport. • Support for aligning with the Huntingdonshire Design Guide and national disabled-parking guidance, provided this does not confer undue policy weight on SPD documents. • Recognition that flexible standards can help reduce car dependency in well-connected areas. Should set maximum car-parking standards.	• Support noted. • This policy sets the detailed aspects of parking and vehicle movement and works alongside strategic policy LP 18 Transport, Travel and Connectivity which sets the strategic approach to transport, travel and connectivity. • Parking standards and other quantitative standards are not set in policy but instead a design approach is used so proposals can reflect their context and result in the most sustainable approach.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Cycle parking standards are too high and lack evidence or viability assessment. Provision should accommodate different cycle types, be secure and well designed. • Requests for scooter parking to be included beyond specialist housing. • Concerns that LP28 does not address existing congestion or cumulative pressures on the A1(M), A14, A141, Ramsey and Bury, and Alconbury and Alconbury Weston. Requests for the policy to give stronger protection for communities already experiencing high traffic levels, particularly where large developments may exacerbate conditions. Some call for explicit highway-efficiency considerations, such as avoiding new junctions that degrade traffic flow and supporting grade-separated junctions on key strategic routes. • Policy wording to ensure sufficient width and design for emergency vehicles, refuse vehicles, and frequent health-care and carer visits to specialist housing. • Calls for improved guidance on assessing parking demand using local census data, restricting tandem parking on main roads, specifying parking provision for schools, and for nurseries and apartment blocks.	• Cycle parking standards are informed by the Department for Transport Cycle Infrastructure Design – Local Transport Note 1/20. Additional criteria and supporting text has now been included to reflect different cycle types. • Reference to mobility scooters included in the supporting text. No change made • Reference to safety and movement including impeding vehicle and pedestrian movement included in the supporting text. No change made. • Reference to emergency vehicles included within the supporting text. No change made. • Guidance on parking types and design including for apartment blocks is included in the Huntingdonshire design guide which is referenced in the policy and highway safety is identified in criterion a which is designed to prevent highways issues from tandem parking on main roads. • Additional criteria and supporting text included to address communal parking requirements. No reference has been made to local census data, proposal that do not include minimum cycle parking standards will addressed on a site by site basis as part of the planning application process.
Policy LP29 - Electric vehicle charging points (18 comments)	
• General support for policy and measures to address the climate emergency. • Criterion b and c should only apply to major developments. • Some consider a duplication of national policy. • More information required on how policy applies to provision in shared communal areas. • Consider establishing shared EV charging points for emergency service vehicles and also future technologies. • Historic England supportive of the policy but consider it should also include reference to the need to minimise impacts on heritage assets and their settings. • Cambridgeshire County Council supportive and suggest reference to Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy. Provision must be off-street i.e., on driveways or in car ports / garages. • Add ' or successor documents' to policy.	• Support noted. • Requirement for electricity vehicle charging points does not apply only to major developments so therefore this restriction should not apply to the policy. • Further information on electric vehicle charging in shared areas is addressed in Part S of National Building Regulations and supplemented by criteria a to c of the policy. • A proposal for emergency services charging points can be included within a development proposal reference now made also in supporting text to the policy. • Reference to minimising impact on heritage assets and their settings added to policy. • CCC's On-Street Electric Vehicle (EV) Infrastructure Policy document from December 2023 and the Combined Authority's Electric Vehicle Infrastructure Strategy from 2024 added to the supporting text of the policy. • 'Or successor documents' added to the policy so that any changing standards in EV requirements from Building Regulations can still be applied

Main Issues Raised	Council Response / How the Council has taken this into account
	including new or emerging requirements or technologies.
Policy LP30 - Preventing and reducing air pollution (9 comments)	
• General support for the policy and its ambitions. • Criterion d should be more precise and define significant proportion. • Natural England advise adding that proposals which have the potential to increase Annual Average Daily Traffic (AADT) on roads within 200m of protected sites should also be required to submit an Air Quality Assessment. • Current wording is very stringent and will be difficult for practitioners to apply in practice. • Policy states that an assessment should assess how biodiversity could be affected, it should be made clear that this is required specifically where sensitive ecological sites have the potential to be impacted. • Ellington PC consider policy protections are broad and are not specific enough for Ellington. • Warboys PC requests that detailed site proposals for nearby developments include: protection of the Warboys Clay Pit SSSI and surrounding habitats; air quality monitoring and mitigation in accordance; and contributions to local green and blue infrastructure. • Alconbury PC state policy is too general to address Alconbury's pressures including cumulative growth effects.	• Support noted. • No changes made to 'significant proportion' • Additional criterion to include when an air quality assessment will be required to include within 200m of internationally protected nature sites. • Policy worked on with Environmental Health colleagues to ensure a practical policy. • Additional supporting text added to address how biodiversity can be impacted by poor air quality. • Comments made referring to specific locational issues within parishes are not addressed specifically as this policy provides a general approach, more detailed policies on air quality impacting local areas can be addressed through planning applications made and/or in neighbourhood plans.
Policy LP31 - Preventing and reducing ground contamination and groundwater pollution (7 comments)	
• General support for the policy and its ambitions including from Environment Agency. Anglian Water supportive especially regarding ground water. • Define what the relevant applications would be. • Policy should be simplified and reworded in particular the first paragraph should clarify that proposals are not expected to investigate suspected contamination on land outside their ownership/the development site.	• Support noted. • Application of policy is dependent on location of sites and the existing land conditions rather than application types. • Policy worked on with Environmental Health colleagues. It is reasonable to include assessment of surrounding land conditions that may impact sustainable development.

Chapter 6: How we will support a strong local economy

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (13 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Strong support for logistics and strategic distribution along strategic road network • Concern over logistics sprawl • Planning agents objecting through supporting documents to overall logistics need suggesting this should be higher and that unit size is increasing • Suggestions for additional sites from planning agents including Buckden 4 Tin Lid, Brampton (as referenced in the LAA). • Transport improvements required to link rural residents with new jobs especially at Wyton and Ramsey • Need to clear definition of large strategic sites and smaller local sites • Support emphasis on supporting rural enterprises, improving economic opportunity and sustainably located sites • Would like flexibility to recognise retail and community hubs that are not designated as local centres	• Support noted • The Local Plan provides Strategic Employment Allocations which are sequentially preferable, further logistics development will be guided by policy LP 36 to prevent sprawl. • Logistics need supported by the Economic and Employment Needs Assessment. • Buckden 4 was considered inappropriate for development as it is wholly within a Minerals Development Area, no further information has been provided to enable additional assessment. • Huntingdonshire's Transport Strategy assesses local plan growth with suggested mitigations where required. • The Council has provided examples of strategic and small logistics sites and unit sizes in supporting text to policy LP 36. • Support noted • Retail and community units that are not in local centres are now addressed in a new policy under the heading Services and facilities outside designated Centres..
Draft Policy LP 32 - Protecting and enhancing Established Employment Areas (18 comments)	
• Broad support for protecting, expanding and intensifying EEAs, including Minerva Business Park. Support from CCC Transport Strategy Team. • EEA expansion should only apply where an existing business is expanding. • Council should identify which EEAs are suitable for growth. • Suggest changing “immediately adjoining” to “well related” to allow for logical extensions. • Support for a brownfield first approach, especially in St Neots. • Need clarity on how existing commitments (e.g., Alconbury Weald) will be considered when new commercial sites are proposed for example as part of the Growth Cluster which may not be necessary. • Concerns about cumulative impacts (traffic, noise, lighting, HGVs, landscape). Policy needs guidance for villages which have major employment areas (e.g., Alconbury) • Need clarity on restricting sub uses within Class E. • Ramsey 1 seeks clarity on classification as expansion vs. separate site.	• Support noted • The NPPF requires local plans to take into account local needs and wider opportunities for development and build on its strengths. Policy LP32 allows for the expansion of EEAs in sustainable locations where the benefits of agglomeration can foster stronger business benefiting the wider workforce. No change made. • EEAs currently suitable for growth are identified in Appendix C of the Economic and Employment Needs Assessment. Some of these sites have been taken forward as employment allocations. This has been clarified within the supporting text. • Agreed, text has been amended from “immediately adjoining” to “well related” to allow for logical extensions. • The policy allows for the redevelopment of intensification of EEAs and policy LP 34 directs new business growth first to EEAs before considering countryside location's. No change made. • See comment above. In addition policy LP 35 'Enabling Key Clusters' points to an allocations and EEA first approach (which includes Alconbury Enterprise Zone) when considering new cluster development. No change made.

Main Issues Raised	Council Response / How the Council has taken this into account
• Objection to removing Meadow Lane Business Park; should remain an EEA or be reassigned. • Proposal to allocate Land north of B1043 (Alconbury 6) which has been positively assessed.	• Cumulative impacts (traffic, noise, lighting, HGVs, landscape) are addressed throughout the Local Plan and will be assessed on submission of a planning application. Policies include but are not limited to those addressing design, amenity and transport. No change made. • The policy does not prohibit later changes of use but simply states where support will be given. • Clarification will be made in the supporting text of the policy to identify that once developed employment allocations adjacent to EEAs will be considered part of that EEA, these would include for example allocations Ramsey 1, Kimbolton 2. • Meadow Lane Business Park has undergone redevelopment to non-employment uses. The EENA found that it is likely not a suitable candidate for the promotion of additional or new employment space. As brownfield land alternative uses can be assessed through other policies in the Local Plan. • Alconbury 6 (in the LAA) was considered inappropriate by the Highways Authority and is therefore considered inappropriate for development. No change made.
Draft Policy LP 33 - Expansion and diversification of rural businesses (4 comments)	
• Should cross refer to Draft Policy LP17 as renewable energy projects as part of farm diversification. • Needs clear evidence of existence of a rural/farm business to prevent conversion of farm buildings to residential. • The Transport Strategy Team request sustainable connections to key towns and adjacent villages. • Need extra text to ensure that it does not have harmful effects on residential communities – roads, water, electricity	• The plan should be read as a whole and renewable energy is addressed through LP 17 which would include development on farmland. No change made. • The requirement for evidence is covered in the supporting text. No change made. • The requirement for sustainable connections is addressed through policy LP 18 Transport, Travel and Connectivity. No change made. • Impact on residential communities is addressed in the final paragraph of the policy and through additional policies in the local plan relating to transport, water and infrastructure. No change made.
Draft Policy LP 34 - Shaping new businesses in the countryside (7 comments)	
• Amend criterion a to include suitable and viable alongside available land • The policy restricts B8 uses and should address strategic employment sites and only allows for specific uses	• The policy provides opportunity for specific opportunities for new businesses in the countryside where justified whilst ensuring that more sustainable locations are considered in the first instance whilst enabling access to an active workforce and population. No change made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Need clarity on restricting sub uses within Class E. • Transport impact should be considered	• Supporting text acknowledges that alternative policies were considered for logistics development in the countryside. No change made. • This policy addresses new development in the countryside and not change of use. No change made. • Impact on residential communities is addressed in the final paragraph of the policy and through additional policies in the local plan relating to transport. No change made.
Draft Policy LP 35 - Enabling key clusters and innovation-led growth (18 comments)	
• Clearer alignment with the Local Growth Plan and how existing commitments (such as Alconbury Weald) are factored into assessments of new commercial sites. • Support from Defence Infrastructure Organisation • More permissive support for strategic employment development, especially in rural areas, with requests to define “appropriate locations” more clearly. • Removal or reconsideration of terms such as “exceptional circumstances,” which are seen as inappropriate given their association with Green Belt policy. • Greater flexibility in criteria (particularly c–n), which some consider too rigid and likely to constrain national defence–related development or large-scale schemes such as Brampton Cross that can generate their own workforce demand. • Recommendations include adding reference to available water supply for non-domestic use, providing more detail on Employment and Skills Statement requirements, and ensuring sufficient provision for SMEs. • Some responders also question whether large mixed use allocations must comply with this policy. • Several sites have been proposed for reconsideration or inclusion—such as Former RAF Upwood—and concerns raised about the deliverability of allocations like North Huntingdon 2 and Peterborough Services 1, with alternative LAA sites suggested e.g. Buckden 4, Park Farm, Brampton 7–10 (as identified in the LAA)	• Additional supporting text added to reference Alconbury Weald and the Local Growth Plan. Criteria clarified to refer to the Local Growth Plan or future Spatial Development Strategy • Appropriate locations are identified in the policy and supporting text referring to a sequential approach, brownfield first and location near local population centres. No change made. • Criterion amended to remove reference to exceptional circumstances. • Minor amendments made to some criteria and supporting text. • Reference to water supply added to the supporting text. Detail regarding Employment and Skills Statements is included within the supporting text, no change made. Provision for SMEs is addressed in the supporting text and also through other employment policies in the plan, no change made. • Clarification provided in introduction to note that Strategic mixed use allocations are addressed in Section D Our Development Sites. • RAF Upwood is addressed through LP 32 Protecting and Enhancing Established Employment Areas and allocation policies. Delivery of the strategic employment allocations is confirmed by the landowners and their agents. Outline permission for North Huntingdon 2 was granted on 23 March 2026. Sites Brampton 7-10 were assessed as inappropriate for development in the Council's Land Availability Assessment, as was Buckden 4.
Draft Policy LP 36 - Enabling logistics and distribution (38 comments)	
• Support for dedicated logistics policy to reflect market need and requirements around utilities, sustainability and design. Anglian Water	• Support noted. • Added additional text in the policy and supporting text to refer to ancillary uses.

Main Issues Raised	Council Response / How the Council has taken this into account
specifically reference criteria g and Public Health (CC) accessible workforce. • Mixed views on the policy's flexibility: some say it is too permissive, others that it is not flexible enough and should allow more employment land, B2 uses, and additional sites. • Objections to specific allocations (e.g., Peterborough Services) and calls to add or reconsider sites: Fenstanton Galley Hill (for last mile logistics), Buckden, Brampton, RAF Upwood, Hungary Hall Farm, Park Farm (for allocation). • Concerns that the sequential and EEA-based "last mile" approach is unsupported, inflexible, and undermines deliverability. Request for cargo bikes to be included (CCC). • Desire for clearer policy definitions, including around unacceptable impacts, utilities, net zero and criteria wording (notably e, g, h and i). • Objection to anchor-tenant requirement as too restrictive and challenge sequential and brownfield first approach • Disagree with last mile definition, suggest requirement for annual monitoring, and recognition of Alconbury Weald's capacity. • Criticism that prioritising SRN access biases site selection toward countryside locations. Others think it should be defined as within a short distance to A1(M), A14 & A428" ideally 10 minutes and other question impact on HGVs in rural areas. • Request requirement for alternative evidence to justify additional development if a Spatial Development Strategy is not completed within 24 months. • Should make clear that sites should not be disaggregated	• Responses to allocation Peterborough Services is addressed in the table 'Villages' under 'Haddon 1/ Peterborough Services'. Delivery of the strategic employment allocations is confirmed by the landowners and their agents. Sites Brampton 7-10 were assessed as inappropriate for development in the Council's Land Availability Assessment, as was Buckden 4. Hungary Hall Farm was put forward as a residential-led mixed use development and therefore was not considered as a strategic logistics and distribution site. Fenstanton Galley Hill has now been included within criterion a and supporting text. • Last mile logistics is a permissible policy to allow for more sustainable delivery options within the District's larger population areas and meet the requirements of the NPPF paragraph 86 e by providing a diverse portfolio to ensure resilience as noted in the evidence base. Reference to cargo bikes and other methods of delivery have now been included within the policy to reduce emissions and encourage sustainability. • Clarification of policy criteria has been added to the supporting text to address comments on utilities (g). Clarification on adverse impact regarding criterion e is present within the supporting text. No change has been made to the net zero requirement, viability evidence indicates scope for seeking higher environmental requirements within the distribution sector and employment evidence recommends robust mitigation measures including on-site measures for carbon reduction. • No change made to requirement for an anchor tenant, employment evidence justifies this requirement to limit logistics sprawl, location and accessibility . • Last mile definition supported by the Economic and Employment Needs Assessment, monitoring requirements are set out at the end of the policy and Alconbury Weald is taken under consideration in policy LP35 and 32. No change made. • The policy provides a balance for new strategic development and accessible employment opportunities as noted in the employment evidence. Additional requirement included for a HGV routing plan to reduce transport impact on surrounding areas.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• Supporting text of the policy outlines supporting evidence required to justify development, no change made. • A definition of sites of national and regional scale now included in supporting text for clarity to address disaggregation.
Draft Policy LP 37 - Helping tourism and recreation in the countryside (4 comments)	
• Support for inclusion of cycling and walking, heritage (from Natural England), not adversely impact designated sites (Natural England). • Requested that references to a 'regional park' in paragraph 6.100 are replaced with 'nature and recreational destination' to reflect the Fens Reservoir.	• Support noted • Paragraph 6.100 amended as requested.
Draft Policy LP 38 - Defining our Retail Hierarchy (5 comments)	
• No shops provided in new developments in Ramsey and no new shopfronts • Suggest changing the floorspace threshold of 600sqm for new Local Centres • Larger supermarkets in excess of 600 m2 could be appropriate at a local centre to help make settlements more sustainable. Suggest that these are allowed if they result in no adverse impact elsewhere to any other market town or local service centre	• The purpose of this policy is to set out our retail hierarchy as required in NPPF paragraph 90 to assist with promoting the concentration of retail and other main town centre uses within existing town centres in preference to edge or out of centre locations. No change made. • The policy allows for other main town centre uses exceeding 600m2 in new local centres if it is justified by a comprehensive retail impact assessment. No change made. • The Council evidence supports the retention of the 600sqm threshold to minimise the impact on the vitality and viability of market towns. No change made.
Draft Policy LP 39 - Promoting Town Centre Vitality (5 comments)	
• Request enlargement of St Neots Town Centre Boundary to allow for growth • Reconsider 600 sqm floorspace threshold as some centres include units larger • Should reference retention of historic shop fronts (Historic England) • Support for limiting hot food takeaways, or disallowing them completely (Public Health) • Remove criterion n 'is within a defined Local Centre of a Market Town' and add to preceding paragraph • Paragraph 6.121 text infers that the sequential test would apply outside of a PSA. That is incorrect	• The Council have reviewed the Town Centre boundaries as part of the update to the local plan and amended the St Neots boundary. • The Council evidence supports the retention of the 600sqm threshold to minimise the impact on the vitality and viability of market towns. No change made. • Historic shop fronts are covered in the Local Plans Heritage Strategy and Policies, no change made • Support noted • Amended to remove criterion 'n' and revise preceding paragraph. • This is correct if the development is for retail, no change made.

Main Issues Raised	Council Response / How the Council has taken this into account
Draft Policy LP 40 - Supporting Local Services and Facilities (11 comments)	
• Suggest class E(a) and possibly class E(c) should be allowed in a local service village or village • Support for limiting hot food takeaways, or disallowing them completely, suggest a supplementary planning document to support this (Public Health). • Sui Generis uses such as theatres, cinemas, music venues and pubs should be included and protected uniformly in both Local Centres and other areas. • The loss of facilities should be a standalone policy • The policy should also apply to new Local Centres within strategic allocations • 600sqm too restrictive further expansion could be justified by an impact assessment • Education services recommend strengthening supporting text to emphasise that schools should in most cases be located near the communities they serve, not only where large land parcels exist. – clarification provided in supporting text • NHS bodies argue that policies preventing loss or change of use of healthcare facilities can hinder estate transformation and reinvestment – supporting text amended to reflect	• The policy does not prohibit these uses but applies a sequential approach to their location. This has been moved into a standalone policy for clarity • Support noted. • The approach to Sui Generis uses within the main town centre use category has been clarified in the supporting text, it is also in policy LP 38 Defining our retail hierarchy. • The loss of facilities outside designated areas is now addressed as a separate policy to distinguish between the loss of facilities in areas with no defined town or local centre. • Reference new local centres provided in LP 38 Defining our retail hierarchy additional supporting text added to this policy to provide clarity. • Policy LP 39 allows for sequential test and impact assessment for development over 600sqm elsewhere in a market town to protect and enhance the vitality and viability of market towns • Clarification provided in supporting text to address Education concerns • Clarification provided in supporting text to address NHS concerns

Chapter 7: How we will support homes for all

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (4 comments)	
• Respondents emphasise the need for a diverse range of housing types to support community growth and meet local needs in both urban and rural settings. • Feedback emphasises the need for new housing to enhance local character and identity, avoiding large, uniform developments similar to post-war estates. • Natural England states housing development must respect environmental, heritage, flood risk, and agricultural protection policies, but does not address the exact language of housing policy. • Concerns include lengthy, repetitive, and rigid housing policies. Recommendations are to increase flexibility in housing mix requirements, eliminate overlapping national standards, and make policies adaptable to future regulations.	• Support and concerns are noted. • Changes to each policy summarised and recorded in the following rows. • Review of draft NPPF and implications on policies made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
LP41 - Affordable homes (28 Comments)	
• Support for affordable housing target and can be delivered faster than the previous. However, concerns remain about the viability and deliverability of affordable housing policies, especially for brownfield and older persons sites, with calls for more flexibility and clearer reassessment processes. • Responses call for greater flexibility to adapt to local needs, changing evidence, and site-specific viability challenges in tenure mix prescribed by the policy. • Concern about the ambiguity and viability challenges of requiring affordable homes to meet the “more generous” space standard (NDSS vs M4(2)/M4(3)), with calls for clarification, greater flexibility, and evidence-based application of standard, particularly around the costly M4(3) requirement. • Respondents generally support clustering guidance for affordable housing, but request clearer definitions, broader rule application, more flexible viability reviews, and better S106 mechanisms for handling overage clauses and RP uptake issues. • Response emphasise the importance of addressing affordable housing needs for NHS and health sector staff. • Representations stress that affordable housing in rural villages should meet the specific needs of local parishes and avoid excessive development where public transport and job opportunities are limited. • Respondents call for clearer and more precise policy wording, including the removal of vague terms, better definitions for key concepts, and references to specific evidence documents to ensure policies remain robust as evidence evolves.	• Support for affordable housing policy noted. • Requirement for affordable housing within specialist older persons housing schemes has been removed. • Reference to the nationally described space standards and M4(2)/M4(3) standards has been deleted to remove confusion and overlap with draft policy LP43 Ensuring accessible and adaptable homes. • Additional policy wording on overage clauses has been added. • Clustering guidance has been added to reflect different levels according to the overall scale of development. • An exception for military affordable housing has been included. • Affordable housing in villages to meet local needs is addressed in draft policy LP 47 Promoting rural exceptions housing. • Wording clarified in multiple places and clearer specification of terms added.
LP42 - Promoting a mix of housing (26 Comments)	
• Support for policy that delivers a mix of house sizes, types and tenures tailored to local needs, with flexibility guided by HNA and recognition of differing market characteristics. • Concerns housing mix table is overly rigid, lacks reference in policy wording, fails to reflect local variations and market conditions, and should instead present ranges while clearly stating its influence on decision-making.	• Support and concerns noted. • Table showing suggested mix of housing by tenure removed as this could change overtime and the policy requires the most up to date evidence be used. Additional text added to supporting paragraph 7.187 to reflect this. • Policy text updated to require housing mix to have regard to the evidence to provide a more flexible approach in meeting site specific needs.

Main Issues Raised	Council Response / How the Council has taken this into account
• A more flexible approach is favoured allowing for updated evidence, local context, market demand, and site constraints, preferring policies to “have regard to” rather than strictly “align with” existing evidence. • Responses recommend that housing policies explicitly address the diverse needs of groups such as older people, those with care requirements, and varying local demands, as identified in the LHNA. • Concerns around viability and inflexibility of higher housing densities in accessible locations, particularly for flats, and potential for conflict with heritage, ecology, and local character. • Clearer guidance on prioritising evidence, resolving conflicting information, addressing local and borough-wide requirements, and handling evidence dates is needed.	• Supporting text updated to specifically refer to needs of older people, those wishing to downsize and looked after children and adults. Policy LP45 Supporting specialist housing provides further policy and guidance on addressing these needs. • Supporting paragraph 7.177 updated to include consideration of the physical characteristics of the site’s location when setting an appropriate mix of housing. • Wording added to policy to clarify that some of the documents listed in the policy may only apply based on the location of a development site, for example the Peterborough SHMA which is applicable to developments in the northern part of Huntingdonshire and any local assessment of housing need demand within a relevant town or parish council to the proposed scheme.
LP43 - Accessible Homes (21 Comments)	
• Support for higher accessibility standards in housing, with arguments emphasising improved independence, cost savings in care, enhanced inclusion, and better provision for wheelchair users. • Concerns the policy's accessibility requirements, especially when combined with other standards, are too stringent and could threaten viability, calling for greater flexibility and reduced targets based on site-specific conditions. • Concerns policy may require more wheelchair-accessible (M4(3)) homes than needed, potentially leading to over-provision, unsold properties, and homes remaining vacant or being altered due to lack of demand. • Policy is unclear about the 5% M4(3) accessible housing requirement, particularly its application to affordable versus market housing, distinctions between M4(3)a and M4(3)b, and its relationship with other policies, leading to calls for clearer, more flexible policy wording and clarification on compliance with government guidance. • Contrasting responses on higher accessibility standards required universally in smaller rural communities or focused only in well-serviced, sustainable areas. • Some responses seek a stronger focus on providing bungalows and specialist housing for older people, along with improved monitoring of accessible housing delivery by site and phase.	• Support noted and concerns noted. • The policy has been restructured to address concerns regarding its clarity. It provides policy criteria regarding developments of 50 or more homes, 20-49 homes and less than 20 homes to reflect what may be more viable at these scales of development. • The revised policy clearly sets out requirements for M4(3(2)(a) and M43(2)(b) for market and affordable homes with remaining homes being built to M4(2). • The policy is aligned with the findings of the Huntingdonshire Local Housing Needs Assessment and viability assessments. • Comments regarding location of accessible and adaptable homes are noted. • Specialist housing for older people are addressed in LP45 Specialist Housing. Monitoring of policy is proposed and building regulations will also monitor the delivery of M492) and M4(3) properties. • The policy sets M4(2) as the minimum for development unless there are site specific factors making this impractical or unviable.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Concerns that M4(2) may soon become a national requirement, which could make the policy redundant, while others caution against basing local policy on speculation about future changes to Building Regulations in the absence of official government announcements. • General support for the aim of accessible and adaptable homes but want policies to be clearly aligned with evidence from the Local Housing Needs Assessment, viability studies, and realistic expectations for delivery.	
LP44 - Self and custom build homes (23 Comments)	
• Justification of the 5% self/custom build plot requirement is questioned, noting oversupply, declining demand, and suggesting policy should reflect actual need or encourage provision rather than mandate a fixed percentage. • Preference among self-builders for small, dedicated sites in rural or village locations, rather than plots within large urban developments, with many advocating for specific allocations on village edges instead of integrating self-build plots into major schemes. • Concerns relating to practicality and viability of integrating self-build plots on large sites, and recommend adopting a sliding scale with reduced requirements for bigger developments. • 15-month marketing period for self-build plots is excessive, preferring a shorter timeframe and automatic reversion to market housing to avoid prolonged unsightly empty plots. • Objection to design codes for 5 or more self/custom build plots, viewing it as burdensome and unclear, and suggest using plot passports and raising the threshold to 20 or more plots instead. • Call for greater flexibility, advocating for site-specific custom-build requirements, allowing developer discretion. • Proposal to recognise developer-built shells as custom builds and encourage partnerships with organisations such as Homes England, community groups, and housing associations to deliver specialist or community-led self-build projects.	• Requirement for 5% of homes on proposals over 100 homes removed. • Policy amended to state a support for self and custom build home(s) where the building(s) respect local character and complies with other relevant policies in this plan and any relevant neighbourhood plan. • 15 month marketing strategy requirement removed and instead where a marketing strategy is required, the point at which it should begin in the site's development will be secured through a S106 agreement or condition. Supporting text amended to reflect this. • Plot passports added to the policy so that that or a design code can be used. • Requirement that these apply to schemes over 5 homes retained as developments to provide cohesion especially in the smallest of settlements where impact on character could be greatest. This is important as most self and custom build plots proposals in the district have been on the edge of small settlements or in the countryside. • Supporting text on affordable self/ custom build homes added.
LP45 - Specialist Housing (9 Comments)	
• Support for prioritising specialist housing in accessible locations close to essential services,	• Support noted for location-based criteria.

Main Issues Raised	Council Response / How the Council has taken this into account
with recognition from Public Health of its positive impact on health, wellbeing, and social inclusion. • Support policy's location-based criteria for specialist housing, emphasising the value of proximity to essential amenities and transport, and noting that backing specific sites would help ensure needs are met throughout the plan period. • More flexibility required, allowing specialist housing in both existing settlements and proposed sites to better enable delivery and adapt to evolving needs. • Concerns raised around the requirement of affordable housing in larger specialist housing schemes due to viability issues • Adult Social Care representations call for the policy to address a wider range of specialist housing needs, including those of care leavers, individuals with learning disabilities, mental health requirements, and people unable to live independently, alongside older people. • Clearer guidance needed on the various types of specialist housing, their classification within Use Classes, and emphasise the value of pre-application advice due to the complexity and overlapping nature of such schemes. • Adult Social Care highlights policy needs to better align with wider health and social care priorities, emphasising independent living and collaborative planning with health authorities, councils, and developers for future specialist housing provision.	• Supporting paragraph added stating that 'a proposal for specialist provision for a residential home for looked after children or young adults will be supported where it is well-located in relation to relevant services and facilities.' This reflects the criteria in the policy whereby proposals are required to be located to existing services and public transport. • Concern regarding viability noted with respect to the requirement for affordable housing on 10 or more self-contained homes. This requirement has been increased to 50 to align with the emerging national definition for medium scale developments. • To address CCC Adult Social Care comments, additional supporting text provided to detail types of support available to enable people to live independently and also additional text provided to identify people with a learning disability and mental health care and support needs are also covered by this policy. • Use classes are identified within the policy. No changes made.
LP46 - Supporting HMO's (1 Comment)	
• Response suggests adding HMOs should only be permitted if it can be shown they will not have a significant negative impact on nearby residents.	• Concerns noted, policy unchanged as amenity issues will be addressed through application of other policies in the Local Plan. • Supporting paragraph 7.54 updated with more detail on HMOs.
LP47 - Rural Exception Housing (4 Comments)	
• Support for permitting some market housing in rural exception schemes to enhance scheme viability, provided this aligns with national policy and does not impose overly restrictive caps that could hinder affordable housing delivery. • Requires further alignment with national guidelines, facilitates affordable homes in rural locations, and includes provisions for first homes and community-led sites. • Concerns about consistency between policies LP47 and LP41, with respondents highlighting the	• Support for policy noted. • Criterion e. states that the rest of the site area that is not providing affordable housing can be made available for building open market housing or as plots for self-build or custom build homes. This is expanded upon in supporting paragraph 7.63. No changes required. • Text added to policy to address emerging national policy which allows for Gypsy and Traveller pitches on rural exception sites. Supporting text added.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
need for clearer wording to avoid confusion over whether market housing is permitted in rural exception schemes and to ensure coherent policy application. • Mixed response on 5% housing cap for rural exception schemes , some consider it too high for small communities and others finding it overly restrictive for scheme viability. • Policy wording unclear regarding site location and call for more precise definitions to confirm that development sites need not be physically within settlement boundaries to be considered acceptable.	• To address concerns regarding the 5% cap on rural exception sites, policy has been amended to state that the total number of homes proposed be proportionate to the number of homes within the built-up area of a settlement. Supporting text added. • Policy updated to state on land well-related to a settlement rather than within built-up area.
LP48 - Gypsies, Travellers and Showpeople (3 Comments)	
• Support for policy's focus on delivering adequate pitches and sites for Gypsies, Travellers and Travelling Showpeople, stressing the need for equal access to education, health services, and safe living conditions, as well as the importance of site proximity to schools and GP surgeries, health and safety protection, and mitigation of environmental risks. • Concern that poorly designed sites could negatively affect both residents and surrounding communities. • Concerns regarding the strain sites place on existing drainage and flood management infrastructure, emphasising the importance of assessing capacity and ensuring ongoing maintenance to mitigate flood risks. • Concerns were expressed about insufficient engagement with key stakeholders during the assessment of sites for Gypsies, Travellers and Boat Dwellers.	• Supported noted. • Concerns regarding design and impact noted, criteria within the policy addresses these issues. No changes made. • Additional criterion added stating 'the site will not adversely impact on the safe and effective operation of existing infrastructure' to address concerns regarding infrastructure including flood management. • Considerable engagement was undertaken in preparing the Gypsy and Traveller, Travelling Showperson, boat dwellers and other caravan dwellers Accommodation Assessment and statutory stakeholders and members of the public were consulted at Preferred Options stage where comments could be made.

Chapter 8: How we will conserve and enhance the environment

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (8 comments)	
• Respondents generally support the conservation-led approach of the draft policies, valuing the protection of Huntingdonshire's natural and historic assets, with some support being conditional on safeguarding specific areas such as Tree Areas and habitats for rare species. • Objectors argue that the plan's approach to development undermines environmental	• Support and concerns are noted. • Changes to each policy summarised and recorded in the following rows. • Review of draft NPPF and implications on policies made.

Main Issues Raised	Council Response / How the Council has taken this into account
conservation, citing ongoing construction in key areas as detrimental to wildlife habitats and criticising the lack of measures such as strategic nature recovery zones, blue-green infrastructure, and long-term ecological stewardship. • Concerns are also raised about the proposed 20% Biodiversity Net Gain (BNG) target, with claims that it exceeds national requirements without sufficient justification and may render the policy unsound. • General comments urge alignment with national policy on species protection (e.g., swift bricks), explicit recognition of key habitats like wet woodland, and clarity in policies to avoid overlap or contradiction with forthcoming national planning reforms.	
Policy LP49 - Protecting our nature sites (16 Comments)	
• Comments urge the policy to strengthen legal accuracy by directly referencing current Habitats Regulations and ensuring clear alignment with national policy frameworks such as the NPPF, rather than relying on oversimplified summaries. • Reference to the Ouse Washes Goose & Swan Impact Risk Zone (IRZ) and other priority ecological areas in the plan is recommended, highlighting the need for cross-boundary coordination with neighbouring districts due to shared ecological assets. • Importance of greater recognition and proactive recovery of small but ecologically valuable habitats and biodiversity networks is stressed; such as ponds, hedgerows, and elm trees across Huntingdonshire, highlighting their cumulative significance for local biodiversity. • Comments recommend more explicit and strategic integration of green and blue infrastructure, emphasising habitat connectivity, accessible greenspace, and linking Green Infrastructure delivery to biodiversity net gain. • Recommendations focus on improving technical accuracy and local relevance of the draft policy wording, including typographical corrections, removing unsuitable habitat references, adding Local Nature Reserves, and recognising priority habitats under the NERC Act (2006). • There is widespread organisational support for prioritising the protection of nature conservation sites, with key stakeholders endorsing the proposed policy.	• Policy amended to refer to Habitat Regulations rather than Directive. • Reference made within supporting text to internationally protected sites in neighbouring authority areas that may be impacted by proposals within Huntingdonshire with links to relevant guidance. These are the Swan and Goose IRZ, Upper Nene Valley Gravel Pits and Eversden and Wimpole Woods. • Policy sets out the council's approach to protecting sites that are protected under international, national and local conservation designations. It works alongside other policies such as LP12 Promoting Green and Blue Infrastructure, LP50 Enhancing Biodiversity and Geodiversity and LP51 Protecting our trees, woodlands, hedges and hedgerows. No changes made. • Policy amended to separate out the specific mitigation hierarchy for internationally protected sites which differs from nationally and locally designated sites. • Removed references to habitats that are not found in Huntingdonshire from paragraph 8.10. • Added reference to priority habitats under the NERC Act (2006) to paragraph 8.11. • Local Nature Reserves have been added to the policy and those formally designated on Natural England's Magic Map added to the policies map. • Additional responsible agencies added to the supporting text.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Some believe the policy unnecessarily repeats existing national legislation and recommend streamlining by referencing current laws rather than restating them. • Emphasise the need to recognise key statutory and operational agencies, such as the Environment Agency and Internal Drainage Boards, in partnership lists.	
Policy LP50 - Enhancing biodiversity and geodiversity (55 Comments)	
• Responses, including developers, oppose the proposed 20% Biodiversity Net Gain requirement, citing lack of evidence, misalignment with national policy, insufficient habitat banks, and a preference for the statutory 10%. They warn that a higher target could reduce site viability, development capacity, affordable housing, infrastructure contributions, and plan deliverability. • Supporters like the RSPB, Wildlife Trust, Greater Cambridge Shared Planning, some land promoters, and members of the public back the 20% BNG requirement for effective nature restoration. They call for stronger policies on ecological corridors, long-term management, monitoring, and mapped recovery zones. • Several responses, including community groups and environmental consultees, support a hybrid BNG policy with higher targets (20%) for sensitive areas like the Great Ouse Valley and LNRS priority zones, plus stricter requirements for habitat connectivity, mapped recovery zones, and long-term monitoring. • Comments recommend clearer policy guidance on definitions, assessment, exemptions, off-site biodiversity delivery, legal agreements, and ecological requirements, with strong wording and flexibility to avoid overlap with regulations. • Infrastructure providers warn that achieving on-site BNG for linear projects is challenging, higher targets could raise costs and delays, and request exemptions and formal recognition of their constraints. • Environmental NGOs, parish councils, and community groups call for stronger nature recovery by mapping key zones, requiring habitat connectivity in major developments, securing long-term management with legal agreements,	• Taking into considerations concerns regarding viability and the emerging stance in the NPPF regarding setting standards above national requirements, the policy has been amended to align with the Environment Act and seek 10% BNG. • Support for the policy noted. The supporting text to the policy now states support will be given to a proposal where it seeks to provide more than the mandatory 10%. • Amendments have been made to the policy to align with national requirements and simplify the policy for ease of application. • Concern regarding habitat loss and fragmentation are noted, the policy cross refers to the LRNS and Green and Blue Infrastructure Priority Areas.

Main Issues Raised	Council Response / How the Council has taken this into account
and keeping a biodiversity net gain register for the district. • Concerns include habitat fragmentation and cumulative development in the Alconbury / North Huntingdon Growth Cluster.	
Policy LP51 - Protecting our trees, woodlands, hedges and hedgerows (16 Comments)	
• Support for policy intent, particularly its alignment with national objectives and contribution to biodiversity protection within SAC zones. • Objections relating to the protection of "all" trees, suggesting a distinction should be made between trees of different ecological and arboricultural value, in line with the NPPF's value-based approach. • Concerns raised that the policy does not fully align with the NPPF, especially regarding the distinction between ancient or veteran trees, compensatory planting requirements before development, and a clearer definition of requirements within a "major scale development." • Advocacy for robust monitoring, enforcement, and lasting management of tree and biodiversity outcomes through regular checks. • Recommended that suitable native species for compensatory planting and clear policies to protect and manage veteran trees, including those not directly impacted by development. • Concern that the policy does not sufficiently account for local pressures and cumulative environmental impacts, focusing too narrowly on individual sites and risking gradual erosion of rural character. • Concerns the policy duplicates existing requirements, suggesting possible merger with related policies • Concerns increased tree planting and green infrastructure may limit development land, affecting project viability, site design, and housing supply, highlighting the need to balance environmental goals with provision of jobs and homes. • Other recommendations include specific mention of orchards, extending tree protection to established settlements, and safeguarding landscape corridors and rural areas.	• Support noted and concerns noted. • To address objections that the policy currently captures all trees, woodlands, hedges and hedgerows and that this may be unreasonable, the distinction that these have to arboricultural, ecological and landscape value (including ancient or veteran trees) has been added to the policy. • Proposals for major development require new tree planting, a set figure is not provided to enable site specific factors to be taken account so this can be negotiated at a planning application stage. • Policy includes trees on site and those immediately adjacent to the site so that harm to surrounding trees from development is assessed, avoided and mitigated. • Compensatory measures are not set to enable site specific factors to be taken account so this can be negotiated at a planning application stage. • Orchards added to the policy and supporting text.
LP52 - Protecting our open spaces (9 Comments)	
• Sport England and others seek clearer policy aligned with NPPF, separate outdoor sports	• The policy has been reworded to include open spaces, outdoor sport and recreational facilities.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
criteria, mandatory assessments for playing fields, and assurance of replacement before any loss. • Clearer guidance needed on Local Green Space designation, especially for communities facing development. • Policy is widely supported for conserving open spaces, with reference to health, recreation, community identity, Neighbourhood Plan evidence, and surveys. • Need for clearer criteria, definitions, and mechanisms, including harm assessment, benchmarks, and measures to improve open space quality and accessibility. • Alconbury PC criticised policy for not addressing local conditions, cumulative impacts, harm limits, or village character, making it unsuitable for rural areas.	• Reduced policy to ensure criteria does not overlap regarding loss of such facilities to make it easier to implement. • Reduced overlap with national policy criteria by deleting criterion b. • Concerns raised by Alconbury Parish Council do not sit against this policy, instead their concerns are addressed under the countryside policies in the Local Plan.
Heritage Strategy (4 comments)	
• Responses advocate for a stronger emphasis on heritage within the Local Plan, including its integration into the Plan's Vision and elevating the Heritage Strategy to a strategic policy for greater influence in decision-making. • There is a strong support for the addition of proactive measures to identify, monitor, and restore historic buildings at risk, including enhanced policy tools and updates to the Buildings at Risk Register to ensure effective preservation and reuse of vulnerable heritage assets. • Calls for clearer, more comprehensive heritage policy wording, including explicit references to designated assets, improved readability, practical examples for consistent application, and updated terminology aligned with current records. • Concerns raised over outdated or insufficient Conservation Area Appraisals, urging a prioritised programme to update and expand these assessments, especially in unappraised settlements, areas with pre-2000 appraisals, and locations facing development pressures, to ensure robust and policy-aligned decision-making and to retain local character.	• Amendments made splitting up paragraph 3 of the Heritage Strategy as it covers two different aspects of heritage. • The vision for the Local Plan has been updated and more clearly refers to the historic environment. • Have added heritage at risk to the strategy. • The Heritage Strategy has been moved to the strategic chapter 4 on how we will enable strategic growth as, although it is not a policy, it works to set the Council's overarching approach to the historic environment, it works alongside LP53 and design policies. These provide detailed policy on conserving and enhancing the historic environment and securing high quality design. • The strategy states that the Council will work to ensure that the effective conservation and enhancement of conservation areas and is enabled through a programme of review and updating of conservation area character statements.
L**P53 - Heritage Assets and their Settings (16 Comments)**	
• Several responses, including those from major organisations and developers, generally endorse the policy, noting its clarity, alignment with national planning guidelines, and thoughtful approach to	• Support noted, the vision for the Local Plan has been updated and more clearly refers to the historic environment.

Main Issues Raised	Council Response / How the Council has taken this into account
heritage and archaeology. Some comments suggest heritage should be made more prominent in the vision for the Local Plan • Concern raised the policy duplicates national heritage policy, and needs clearer differentiation between designated and non-designated assets, and reference specific NPPF paragraphs regarding harm, significance, and justification. • Objections to the requirement of archaeological fieldwork before planning determination, preferring initial desk-based assessments and more flexible, proportionate approaches to investigative timing. • Concern the policy fails to address the unique heritage and rural character of individual villages, prompting calls for clearer guidance and protection of local views and landscapes, especially in areas facing large-scale development. • Need for clearer guidance on how development in Conservation Areas should preserve or enhance important features such as townscape, roofscape, skyline, street patterns, historic building lines, and architectural details. • Responses suggest replacing outdated references to parks and gardens and recommend consulting the County Council's Historic Environment Team for heritage evaluations.	• Definition of non-designated heritage assets added to supporting text for clarity. • NPPF paragraph references to considering potential heritage harm added to the supporting text. • Amendments made to archaeology aspect of the policy to align with national policy and to clarify that where a development proposal involves land with archaeological interest, a proportionate desk-based assessment will be required, if archaeology of significant interest found then fieldwork evaluation will be required. • The policy provides a district wide approach to conserving and enhancing heritage assets building on national policy. It is not possible or practical to reflect local circumstances at a parish level in Local Plan policy. This would be best addressed in neighbourhood plans where localised policies can be written and also supported by design guides, codes and character statements could be produced. • The policy refers to further guidance such as Conservation Area Character Statements which is where detailed design guidance can be found to support the implementation of the policy. • Updated terminology from historic parks and gardens to registered parks and gardens • Added Cambridgeshire County Council's Historic Environment Team to list of relevant agencies
LP54 - Water related development (10 Comments)	
• Concerns about water quality and sewage capacity in the River Great Ouse catchment, including frequent storm discharges, insufficient wastewater treatment, limited evidence, and Fenland Reservoir abstraction impacts. Concerns were raised about increased impermeable surfaces, heightened stormwater runoff and pollution, loss of natural floodplain functions, and the lack of a comprehensive valley-scale drainage and flood-risk management strategy. • Stakeholders supported strong policy wording for protecting biodiversity and riparian corridors and recommended clearer application of the statutory BNG watercourse metric within 10 metres of watercourses, alongside explicit buffer zone retention policies. • Key stakeholders, including Anglian Water, support policies ensuring adequate servicing and recognising Grafham Water as critical infrastructure, while requesting clearer wording	• Concerns noted, the policy requires a proposal to address water quality and quantity alongside other policies in the Local Plan regarding flooding and water. • Text added to the supporting text regarding watercourses metric. • Support for inclusion of Grafham Water noted. Criterion l. amended to recognise the role of Grafham Water in providing a resilient water supply to support growth across the region as well as the need to safeguard it from potential deterioration or pollution • Supporting text regarding settlement boundaries and residential moorings simplified. Criterion added stating support where for berths outside of a built up area, and the need to demonstrate that the location has sustainable access to services. • Middle Level Commissioners added to the list of responsible agencies.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
on operational development and alignment with minerals and waste plans. • Feedback on residential moorings noted confusion about settlement boundaries, removal of conversion limits, and requests from marina operators for more flexibility and case-by-case sustainability assessments. Some marinas also want a higher share of residential moorings. • Feedback indicates the draft policy is too restrictive and stakeholders request a more positive approach that incorporates current accommodation assessments, acknowledges residential moorings' role in housing supply, and aligns with the NPPF's support for rural economic growth. • Navigation authorities, including the Middle Level Commissioners, stressed the need for their involvement in residential use of boats and moorings and for policy to clearly identify their legal responsibilities regarding residential moorings.	

Section D: Our Development Sites

Section D: Our Development Sites

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (44 comments)	
• The plan depends too heavily on a few major allocations that carry significant delivery and infrastructure risks. Housing trajectory should be published as soon as possible. • The plan assesses sites individually but fails to evaluate combined effects on transport, flooding, water quality, biodiversity and landscape. • Growth is proposed without demonstrated capacity in highways, public transport, utilities, schools, healthcare or wastewater. • Several allocations lack robust evidence on flood risk, drainage, nutrient neutrality and wastewater treatment capacity. • Site assessments and policies lack detailed heritage evidence and do not secure appropriate mitigation for sensitive locations. • Growth is overly concentrated in North Huntingdon while more sustainable or well connected settlements (e.g. St Neots) are under utilised. • Call for more small and medium sized site allocations to improve deliverability and flexibility.	• The Preferred Options Plan proposes allocations of varying scales across various settlements in the district. The Council is working proactively with the CPCA and infrastructure partners to ensure infrastructure and growth are aligned. The Local Plan is also supported by an Infrastructure Delivery Study which assesses the cumulative impacts of growth. • A housing trajectory will be published at the next stage of Plan preparation. • The Local Plan is supported by various technical studies and assessments including a Habitats Regulation Assessment, Strategic Flood Risk Assessment, climate change evidence, Housing Needs Assessment, Employment Study, Strategic Transport Study and an Infrastructure Delivery Study - these have shaped the preferred strategy and site criteria set out in the Preferred Options Local Plan. • In the Land Availability Assessment and the Sustainability Appraisal, heritage has been

Main Issues Raised	Council Response / How the Council has taken this into account

• Proposed growth threatens valued landscapes, biodiversity, ecological corridors, and tranquil rural character, especially in the Ouse Valley.
• Policies should require proactive enhancement of active travel networks and green infrastructure, not just retention.
• Numerous site promoters provide evidence that their sites are suitable, available and deliverable, arguing for their inclusion in the plan. Site put forward are:
  • Land East of Peterborough Road, Farcet (CfS:149) for 185 homes submitting a Vision document.
  • Land at West of Peterborough Road and North of Gazeley Gardens, Farcet (CfS:30) for 185 dwellings submitting a supporting document.
  • East of Stow Road, Kimbolton (CfS:31) for between 100 and 200 dwellings submitting a supporting document.
  • Land west of Cage Lane, Great Staughton for up to 9 dwellings - new site with a layout plan submitted.
  • Land south of Bluntisham Heath Road/Wood End, Bluntisham (CfS:23-2411) for 35 homes submitting a revised Vision document.
  • Land North of Station Road, Bluntisham (CfS:230) for 140 homes.
  • Land South of New Road, Offord Cluny (CfS:74) for about 80 homes.
  • Land South of Folksworth Road, Folksworth (CfS:23-245) for up to 200 homes submitting a Vision document.
  • Land at Folly Farm, London Road, Yaxley (CfS:228) for 115 dwellings submitting an appeal decision and layout plans.
  • Land adjacent A1 at Norman Cross, Folksworth (CfS:130) for commercial development submitting a Vision document.
  • Sapley Park Garden Village (CfS:197) for a large-scale mixed-use community submitting a vision document.
  • Land west of the B1050, Earith Road, Colne (CfS:316) for 75 homes submitting a vision document.
  • Hungary Hall Farm, Wyton on the Hill (CfS:47) for a large-scale mixed-use community submitting further documents
	considered and where these have been most significant, sites have been discounted based on potential heritage impact. Where there are known heritage impacts on draft site policies, proportionate heritage wording and reference to draft policy LP53 has been made. A Heritage Impact Assessment of all draft allocations will be undertaken to further strengthen the heritage evidence of the Local Plan.
	• Some growth is located north of Huntingdon inline with the CPCA Local Growth Plan. Some sites to the east of St Neots were considered but discounted from allocation based on the uncertainty of the location of East West Rail. Once there is more certainty, these sites could be included in a future Local Plan.
	• Additional small and medium sized sites have been identified to add to the 5YHLS and will be consulted upon through May to June 2026.
	• Concern regarding the Ouse Valley is noted, the Plan makes many references to the LRNS and NRN recognising the importance of the Ouse Valley.
	• The Plan incudes LP27 Supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks, particularly in larger and strategic developments where new networks could be delivered.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land East of Peterborough Road, Farcet (CfS:149) for 185 homes submitting a Vision document - concerns remain regarding coalescence between Farcet and Peterborough.
	  • Land at West of Peterborough Road and North of Gazeley Gardens, Farcet (CfS:30) for 185 dwellings submitting a supporting document concerns remain regarding coalescence between Farcet and Peterborough.
	  • East of Stow Road, Kimbolton (CfS:31) for between 100 and 200 dwellings submitting a supporting document - no substantive new evidence. Vision document no longer includes land for primary school expansion.
	  • Land west of Cage Lane, Great Staughton for up to 9 dwellings - new site with a layout

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
including a Vision Strategy, Employment Statement and A141 response • Land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) for 240 dwellings submitting a Vision document. • Land at Colne Road, Somersham (CfS:159) for 64 homes submitting supporting plans and odour assessment. • Land East of Parkhall Road, Somersham (CfS:102) for 60 homes providing further information. • Land at Marley Road, St Ives (CfS:292) for up to 600 homes providing further information. • Land at Ramsey Road, Ramsey (CfS:250), for residential development providing further information. • Land at Ramsey Road, Warboys (CfS:293) for 210 homes providing further information. • Land at Mill Road, Buckden (CfS:294) for 195 homes providing further information. • Colne Fen Farm and Fishery (CfS:22) for water-based commercial leisure site.	plan submitted -concerns regarding integration challenges. • Land south of Bluntisham Heath Road/Wood End, Bluntisham (CfS:23-2411) for 35 homes submitting a revised Vision document - no substantive new evidence, concerns remain. • Land North of Station Road, Bluntisham (CfS:230) for 140 homes - no substantive new evidence, concerns remain. • Land South of New Road, Offord Cluny (CfS:74) for about 80 homes - no substantive new evidence. Flood risk and permission in principle application granted. • Land South of Folksworth Road, Folksworth (CfS:23-245) for up to 200 homes submitting a Vision document - the vision document also includes more land to the east, this is disproportionate to the size of Folksworth. • Land at Folly Farm, London Road, Yaxley (CfS:228) for 115 dwellings. Went to planning appeal decision - the site now has outline planning permission so is already accounted for in the Council's housing commitments. • Land adjacent A1 at Norman Cross, Folksworth (CfS:130) for commercial development submitting a Vision document - concerns remain regarding transport impact on the A1 and around impacts on A1 and A15 junction at Norman Cross at this time. • Sapley Park Garden Village (CfS:197) for a large-scale mixed-use community submitting a vision document - potential for phase 1 to be reserved site to further support delivery of the A141. Wording will be drafted and then be consulted upon through May to June 2026. • Land west of the B1050, Earith Road, Colne (CfS:316) for 75 homes submitting a vision document - no substantive new evidence, concerns remain and there are more sequentially preferrable sites. • Hungary Hall Farm, Wyton on the Hill (CfS:47) for a large-scale mixed-use community submitting further documents including a Vision Strategy, Employment Statement and A141 response - no substantive new evidence.

Main Issues Raised	Council Response / How the Council has taken this into account
	• Land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) for 240 dwellings submitting a Vision document - concerns remain regarding flood risk and cumulative impact on Needingworth. • Land at Colne Road, Somersham (CfS:159) for 64 homes submitting supporting plans and odour assessment - a full LAA and SA has now been undertaken. There are still concerns on cumulative impact on Somersham, landscaping and odour. • Land East of Parkhall Road, Somersham (CfS:102) for 60 homes providing further information - no substantive new evidence, concerns remain and there are more sequentially preferrable sites. • Land at Marley Road, St Ives (CfS:292) for up to 600 homes providing further information - would need to be part of a wider development as in isolation the site would sit uncomfortably. Need more certainty on road improvement works. Have chosen a more sustainably located site and direct access to services and facilities including town centre. • Land at Ramsey Road, Ramsey (CfS:250), for residential development providing further information - no substantive new evidence, concerns remain including cumulative impacts on Ramsey and Bury. • Land at Ramsey Road, Warboys (CfS:293) for 210 homes providing further information - no substantive new evidence, concerns remain. • Land at Mill Road, Buckden (CfS:294) for 195 homes providing further information - no substantive new evidence, concerns remain. • Colne Fen Farm and Fishery (CfS:22) for water-based commercial leisure site - no substantive new evidence, concerns remain.

North Huntingdon Growth Cluster Opportunity Zone

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (65 comments) • Concern that A1, A14, A141 and local roads are already over capacity with local residents	• Comments and concerns regarding the capacity of strategic roads is noted. HDC are working with CCC and the CPCA on the delivery of strategic road enhancements. The Local Plan is also

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
opposing development until major road upgrades are in place. • Economic need for businesses from north Cambridgeshire to have improved access along A141 and to the east via a new river crossing to the A1307. • Flood risk is a strong focus of concern, especially in Broughton, Kings Ripton, Brampton, and areas draining into Bury Brook due to recent floods and concerns about inadequate mitigation. • Independent modelling sought for traffic, water and flooding including identification of long-term drainage solutions, and funding for protective measures. • Landscape change, coalescence of villages, landscape harm in the Great Ouse valley and increased pollution were all points of concern arising from the potential scale of development. • Greater clarity was sought over the status of Brampton Cross and other 'pale blue' sites given implied support as they lack a sound evidence base, especially on transport and environmental impact. • National Highways expressed concern over the proposed Brampton Cross development, advising that the early modelling is showing significant impact on the strategic road network, and that significant improvements would likely be required to accommodate the development. • A detailed case was put forward by the promoters of the Brampton Cross scheme over its ability to attract international investors and support priority sectors including advanced manufacturing, agri-tech, clean energy and life sciences. • Rapid expansion will overwhelm existing community infrastructure and there is a lack of planned provision for GP and dental services, emergency services, wastewater and utilities capacity and secondary school places. • Pausing local plan preparation was sought until A141 scheme details are confirmed, local government reorganisation is settled, and CPCA strategies are clearer. • National Highways are concerned the appropriate level of mitigation might not be achieved and secured through the local plan process. • Anglian Water highlight wastewater capacity constraints at Huntingdon WRC with no upgrades planned before 2030. • Kings Ripton Parish Council consider the scale of development in the local plan as a whole to be	supported by a Strategic Transport Study and Infrastructure Delivery Study. • Flood risk concerns are noted and the Local Plan is supported by a Strategic Flood Risk Assessment. • To support the Local Plan, consultants have been working alongside the Council and delivery partners to provide modelling on traffic, water capacity and flooding to support the Strategic Transport Study and Integrated Water Management Strategy (Water Cycle Study and SFRA). These are also informing the Infrastructure Delivery Study. • Concerns regarding landscape change and coalescence of villages is noted and policies in the Local Plan seek to minimise this and mitigate as far as possible through sustainable placemaking whilst accommodating the nationally required scale of growth. • Brampton Cross is not a proposed allocated site in this Local Plan. The supporting text has been amended to note that it is not allocated due to the inability to demonstrate its deliverability at this time. • New development will be required to contribute directly and/or financially to provision of additional infrastructure where needed, housing delivery will be phased to allow for infrastructure provision. • The 2025 Local Development Scheme included pre-submission consultation in summer 2026. To allow for greater certainty this has been replaced with the 2026 LDS delaying pre-submission consultation until September 2036. This allows for greater certainty over delivery of the A141 as the outline business case is scheduled for presentation to the CPCA's Board in September 2026. • National Highways response was submitted prior to them reviewing the detailed transport modelling published within the Strategic Transport Study which addresses many of their concerns over mitigation needs. They have since reviewed this material. • The Council continue to work with Anglian Water and the Environment Agency through preparation of the Integrated Water Management Study and a Statement of Common Ground to resolve the challenge of waste water capacity issues around Huntingdon. • Strategic scale aspirations and guidance for growth across the North Huntingdon area are/ are

Main Issues Raised	Council Response / How the Council has taken this into account
equivalent to a major now town or city needing expert planning with clear, firm proposals. They suggest that previously this has been coordinated with funding from sources such as a development corporation. • Urban & Civic requested that Alconbury Weald be allocated again as it will continue to play a crucial role in supporting growth ambitions in North Huntingdon..	expected to be established through the CPCA's Local Growth Plan and Spatial Development Strategy with the Local Plan providing allocations to support an initial phase of growth within the opportunity zone. • Alconbury Weald has been reincluded in the local plan reflecting the most up-to-date position for the development. For consistency purposes, the Ermine Street allocation (HU1 in the Local Plan to 2036) and St Neots East allocation (SEL2 in the Local Plan to 2036) have also been included.
North Huntingdon 1 (5 comments) • The site's suitability, deliverability, and the importance of enabling long-term viability of Huntingdon Racecourse through mixed-use development was noted by supporters. • Flood risk management is strongly highlighted, with support for directing development to areas of lower risk and preparing comprehensive flood risk and drainage strategies. • Cambridgeshire County Council requests amendments to reflect mineral safeguarding requirements and encourage mineral resource assessment and mitigation. • Anglian Water notes potential wastewater constraints and the need for early engagement if a public sewer connection is sought. • Historic England raised concerns due to proximity to two nearby heritage assets. A Heritage Impact Assessment is requested.	• Support for the allocation is noted. • Criterion h amended to state 'make best use of minerals (sand and gravel) located within the site' to address Minerals and Waste Authority comments. • Anglian Water comments are noted and are already reflected in the allocation policy. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
North Huntingdon 2 (13 comments) • Concern over existing congestion on the A141, Hinchingbrooke Park Road, and Brampton Road and additional B8 / HGV traffic which could worsen congestion and road safety risks; design must prioritise free-flow on the A141. • Transport assessments must use school term-time data to ensure realistic picture. • Suggestions were put forward for alternative uses including B2, offices, laboratories and SME development which were thought to have greater local jobs benefits than B8. • Concerns raised over impact on nearby green assets including the Great Ouse Valley and Hinchingbrooke Country Park with requests for strong landscape buffers and biodiversity enhancement.	• Outline planning application 25/01922/OUT has been approved. • Road improvements associated with the A141 are part of a larger proposal being supported through the CPCA; • The planning application scheme itself proposes a new roundabout connecting the site to the Hinchingbrooke Business Park and a series of improvements to existing junctions in the vicinity. • The EENA indicates a need for additional logistics space • The proposed allocation has been amended to include the requirement for an assessment of impact on Brampton Racecourse SSSI, Brampton Meadow SSSI, Great Stukeley Railway Cutting SSSI and Portholme SSSI as the site falls within their Impact Risk Zone

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Concerns over the potential impacts on tranquillity, community identity and well-being • Anglian Water raised wastewater capacity concerns; some developers propose private on-site treatment. • Need for robust flood risk assessment, including groundwater and surface water modelling followed by detailed flood and drainage strategies. • Historic England support the required heritage impact assessment to guide the allocation and mitigation measures. • Concern expressed that "Hungry Hall/Brookfield Farm" is not a non-designated heritage asset and should be removed as a constraint. • The site promoter strongly supports the proposed allocation but requests some amendments including a minor revision to the site area, greater flexibility of uses and close alignment with the already submitted outline planning application. They note the alignment with the CPCA growth Plan, National Industrial Strategy and emphasise their sustainability credentials and commitment to Net Zero Carbon, BREEAM Excellent, EV charging, solar PV, and sustainable transport. They note the site will offer a wide range of skilled job types apprenticeships, training and school engagement and that they will provide local employment and local supply chain spending. • Brampton Road, Buckden (CfS:281) was promoted as an alternative or additional allocation; the promoter contended that the site is more sustainably located with better deliverability and suitability for SME units and of lower agricultural value.	• An amendment has been included to support the provision of a private on-site waste water treatment facility if needed. • Amendments include a requirement for the sequential location of development within flood zone 1 and provision of a flood risk assessment and detailed drainage strategy taking into account groundwater and surface water flood risk, modelling of ordinary watercourses and assessment of residual risk including climate change. • Reference to Hungry Hall/ Brookfield Farm as a non-designated heritage asset has been removed. • Minor amendments have been made to the proposed uses to better align with the planning application to support the allocations' deliverability. • At 2.8ha the alternative site promoted is not considered a reasonable alternative and has limited accessibility by active travel modes so is not considered a sustainable addition.
<u>North Huntingdon 3 (30 comments)</u> • Concern that 4,900 homes is excessive, with long lead-in times meaning many homes will not be delivered within the plan period. • Concerns expressed that the allocation is not deliverable due to reliance on major, unfunded A141 corridor upgrades and objections that the A141 is already over capacity, with fears the development would function as a freestanding settlement unless early crossings, public transport and active travel routes are secured. • Environmental concerns were raised regarding loss of best and most versatile agricultural land, landscape impacts, and risks to the Great Ouse Valley and Bury Brook catchment with requests for detailed modelling of the potential impacts on	• The proposed allocation has been retained at 4,900 to provide critical mass for provision of services and infrastructure; the housing delivery trajectory acknowledges that this will involve delivery beyond the plan period but this helps to provide certainty over long term supply. • Discussions are progressing with the CPCA on provision of the A141 and St Ives Improvements Scheme to delivery the necessary transport upgrades. • Highways Authority advice has emphasised the need for active travel routes and connections to Hartford as part of the early site provision to ensure direct connections into Huntingdon. • Upgraded agricultural land mapping has been added to the Policies Map which shows the very

Main Issues Raised	Council Response / How the Council has taken this into account

Bury Brook catchment and robust runoff management.
• Substantial strategic green infrastructure was sought to mitigate pressures on nature sites including the Great Ouse Valley.
• Integration with Huntingdon was advocated to support accessibility to the town centre and promotion of place-making for the expanded community.
• Historic England requested a Heritage Impact Assessment to assess effects on nearby conservation areas and listed buildings.
• Utility providers seek foul drainage strategies aligned with wastewater capacity and phased delivery.
• The site promoter requests greater flexibility and highlight viability concerns over infrastructure costs and some policy requirements. Particular concern is expressed over education requirements suggesting that pupil yield assumptions are unrealistic.
• The site promoter requests minor alterations to the site boundaries.
• Alternative sites were promoted as additional or alternative options contending they have less transport and delivery challenges. These included:
  • Brampton Road, Buckden CfS:281 (2.8ha employment)
  • Land east of Bluntisham Road, Needingworth CfS:291 (300 homes)
  • Emmanuel Knoll Village east of Godmanchester CfS: 207 (1,200 homes and community uses)
  • Hungary Hall, Broughton & Wyton on the Hill CfS:47 (new community including 5,000 homes)
	limited supply of land in the district which is grade 3b or below.
	• An integrated water strategy is required, the requirement for natural flood management has been added and a housing trajectory showing anticipated development phasing included.
	• Strategic green infrastructure will be required alongside a full range of open space uses.
	• A Heritage Impact Assessment has been completed.
	• Early engagement with the Environment Agency and Anglian Water has been added as a requirement to align work on wastewater capacity with delivery.
	• Education requirements have been amended to provide flexibility at each stage of reserved matters to assess needs and secure appropriate education provision for each phase of development.
	• The site boundary has been amended to reflect the latest information provided.
	• The other sites promoted as alternatives/ additions have been tested through a range of assessments and evidence base material and identified as less sustainable or appropriate so are not included in preference.

North Huntingdon 4 (23 comments) • Significant concerns raised regarding transport and accessibility of the site focusing on existing local congestion, the A141 upgrade project not yet being funded, details of access arrangements, insufficient vehicle access to the A1307, the need for improved bus routes and clarification sought over details of active travel routes. • Some objection to the exclusion of class B8 storage and distribution including the suggestion that this can provide skilled employment and that	• Discussions are progressing with the CPCA on provision of the A141 and St Ives Improvements Scheme to delivery the necessary transport upgrades. • The allowance for B8 has been amended to "storage and distribution uses (use class B8) only where they are ancillary to other uses or providing 'last mile' distribution operations" • The masterplanning and place-making strategy requirements have been amended to include clarification of the need for separation from

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
the site is better suited to this use than other proposed B8 allocations. • Settlement coalescence concerns were raised regarding the potential merging of Huntingdon and St Ives, Houghton & Wyton and other nearby villages. • Pressure on the Great Ouse Valley priority landscape was put forward as a risk with concerns over landscape impact and potential demand for an additional road crossing this area. • Long lead-in time was raised as a concern and the impact on early housing delivery, build out rates within the plan period and the ability to produce a 5-year supply of housing land. • Clearer phasing of delivery was sought for both infrastructure and housing with concerns over the impact on community facilities and travel patterns. • Water resource and wastewater uncertainties were cited along with concerns over flood risk affecting Bury Brook, Parsons Drove and St Ives; the need for fully funded long term drainage solutions was identified. • Sports England request playing field loss be prevented and that facilities should be provided to meet the needs of the new community. • Historic England acknowledge there are no designated heritage assets on the site; they request a heritage impact assessment to evaluate impacts on the setting of nearby assets. • A more diverse housing supply was suggested as preferable, with an increased number of small and medium sized extensions to existing settlements. In support of this Emmanuel Knoll Village east of Godmanchester CfS: 207 (1,200 homes and community uses) was promoted as an alternative or additional site. • The site promoter supports the allocation subject to seeking a series of detailed amendments to provide greater flexibility over housing types, provision of education and other community facilities, allow class B8 uses and reduction of BNG to 10%. A Vision document and masterplan were provided to illustrate the development potential for the site along with a highways and transport response to demonstrate deliverability. • The site promoter reaffirmed their commitment to bringing the site forward in support of the defence cluster and opportunity zone identified in the CPCA's Local Growth Plan. • The site promoter for Emmanuel Knoll Village submitted a detailed critique of the local highway	Houghton and Wyton village. The supporting text has also been amended to stress the need for a gap between the site and the proposed development at Lodge Farm. • No additional road crossing the Great Ouse Valley is proposed within the transport mitigation having been ruled out in 2018. • A housing trajectory will be included in the local plan and phased construction expected to ensure build out rates align with infrastructure. • The requirement for early engagement and agreement with water resource and wastewater infrastructure providers has been added to the proposed allocation. The certainty of allocation will assist the infrastructure providers in securing funding through their own business planning processes. • Sports provision is expected to be secured in line with the needs arising from the development; this may include relocation or alternative provision than that on the former RAF base given the different demographic mix of future users. • A heritage impact assessment is required. • Additional text has been included to reflect the diverse housing mix which is required • Discussions with the Defence Infrastructure Organisation have confirmed that the land allowed for employment uses is sufficient to meet expected future needs for defence related uses which are suitable for provision outside of the securely fenced RAF Wyton base. • Emmanuel Knoll Village has not been included as an alternative or additional site due to ongoing concerns over deliverability of the access elements of the scheme; it is noted that a planning application has been prepared.

Main Issues Raised	Council Response / How the Council has taken this into account
and transport conditions in support of their site as a preferable alternative or additional site. They also highlighted the increasing national emphasis on military intelligence hosted on the adjacent RAF Wyton as a potential risk for the site should this need to expand.	

Market Towns

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (7 comments) • Concerns that cumulative impacts from multiple large sites and development around St Ives could strain infrastructure and lacks evidence for sustainable growth. Expansion may change Market Towns' identities or merge parishes into larger conurbations. • Concerns emergency services may struggle to meet higher demand from new developments. Additionally, St Ives may not receive Community Infrastructure Levy (CIL) funding for nearby projects, despite being affected by them. • Support for heritage-led planning, including mandatory design codes reflecting traditional architecture and stricter protection for older buildings with a preference for preserving old buildings to store embodied carbon and reduce environmental impact. • Support for energy-efficient design, including natural ventilation and reduced energy use with a focus on increasing biodiversity and flood resilience with better green infrastructure. • Concerns exist about unclear policy terminology, especially with Market Town definitions.	• Concerns regarding cumulative impacts are noted. HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. • Comment regarding obligations are noted, policies LP3 How will infrastructure be provided and LP4 Securing infrastructure provision addresses concerns. • Comments regarding high quality design and energy efficient design are noted - chapter 5 of the Preferred Options Local Plans sets out the Council's approach to securing these. • The Settlement Hierarchy section of the Preferred Options Local Plan (pages 59 to 62) define each of the layers of the hierarchy.
Huntingdon general (0 comments) • No comments	• No comments to address
Huntingdon 1 (11 comments) • The NHS support redevelopment of the site and note the hospital's priority status for comprehensive redevelopment under the NHS New Hospital Programme to provide updated facilities and improved access. In addition to healthcare and supporting uses they suggest including research, development, laboratory, office, and ancillary services supporting the North Huntingdon Growth Cluster. They note that the masterplanning exercise is largely completed and subject to review by the NHS New Hospital	• NHS support noted and appreciated, multiple minor amendments have been made to the proposed allocation to reflect detailed points raised including provision of other related healthcare uses, specification of multiple access points including an access directly onto Views Common Road to reduce use of Hinchingbrooke Park Road • Road improvements associated with the A141 are part of a larger proposal being supported through the CPCA which are expected to improve conditions for connecting traffic using the A1307.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Programme; wording changes are suggested to reflect submission of an outline planning application. • Concern expressed that the Trust's planned access road is too close to an already congested crossroads, creating risks for hospital traffic, and will significantly increase traffic and overlooks future congestion impacts from the North Huntingdon Growth Cluster. Additional pressures come from A14 diversion traffic, Active Travel proposals, and school-related congestion on Huntingdon Road. • A second access road into Hinchingbrooke linking the top of Hinchingbrooke Road to the A1307 is sought to ensure safe, reliable and future-proofed traffic flow. This could serve residents, hospital users, schools and emergency services, and support future developments. An illustration of a suggested route was provided avoiding the need to take access through the former Police HQ land onto Views Common Road. • Concerns expressed over existing alterations proposed, e.g. for active travel enhancements and their implications on road safety, parking and accessibility. • Essential for Cambridgeshire County Highways, North West Anglia NHS Foundation Trust and Huntingdonshire District Council to work together to devise a long term solution to the traffic implications of development in Hinchingbrooke and the North Huntingdon Growth Cluster. Funding could be shared between the NHS Trust and developers through Section 106 contributions. • The new plan future does not future proof either safe and reliable access for hospital traffic, or free flowing traffic along the A1307 at the bottom of Hinchingbrooke as a result of the developing North Huntingdon Growth Cluster • Car parking for patients and visitors need to be close to the hospital with staff a little further away. We must look after our vulnerable residents and those caring for them. • Strong support for multiple access points, including an essential link to Views Common Road, to address severe congestion on Hinchingbrooke Park Road. • Bus routes must reliably serve all hospital entrances with free-flowing, delay-free access beyond Brampton Road.	While the improvement scheme is acknowledged through the local plan HDC are not the Highway Authority responsible for delivering this so it cannot be directly proposed in the local plan. • Negotiations are ongoing on the potential access road/ roads to the hospital and will be resolved through the planning application process. • Car parking provision within the site is a detailed matter to be resolved through the planning application • Ensuring delay-free bus access is beyond the scope of the local plan. • The requirement for strategic green infrastructure has been enhanced and the need for informal open space for the use of staff, visitors and patients added to the proposed uses. • The former Police playing fields and dog training area have been separated from the Police HQ by construction of Views Common Road and have not functioned as playing fields for about 15 years. • The site has been included within the Heritage Impact Assessment completed to support the local plan and a more detailed site specific heritage impact assessment added to the requirements of the allocation. • The requirement for safeguarding of Anglian Water assets has added to the allocation. • A requirement to provide affordable key worker housing within the site has been added to the allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
• Impacts on Police and Fire HQ access are raised and the implications of these for the local community. • Redeveloped hospital land, especially near Hinchingbrooke Park Road, should become strategic green infrastructure. • Sport England sought clarification on whether open space east of the hospital is a playing field, as this affects NPPF compliance. • A heritage impact assessment is required due to the site's proximity to Hinchingbrooke House, listed structures, and Conservation Area features. • Anglian Water infrastructure on site must be protected with safeguarded maintenance access. • The Council should consider affordable/key worker housing for NHS staff and collaborate closely with NHS partners throughout the planning process. • Key worker housing should remain for key workers in perpetuity, ideally through rental-only tenure.	
Huntingdon 2 (5 comments) • Support expressed for development of a brownfield site, efficient land use, and integration with surrounding properties. • Cambridgeshire County Council supports the allocation, highlighting positive assessments, sustainability, accessibility, and lack of major constraints. • An additional site access and investment in local public services was promoted. • Concerns expressed regarding the combined scale of developments in the area, pressure on local schools/doctors/dentists, limited bus services, traffic congestion on Mayfield Road, and potential road damage during construction. • Anglian Water seek protection of access to existing infrastructure	• Support noted for the reuse of previously developed land. • The concerns regarding the development are noted and criteria within the policy alongside policies across the Local Plan seek high quality standards of design, sustainable development and is informed by infrastructure and transport studies. • Additional criterion added to the policy requiring 'the safeguarding of suitable access for the maintenance of existing water supply and sewerage infrastructure' and supporting text added.
St Neots general (3 comments) • Concerns the LAA is flawed, ignores evidence and expert advice, and its conclusions are unsupported. • The development proposals that have not been allocated avoid flood zones, and any objections from the Lead Local Flood Authority are technical rather than fundamental. • Three sites, Land North of Priory Park (Cfs:239), Rectory Farm (CfS:21) and Hardwicke Grange (CfS:208), are promoted as strategic, sustainable residential expansions for St Neots, emphasising	• LAA methodology has been shaped by consultation through 2023 and the views of residents, landowners and stakeholders have informed amendments to the LAA outcomes and shaped the preferred options sites. • 25/01694/OUT has been submitted and is awaiting determination for Priory Park. • Uncertainty over East West Rail means that the deliverability of Hardwicke Grange and Rectory Farm are uncertain at the moment. • For consistency purposes, the St Neots East allocation (SEL2 in the Local Plan to 2036) has

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
the town's suitability for housing growth due to its settlement status, improved rail connectivity, and the need for deliverable, well-prepared allocations in the Local Plan.	been included as an 'existing' allocation with updates to reflect the latest position.
St Neots 1 (14 comments) • Concern raised infrastructure and public services are insufficient for accommodating approximately 1,100 new homes. • Concerns regarding transport and connectivity to amenities, anticipated high car use, and uncertainty around East–West Rail. Concerns about impact of East–West Rail safeguarding on site deliverability, urging policy amendments. • Concerns on noise, air quality and vibration impacts from infrastructure upgrades on residential amenity and environment. • Historic England raise concerns around potential harm to the Grade II listed Tithe Farmhouse and nearby Monks Hardwicke House, calls for a full Heritage Impact Assessment. • Some cite constraints and infrastructure as limiting factors, while others see potential for higher numbers. Realistic planning and phased coordination with nearby developments are required. • Promotors of alternative sites advocate for a more varied housing supply by increasing small and medium site allocations rather than focusing predominantly on large strategic sites like St Neots 1. • Requests have been made to amend policy wording to require the provision or funding of fire, rescue, and police facilities. • Anglian Water highlights that St Neots WRC requires network reinforcement, with funding to come from regional infrastructure charges rather than individual developers, before any development can connect.	• Concerns noted regarding infrastructure, transport and connectivity are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements. The site is also of a scale where many services and infrastructure can be delivered onsite over the course of its development. • Criterion f. requires liaison with East West Rail Co amended to refer to understand the nature and extent of temporary and permanent land requirements, the accommodation of land uses and site phasing. Supporting paragraph 10.19 and plan refer to policies map on safeguarding zone. • Criterion g. of the draft policy requires an assessment of noise and air quality impacts for the site. No changes made. • The sites selected in St Neots as they are the most preferable considering the in-combination LAA and SA assessments. The sites also align with the preferred development strategy and are the most deliverable considering they are the least impacted by a future East-West Rail route. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Funding for emergency services is addressed through developer contributions, no change made. • Criterion e. amended to require early engagement with Anglian Water on waste water flows
St Neots 2 (6 comments) • Concerns raised on site connectivity and access, highlighting limited and unsafe pedestrian/cycle routes, constrained vehicle movement, and increased car dependency due to inadequate sustainable transport links. • Concerns of noise, air quality, and residential amenity due to the site's close proximity to major roads and the railway. • Site's relationship to St Neots is contested, objections citing isolation and poor connectivity,	• Concerns regarding transport and sustainable travel integration are noted, the draft policy already addresses these issues. • The draft policy requires an air quality assessment and appropriate mitigation regarding noise and air due to its proximity to strategic transport infrastructure. Policy LPP30 - Preventing and reducing air pollution would also apply to any future planning application. • Comments regarding site's relationship with St Neots and deliverability are noted. As part of the Infrastructure Delivery Study, the site promoter

Main Issues Raised	Council Response / How the Council has taken this into account
while supporters consider it a logical, well-integrated extension of the town's planned eastern growth. • Supporters highlight deliverability of housing with objectors raising concerns over land availability. • Anglian Water highlights that St Neots WRC requires network reinforcement, with funding to come from regional infrastructure charges rather than individual developers, before any development can connect.	has been asked to provide a trajectory of build out to support the evidence for the Local Plan. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows.
St Ives general (11 comments) • Significant concern key services such as schools, GP surgeries, utilities, and digital connectivity are already overstretched, with no clear or funded plan to support future growth. • Significant concerns that additional development will negatively affect the landscape, rural character, particularly around Giffords Park and Houghton Road. • Objection to proposed developments at Giffords Park and Houghton Road, citing overcrowding, poor community integration, loss of greenfield, damage to biodiversity, and further strain on nature areas, flood risk and drainage systems. • Westwood Farm (CfS:246) is considered a preferable development by the site promoter due to lower flood risk, minimal landscape impact, less public opposition, and good access to services and transport for 600 homes; disputing HDC concerns about local character, proximity to sewage works, and infrastructure.	• Concerns regarding cumulative impacts are noted. HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. • Draft policy criteria for Giffords Park and Houghton Road seek to overcome the issues identified. • Westwood Farm (CfS:246) - the site would need to be part of a wider development as in isolation the site would sit uncomfortably and also need more certainty on road improvement works. More sustainably located sites have been selected that have direct access to services and facilities including town centre.
St Ives 1 (27 comments) • Concerns about increased congestion calling for a new river crossing, improved traffic modelling, and active travel infrastructure prior to more development. • Town Council and technical consultees warn that local health, education, water, and emergency services lack the capacity and funding for further development, and large projects north of the Great Ouse could overload infrastructure. • Key concerns around harm to landscape, and agricultural land; the need to protect green infrastructure and wildlife corridors, implementing green buffers and sensitive landscaping to stop suburbanisation. • Concerns that the SA particularly does not provide a cumulative assessment on flood risk, drainage, and transport; alongside unsubstantiated mitigation assumptions.	• Concerns regarding cumulative impacts and infrastructure are noted. HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study, Infrastructure Delivery Study and a Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this and reviewing Assets Management Plans to accommodate future growth. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. The draft policy requires satisfactory resolution of any impact caused by traffic generated from the allocation on the local and strategic road networks. Requirement for a roundabout with the A1123/ Sawtry Way junction has been amended to allow a more flexible solution.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Significant concerns regarding flooding and sewage capacity, with calls for fully funded, strategic drainage upgrades before development. • Development near the site may impact several nearby Grade II listed buildings, requiring a Heritage Impact Assessment prior to any allocation. • Site is isolated from St Ives, poorly connected, distant from essential services and jobs, misaligned with commuting routes, and accessible only by a single road. • Anglian Water confirm there are no assets within the site and support criteria f. with regard to accommodating wastewater flows. As indicated by the Stage 2 WCS, St Ives WRC has dry weather flow capacity to accommodate growth in St Ives, although future upgrades may be necessary in subsequent AMPs to increase capacity and recommends developer's early engagement with AW. • A key submission from land promoters notes the site's access to the Guided Busway, potential for 400 homes (40% affordable), quality landscaping, increased biodiversity, strong pedestrian and cycle links, and no major technical issues.	• The draft policy requires a comprehensive parameter plan is required to ensure a holistic approach to the design of development integrating it with St Ives and mitigating landscape impact. Also the draft policy requires development to provide 12 ha of green infrastructure, this is about 50% of the whole land area. • Draft allocation requires development to provide a flood risk assessment. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The site is located on the western edge of St Ives with good connectivity to the town. • Anglian Water support noted, criterion f. amended to require early engagement with AW on waste water flows • Information from site promoter noted.
Ramsey and Bury general (22 comments) • Road infrastructure is already beyond capacity, and further development would worsen congestion, speeding, safety risks and fen related road failures. • Flooding and drainage systems are inadequate, with surface water issues already evident and likely to intensify with new development. Community facilities, leisure spaces and green assets are insufficient and under pressure, with fears of losing valued open spaces. • Healthcare, schools and utilities lack capacity, and growth is outpacing investment in essential infrastructure. • Cumulative growth has already exceeded what local services can support, and assessments fail to account for combined impacts. • Public transport is insufficient, leaving residents car dependent and undermining sustainability aims.	• Concerns regarding cumulative impacts are noted. HDC are working with partners and the CPCA on the delivery of strategic road enhancements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. • The Local Plan is supported by a Strategic Flood Risk Assessment and a Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this reviewing Assets Management Plans to accommodate future growth. • Support for Bury 2 noted. • Comment regarding obligations are noted, policies LP3 How will infrastructure be provided and LP4 Securing infrastructure provision address concerns working alongside the Infrastructure Delivery Study to deliver key pieces of infrastructure.

Main Issues Raised	Council Response / How the Council has taken this into account

• Bury's distinct village identity is threatened, with opposition to coalescence with Ramsey and misclassification as a 'market town'.
• Concerns raised relating to heritage impact, loss of green space, flooding risk, and traffic implications.
• Noise, pollution and road safety issues are significantly harming quality of life, especially for residents along key routes.
• Site promoters seek allocation of their sites: land North of High Street and East of Bury Road, Bury (CfS:162), land off Brookfield Way, Bury (CfS:279) and land south of Biggin Lane (CfS:118) with promoter submitting further evidence.
	• Comments regarding specific sites are addressed in the following rows.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land North of High Street and East of Bury Road, Bury (CfS:162) - no substantive new evidence and concerns remain regarding development of the site and the neighbourhood plan designation is still in place.
	  • Land off Brookfield Way, Bury (CfS:279) - no substantive new evidence and concerns remain regarding flood risk with sequentially preferable sites being selected for allocation.
	  • Land south of Biggin Lane (CfS:118) - No substantive new evidence and concerns remain regarding landscape impact, heritage and flood risk, sequentially preferable sites have been selected for allocation.

Bury 1 (5 comments) • Bury Parish Council support the allocation with conditions regarding flood risk, contamination, and infrastructure capacity. • There should be wider public right of way and footpath improvements within Bury and Ramsey. • Historic England state a heritage impact assessment is needed because development is within Ramsey conservation area and could affect nearby listed buildings, its findings should determine whether the site is suitable for allocation and what mitigation is required. • Anglian Water supports the requirements to seek agreement with the EA and Anglian Water regarding accommodating wastewater flows. There is a sewer pumping station adjacent to the southern boundary requiring a encroachment buffer of at least 15m to ensure it does not impact on the amenity of future residents on the site due to odour.	• Support from the Parish Council is noted - the criteria within the draft policy addresses flood risk, contamination and infrastructure concerns. No changes made. • Public right of way improvements noted, the draft policy can only provide improvements to rights of way directly impacted by the proposal. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion added to draft policy to address Anglian Water comments seeking an access to enable maintenance of existing water supply infrastructure. Supporting paragraph 10.56 updated.
Bury 2 (11 comments) • Support for using the site for flood mitigation measures, with requests to make Natural Flood Management interventions a firm policy requirement. • Expectation that the site should prioritise biodiversity net gain, with enhanced landscape features and long term stewardship—preferably	• Support for the draft allocation is noted and welcomed. • Site promoter commitment to providing BNG is welcomed, the draft policy has been amended to allocate the site for just BNG uses. • Public right of way improvements noted, the draft policy can only provide improvements to rights of way directly impacted by the proposal.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
involving the Parish Council. Site promoters sought policy changes confirming the site as a biodiversity net gain habitat bank—not open space—along with revised assessment scoring and commitment to deliver BNG if wording changes are made • Support for improved, inclusive public access with upgraded PROW links, potentially including cycling provision. • Desire for multiple green infrastructure allocations in the wider area, not just Bury 2. • Anglian Water supports the allocation for flood and biodiversity benefits, noting no direct asset conflicts. • Historic England identify the site is adjacent to the Ramsey Conservation Area and listed buildings so seeks a heritage assessment to inform policy requirements.	• Support from Anglian Water noted. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
Bury 3 (16 comments) • Respondents want the runway and RAF Upwood heritage retained and incorporated into a park or green space rather than lost to further housing. • Objections cite already overstretched infrastructure—roads, health services, schools, drainage, and utilities—and argue no further development should proceed without major upgrades. • Concerns about existing unsafe roads, speeding near schools, accident history, construction traffic impacts, cumulative traffic growth, and significant noise pollution affecting residents' wellbeing. • Support for a through bus route (not an extended slow route) and safe walking/cycling connections, including links to northern Ramsey. • Bury Parish Council supports redevelopment only with strict safeguards to protect the strategic gap between Bury and Ramsey, requiring strong landscape buffers, lower densities on edges, and prevention of future coalescence. • Opposition to the scale of phases 3 & 4, describing cumulative harm from previous phases, insufficient local services, and degradation of rural village character. • Comments report existing surface water flooding, ditch capacity issues, runoff from fields, and fears that additional hard surfacing will worsen flood risk without adequate mitigation. • Site promoter supports allocation but argue capacity should increase from 170 to 200 dwellings, oppose requirements for greenfield	• Comments regarding reuse of runway noted, supporting paragraph 10.66 updated to identify the potential heritage value of its reuse. • Concerns regarding cumulative impacts and infrastructure are noted. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study to address infrastructure required as a result of growth. A Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this and reviewing Assets Management Plans to accommodate future growth. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. Concerns regarding wider transport issues are noted, the draft policy requires provision of safe vehicular and pedestrian access supported by a transport assessment and travel plan. No changes made. • Support for bus route noted. • The draft policy requires 11.5 ha of the site, some 65% of the total site area to include green infrastructure. This will provide important landscaping and retain a sense of separation between it and nearby Ramsey. • Criterion c. of the draft policy requires an assessment of flood risk and a detailed drainage strategy to support development. • Site promoter support and vision document welcome, comments regarding increasing capacity are noted. In the text regarding the need for

Main Issues Raised	Council Response / How the Council has taken this into account
runoff rates, oppose vehicular connectivity to Ramsey 1, and seek clarification on wastewater and drainage policy expectations. • Anglian Water supports wastewater engagement requirements but notes constraints at Ramsey WRC may require phased development until network reinforcement is delivered.	agreement with the introduction of Section D, it states there is a 10% tolerance either side of the 'about' figure set out is considered to be reasonable. This means that up to 187 dwellings could be appropriate on the site. No change is therefore made. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. Comments are noted and will inform the housing trajectory which will be published at the next stage of Plan preparation.
Ramsey 1 (21 comments) • Residents are concerned that inadequate drainage and new developments may increase flood risk in several areas. • There are concerns about rising traffic, road safety, and poor transport infrastructure, with calls for traffic calming, better junctions, improved bus services, and more active travel options. • Local services like GPs, dentists, and schools are under strain, as past developments have often lacked sufficient infrastructure. Residents note the pace of new housing and want fewer developments. • Many are worried that overdevelopment in Upwood, Bury, and Ramsey is causing urbanisation and pollution, eroding the area's rural character. • Opposition to southern industry placement near Fairmead Park; proposal to relocate it north by the hangars and reserve the south for green space or recreation. • Some worry that better connectivity between development phases may lead to rat-running, and that connecting residential and industrial areas by road is seen as inappropriate. • There are concerns about losing mature hedgerows and trees, displacing wildlife like foxes, bats, owls, and deer, and requests for Tree Preservation Orders to safeguard the area. • Site Promoters generally back the growth strategy and allocations at Bury 3 and Ramsey 1 but have concerns about housing numbers, infrastructure, employment uses, and environmental standards, and request policy and site distribution changes to enhance deliverability and viability.	• Criterion d. of the draft policy requires an assessment of flood risk and a detailed drainage strategy to support development. • HDC are working with partners and the CPCA on the delivery of strategic road and infrastructure requirements. The Local Plan is also supported by a Strategic Transport Study and Infrastructure Delivery Study. A Water Cycle Study assessing waste water capacity has been undertaken working closely with Anglian Water, this includes reviewing Assets Management Plans to accommodate future growth. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. Concerns regarding wider transport issues are noted, the draft policy requires provision of safe vehicular and pedestrian access supported by a transport assessment and travel plan. No changes made. • The draft policy requires 9.2ha of the site, some 65% of the total site area to include green infrastructure. This will provide important landscaping and opportunities to support wildlife and habitats. • Site promoter support and vision document welcome, the vision document shows that the employment uses will indicatively be located on the southern edge of the site separated from residential properties to the east by landscaping and a tree belt. The draft policy requires that an assessment of noise, light, air, and dust pollution impacts from the proposed employment be made with mitigation in place. • Anglian Water support noted, criterion e. amended to require early engagement with AW on waste water flows. Comments are noted and will inform the housing trajectory which will be published at the next stage of Plan preparation.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Ramsey 2 (12 comments) • Concerns include limited transport infrastructure: narrow roads, traffic near schools, poor public transport, long distances to amenities, and issues with site accessibility, sustainability, and connectivity. • Waterlogging and flooding are ongoing concerns that may worsen with further development. New projects should be phased due to Ramsey WRC network limits until a solution is found. Anglian Water supports policies requiring agreement with the EA and Anglian Water on wastewater flows. • Concerns about heritage and conservation have led to calls for comprehensive assessments to safeguard the Ramsey Conservation Area, the Abbey's historic setting, and associated assets. • Impact on local landscape, preserving features like hedgerows and a heritage oak, and ensuring development integrates with the Museum Meander Walk. • Concerns about losing Abbey College's playing fields, as their necessity and any replacements remain unclear, casting doubt on the site's deliverability. • Site promoters support as a logical, sustainable expansion of Ramsey, noting the landowner's efforts to address technical, heritage, and environmental issues through planning, collaboration, and prioritising sensitive design and biodiversity.	• Concerns regarding wider transport issues are noted, the draft policy requires provision of safe vehicular and pedestrian access supported by a transport assessment. No changes made. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criteria requires the retention of existing trees, hedges and boundary features to mitigate land[ace impact and requires a landscape plan or strategy. • Concerns regarding loss of playing fields are noted, the site promoter has commented with a commitment from the landowner to undertake early technical work, masterplanning and engagement with relevant stakeholders. • Site promoter comments noted.
Ramsey 3 (32 comments) • Development of the field would disrupt community events and vital car parking, threatening their viability and local income. • Site's position in the Ramsey Conservation Area, near listed buildings, raises heritage concerns. A Heritage Impact Assessment is recommended before any site allocation. • Flooding and wastewater issues require detailed modelling and upgrades before development. Consultation with relevant authorities is necessary, and areas at risk may need to be excluded from plans. • Road safety and access on Wood Lane are problematic, due to speeding and lack of footpaths or cycle links. • Regular noisy events may conflict with future residential use, risking complaints and event restrictions.	• Upon review of the concerns and objections raised to Ramsey 3, the site has been removed as a draft allocation despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses.

Main Issues Raised	Council Response / How the Council has taken this into account
• Development threatens Ramsey's valued green fringe, important for wellbeing and biodiversity. • Preference is for alternative sites in Ramsey or better-served settlements, supported by local surveys opposing development. The field should be de-allocated unless impacts are proven manageable. • The landowner supports development if master planning delivers better community facilities and open space, subject to technical studies and engagement in 2026. • Past appeals dismissed development over heritage and overdevelopment concerns. Current allocation should be rejected unless strong new evidence addresses these issues.	

Service Centres

Main Issues Raised	Council Response / How the Council has taken this into account
General comments (8 comments) • The Plan over-relies on large strategic sites, risking delayed delivery due to complexity, viability, market conditions. Delivery review mechanisms should be used and more smaller/medium sites should be allocated. • Buckden and Warboys have no allocations, site promoters consider east of Bishops Way, Buckden for up to 160 homes (CfS 210) and Fenton Road, Warboys for 170–195 homes (CfS:85) should be allocated, additional documents were submitted. • Anglian Water supports the draft site allocation policy requirements to seek agreement with the EA and Anglian Water regarding accommodating wastewater flows. • Concerns about sustainability of Somersham, impact on village character and services without proper investment. Public and active transport is unsuitable for daily needs, GP capacity issues, congested High Street and safety of the B1050 and B1086. • Support for use of traditional architecture in schemes and banning demolition of pre 1950s buildings.	• The Preferred Options Plan proposes allocations of varying scales across various settlements in the district.The Council is working proactively with the CPCA and infrastructure partners in delivery the necessary infrastructure to unlock transformational levels of growth. The Local Plan is also supported by an Infrastructure Delivery Study. • Additional small and medium sized sites have been identified to add to the 5YHLS and will be consulted upon through May to June 2026. • Of the sites promoted in Buckden and Warboys none were put forward as draft allocations as they were either discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration. • Anglian Water support noted. • Concerns regarding cumulative impact on Somersham are noted and Somersham 2 has been removed as a draft allocation. • The Plan seeks high quality design that reflects local character and distinctiveness.
Brampton general (6 comments) • Promoters argue unallocated sites are deliverable, sustainable and under assessed providing further technical evidence. Inconsistencies in the SA and LAA assessments has been highlighted.	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated: • Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the A1 and Thrapston Road for housing. • Land to the North of Thrapston Road (CfS 320) for 10–15 homes as it is an infill site. • Park Farm (CfS 222,224,225226) for employment/mixed-use site covering four parcels of land as one linked development supported by wide technical evidence including odour assessments, noise, employment demand etc. • Land North of Thrapston Road and South of the A141, (CfS: 342) promoter states the smaller parcel is suitable for housing/commercial development as it is well served with manageable constraints. • Residents argue Brampton faces over intensification without the appropriate addition of infrastructure to serve the cumulative impacts of growth. In particular transport capacity (A1,A14,A141 and Brampton Hut); flood risk, drainage and waste water gaps; landscape, heritage, pollution and environmental impacts. • Concerns raised at the lack of Infrastructure Delivery Plan to demonstrate mitigation for the growth on infrastructure.	A1 and Thrapston Road for housing - the Council is very concerned about the harm to resident amenity due to its proximity to the strategic road network. There are also concerns about how a development here could be successfully integrated as the neighbouring development has been designed so that there is limited vehicular access to this site. The intention for this parcel of land was to be retained as a landscape buffer. • Land to the North of Thrapston Road (CfS 320) for 10–15 homes as it is an infill site - no substantive new evidence, concerns remain. • Park Farm (CfS 222,224,225226) for employment/mixed-use site covering four parcels of land as one linked development supported by wide technical evidence including odour assessments, noise, employment demand etc - The collective four parcels have been assessed in full in the LAA and SA but Council are still concerned over unacceptable landscape and traffic impacts. • Land North of Thrapston Road and South of the A141, (CfS: 342) promoter states the smaller parcel is suitable for housing/commercial development as it is well served with manageable constraints - no substantive new evidence, concerns remain regarding highway safety and integration challenges. • Concerns are noted. The Local Plan is supported by various technical studies and assessments including a Habitats Regulation Assessment, Strategic Flood Risk Assessment, climate change evidence, Housing Needs Assessment, Employment Study, Strategic Transport Study and an Infrastructure Delivery Study.
Brampton 1 (4 comments) • Objections cite concerns about noise, poor future living conditions due to the site's location near the A141 junction and Thrapston Road, and insufficient wastewater treatment at Brampton WRC. • Anglian Water advises any development be phased alongside infrastructure upgrades. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed. MLC should	• Concerns are noted, the draft policy includes criterion e. which seeks the provision of suitable noise, light and air quality mitigation measures in relation to the A141. The draft policy LP30 - Preventing and reducing air pollution will also apply to future applications made on site. • Anglian Water comments regarding phased development in line with infrastructure are noted and will be considered as part of the housing

Main Issues Raised	Council Response / How the Council has taken this into account
be referenced alongside the EA and LLFA. Good to see reference to MLC engagement re stresses in our system. • Heritage issues are also raised, as most of the western site is a scheduled monument, prompting calls for a Heritage Impact Assessment and consultation with Historic England.	trajectory preparation for the submission Local Plan. • Reference to the MLC and Sawtry IDB now included within the supporting text. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
Brampton 2 (6 comments) • Concerns include inadequate transport infrastructure, poor road conditions and access, pedestrian safety risks, and increased congestion. Flood risks involve more surface runoff from developing the site and reduced floodplain capacity, with calls for design changes to address these issues. • Wastewater upgrades are needed for connections and access to a sewer to the SW road boundary will need to be safeguarded • Some concerns regarding potential antisocial behaviour while some support the project for better access and leisure. • Historic England require policy integration relating to heritage impacts.	• Concerns are noted, the draft policy includes requirement for masterplanning and also a requirement for a flood risk assessment and detailed drainage strategy. • Criterion added to require the safeguarding of suitable access for the maintenance of existing water supply infrastructure. Supporting paragraph 11.16 amended. • Policy LP 20 of the Local Plan provides guidance on the creation of well designed places including requirements for promoting safe and enjoyable public amenity spaces • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
Fenstanton general (4 comments) • A promotor suggests the inclusion of mixed-use development on Conington Road, Fenstanton, citing its viability for early housing delivery. • Concerns include inadequate infrastructure resulting in; increased traffic and congestion; flood risk; existing utility issues; and environmental impact. • Some residents think up to 100 new homes could be managed, prioritising affordable options for first-time buyers and families but large-scale projects may overwhelm the village.	• Conington Road, Fenstanton - the site promoter did not submit any substantive new evidence to justify adding the site in as a draft allocation. Concerns remain regarding how the site could effectively integrate with the existing place and community due to its physical detachment, safety concerns due to potential increased usage of underpass to access Fenstanton, adverse impacts on the landscape and on heritage assets. • Infrastructure concerns, traffic congestions and flood risk and environmental issues are noted and addressed through policy and criteria.. • Welcome support for development, the draft Local Plan does not allocate housing sites in Fenstanton but policies in the Plan support any sustainable windfall development which could come forward over the lifetime of the Plan.
Fenstanton 1 (18 comments) • Promoters and some residents favour the allocation and policy. Promoters commit to technical studies and roundabout solutions. • Anglian Water require development to account for the pressurised sewer on site and ensure access for maintenance, with any relocation requiring formal approval from Anglian Water. Due to existing network and treatment capacity	• Support form the site promoter is noted and welcomed. Commitment to undertake technical studies set out in the draft policy is welcomed. • Criterion c. amended to identify the rising main along the southern boundary and across the south west corner of the site as identified by Anglian Water. Paragraph 11.26 of the supporting text updated too.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
constraints, future growth in the Huntingdon area will need to be phased and supported by strategic infrastructure planning. • Historic England raises concerns regarding the Manor House and listed buildings, and calls for a Heritage Impact Assessment. • Several challenges were raised, including flood risks from Zones 2 and 3, the need for clearer biodiversity net gain, congestion at the Galley Hill junction requiring redesign, and necessary improvements to Marsh Lane and travel routes. • Minerals and Waste suggest changes to point l. of criteria.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Concerns regarding the site are noted and the policy addresses each of these issues within the criteria. • Amended criterion l. to state 'make best use of minerals (sand and gravel) located within the site' as requested by the Minerals and Waste Authority.
Godmanchester general (7 comments) • A petition signed by 86 residents seeks an infrastructure-first approach for all allocations. • Repeated concerns expressed over the capacity of Godmanchester's infrastructure to accommodate more growth. • Criticism expressed of evaluating possible sites in isolation rather than as a single transport system around the A1198/A1307/A14 corridor • Disproportionate level of growth proposed for Godmanchester compared to other Service Centres, particularly Brampton • Strong lobbying for Emmanuel Knoll Village in which the site promoter contends that the three Preferred Option allocations face major transport and highways constraints, with heavy reliance on the uA141 scheme, poor active travel conditions, and significant congestion impacts. In contrast, Emmanuel Knoll Village is positioned as the most deliverable, sustainable, and lowest-risk strategic site, capable of early delivery and not dependent on major external infrastructure with evidence presented claiming that access challenges can be overcome. Substantial additional information provided. • Site promoter urging inclusion of land off Bluegate (CfS 23-24180) asserting that access is achievable and the character likely to change significantly due to preferred sites	• The concerns regarding infrastructure to accommodate growth and the cumulative impact of development are noted. The Local Plan is supported by various technical studies and assessments including a a Strategic Transport Study and an Infrastructure Delivery Study - these have shaped the preferred strategy and sites set out in the Preferred Options Local Plan and sets out the infrastructure mitigations required to enable development through the plan period. • More growth is allocated in Godmanchester than Brampton, this is primarily due to the other sites promoted in Brampton that did not progress to draft allocations being discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration. • Emmanuel Knoll Village is an extension to Godmanchester, however, would result in a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence. • Land off Bluegate (CfS 23-24180) - upon review, this land has been included within the collective site area of Godmanchester 2. It has the potential to deliver housing development and also provide connectivity to areas of greenspace.
Godmanchester 1 (8 comments) • General support for redeveloping this brownfield site in a sustainable location and protecting Portholme SAC.	• Support noted and welcomed. • Additional information included within the allocation criteria and supporting text to address active travel solutions as reflected in approved application 25/01587/FUL.

Main Issues Raised	Council Response / How the Council has taken this into account
• Potential for an active travel route through the site should be safeguarded. • Heritage concerns raised regarding proximity to conservation areas, listed buildings and scheduled monuments; Historic England seeking an HIA before allocation. • Anglian Water requests safeguarding access to existing water mains and does not support temporary foul-water mitigation. • Wastewater capacity issues at Huntingdon WRC; development likely dependent on AMP9 solutions. • Limited ability to deliver community benefits due to viability constraints.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. • Anglian Water comments regarding phased development inline with infrastructure are noted and will be considered as part of the housing trajectory preparation for the submission Local Plan. • The site is under construction.
Godmanchester 2 (28 comments) • Requests for additional retail (grocery/supermarket), bigger play areas, and clarity on estate management and service adoption. • Objections cite adverse landscape and visual impact effects and erosion of rural setting/settlement edge; fear of coalescence with The Lattenburys; Town Council concerned about local identity and impact on the character of Godmanchester. • Desire for strategic green infrastructure, play space, biodiversity net gain. • Wildlife Trust concerned about Portholme recreational pressure; Sport England seeking protection of adjacent playing fields. Some challenge the fixed 5.1 ha BNG figure. • Support for a new A1198 roundabout, but strong asks for active travel links, multiple crossings, speed reduction, and stubs for future expansion; concern over congestion and safety without a full transport strategy. • Anglian Water flags Huntingdon WRC shortfalls (no AMP8 capacity; phasing to AMP9+), opposes short-term foul mitigation, and requests safeguarding access to water infrastructure. Developers contest making AWS sign-off a pre-condition given statutory duties. • Surface-water flooding linked to Stoneyhill Brook, London Road/Crowhill, and A1198; calls for sequential testing, detailed modelling, and remediation before further growth. Several seek deletion of the allocation or rerouting/mitigation; drainage from new road questioned. • Promotion of land at Bluegate and Emmanuel Knoll Village as alternative or additional sites.	• Retail, play areas etc. Will be addressed through the planning application. • Concerns are noted, this site will form as an expansion to Godmanchester, whereas The Lattenburys is designed to be a standalone community. Landscaping and green infrastructure is proposed to retain a rural edge. • Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. • The draft allocation requires that land around Stoneyhill Brook and bordering Silver Street must be used for natural green space or biodiversity net gain totalling a minimum of 6.8ha. • Within the policy a safe crossing point has been added to the requirement for a new roundabout. • Anglian Water comments regarding phased development inline with infrastructure are noted and will be considered as part of the housing trajectory preparation for the submission Local Plan. Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. • The draft allocation requires a flood risk assessment and that built development be sequentially located in flood zone 1. The draft allocation also includes land for natural green space which can provide flood management and a betterment to the current flooding issues experienced locally. • Land off Bluegate (CfS 23-24180) - upon review, this land has been included within the collective site area of Godmanchester 2. It has the potential to deliver housing development and also provide connectivity to areas of greenspace. This

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	• increases the draft allocation to include about 550 homes. • Emmanuel Knoll Village is an extension to Godmanchester, however, would result in such a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence.
Godmanchester 3 (5 comments) • Alternative site Brampton Road, Buckden (CfS:281) promoted as more suitable: extant permission, faster delivery, better location, and meets SME B2/B8 needs. • Highways Authority supports allocation but stresses careful design to avoid worsening safety at the A14 dumbbell roundabout. • Anglian Water highlights wastewater capacity constraints at Huntingdon WRC; development may need phasing and cannot rely on short-term foul drainage measures; requests safeguarding of water-main access. • Town Council sees commercial use as appropriate but seeks clarification on potential A14 access/ slip-road upgrades and associated traffic impacts on A1198 and Lattenburys.	• Brampton Road, Buckden (CfS:281) - significant constraints remain including impact on Great Ouse Valley and minerals and waste. This site is therefore not considered as a suitable alternative to Godmanchester 3. • Highways Authority support noted, further information has been provided in supporting paragraph 11.60 to identify that design will need to ensure that it does not adversely impact on safety performance of the existing roundabout. • Criterion added to require the safeguarding of a suitable access for the maintenance of existing water supply infrastructure. Further information added to supporting paragraph 11.58. Anglian Water comments regarding phased development inline with infrastructure are noted. • Support from Town Council noted. Access and traffic impacts are addressed through criteria in the policy and supporting text, which will be addressed as part of the planning application.
Kimbolton general (3 comments) • Insufficient allocations for Kimbolton given its role as the largest settlement in the west of the district. • Housing growth already exceeding the draft plan's intentions, with approvals far beyond the 25-unit allocation. • Opposition to large-scale expansion that would reduce access to or quality of local amenities and services, particularly from Catworth. • Pressure on local services, particularly the already stretched Kimbolton Health Centre, affecting surrounding villages.	• Of the remaining sites promoted in Kimbolton, none were put forward as draft allocations as they were either discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration.
Kimbolton 1 (3 comments) • Anglian Water confirms no assets on site, supports a surface-water strategy, and indicates wastewater capacity is sufficient but that the developer should work with them on a sustainable sewer connection.	• Anglian Water support and comments welcome. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The site has a Level 2 SFRA and a sequential test undertaken, since the publication of the draft

Main Issues Raised	Council Response / How the Council has taken this into account
• Heritage impacts are a major concern, requiring a formal Heritage Impact Assessment before the site can be justified. • Parts of the site fall within Flood Zones 2–3, and required Sequential/Exceptions Tests should occur at plan-making, not application stage so the site is undeliverable and should be removed from the Local Plan.	policy, 25/00433/FUL for 23 homes was approved in February 2026 therefore demonstrating that flood risk on site can be overcome.
Kimbolton 2 (2 comments) • Anglian Water advise an onsite drainage/wastewater solution will be required subject to Environment Agency consents. • Landowner supports overall but seeks clearer guidance on sustainable transport obligations and states the site is deliverable early with a development partner.	• Addition to criterion e. to require a site drainage/ wastewater solutions in agreement with the Environment Agency to address Anglian Water comments. • Support noted from landowner. Sustainable travel will be determined in accordance with LP27 - Supporting active and sustainable travel.
Little Paxton general (1 comment) • Concern over useability of the online consultation portal and request for clearer signposting and an easy-to-use site list by parish or settlement.	• Concerns noted, an engagement strategy was prepared which utilised various forms of engagement from the online consultation portal, site notices, posters at leisure centres and documents at libraries. Also, documents were sent to Parish and Town Councils, the Local Plan consultation was publicised at various events such as the Climate Conference and Business events. There were also a series of public exhibitions and a how to video and guide to explain how to submit comments.
Little Paxton 1 (14 comments) • Key objections focused on the site's closeness to a quarry, recycling plant, and haul road, with concerns about dust, noise, vibration, loss of outlook and suitability for homes. • Other major issues included unsafe access, physical separation and possible isolation from the village, impacts on wildlife, risks to mineral operations, flooding, drainage, and strain on infrastructure like schools and healthcare. • Concern raised over highway safety and wider access to the highway network. • Concern that development would change the character of the area and reduce community access to a valued local amenity. • Anglian Water identify no assets within the site. The need for a surface water drainage strategy for the site should be required as part of the proportional flood risk assessment. A growth scheme for St Neots WRC is planned for delivery in AMP8 to accommodate future growth in the	• Concerns noted, the criteria within the draft allocation policy seek to overcome issues regarding transport, ecology, flood risk, pollution, and infrastructure. The criteria within the policy will also be used alongside the other policies in the Local Plan. • Anglian Water support noted, criterion e. requires a surface water flood risk assessment. Criterion f. updated to identify early engagement with the EA and AW on wastewater capacity. • Criterion k. amended to address Minerals and Waste comments, stating that development or its future occupancy must not adversely affect the operation, restoration or aftercare of Little Paxton Quarry (Minerals Development Area) located immediately adjacent to the north of the site. Supporting paragraph 11.86 updated to reflect their comments. • Support from site promoter welcome.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
WRC catchment - early engagement with AW is recommended. • Minerals & Waste Authority require that criterion k. be updated to ensure that development or its future occupancy must not adversely affect the operation, restoration or aftercare of Little Paxton Quarry (Minerals Development Area) located immediately adjacent to the north of the site - appropriate noise and air quality assessment and mitigation will be required regarding mineral extraction. • The site promoter supports the site as viable, available and deliverable and agrees with the criteria set out within the allocation.	
Little Paxton 2 (12 comments) • Concerns that current A1 junction is unsafe; congestion at Mill Lane bridge; expected traffic increase. Requests include redesigning the junction, lowering speed limits, and adding a roundabout. • Concerns about noise, air pollution, and vibration due to proximity to A1; potential landscape impact and loss of farmland; minerals assessment needed. • Concerns around flooding at Mill Lane bridge, variable groundwater, reliance on culverts; complex drainage systems require better infrastructure protection and water/sewer planning. • Site risks creating isolation; ask for safe pedestrian/cycle paths and stronger integration with the village. Village growth strains schools, healthcare, parking, and river bridge; scale of proposed development seen as excessive. • Fears over increased recreation and ecological harm to Paxton Pits Nature Reserve (SSSI); requests for assessments, enhancement plans, and SPA status consideration. • Anglian Water identify there is a water main and rising main (pressurised sewer) on the eastern (B1041) boundary to the site and seek appropriate maintenance access to it. The need for a surface water drainage strategy is supported. A growth scheme for St Neots WRC is planned for delivery in AMP8 to accommodate future growth in the WRC catchment - early engagement with AW is recommended. • Minerals & Waste Authority require that criterion j. and supporting text be updated to require a minerals assessment that development should	• Concerns noted, the criteria within the draft allocation policy seek to overcome issues regarding transport, ecology, flood risk, pollution, active and sustainable travel. The criteria within the policy will also be used alongside the other policies in the Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the eastern boundary of the site. Supporting paragraph 11.94 updated as well. • Criterion j. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development and undertake a Minerals Resource Assessment. Supporting paragraph 11.98 updated to reflect their comments. • Support from site promoter welcome. Capacity increased to 410 and delivered as a phased development.

Main Issues Raised	Council Response / How the Council has taken this into account
maximise incidental extraction of any minerals as part of development. • Promoter supports allocation, suggests raising housing cap, wording changes, and ongoing dialogue.	
Sawtry general (0 comments) • No comments	• No comments to address
Sawtry 1 (11 comments) • Concern about cumulative flood risk from Sawtry 1, Sawtry 2 and existing developments, withcalls for settlement wide flood and drainage and traffic modelling rather than site by site assessment. • Anglian Water support need for a surface water drainage strategy and confirms no AW assets on site. • Minerals and Waste Authority suggest deletion of criterion j. as it is adequately addressed • Safety and connectivity issues raised over Glatton Road/Sawtry Road, calls for dedicated pedestrian and cycle links and road improvements. • Need for provision/ funding for fire & rescue and police facilities. • Environmental concerns focus on lack of strategic natural greenspace, with recommendations for a single 10–20 ha nature area to prevent recreational pressure on nearby protected sites. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank. • Site promoter supports allocation but request clarifications and more flexible policy wording around access, flood risk, open space and infrastructure. • Deliverability concerns, especially around access through the approved development (22/01080/REM) and whether technical evidence supports the scale of allocation.	• Concerns noted regarding cumulative impact and also deliverability of housing in this location. The site forms an extension to an already approved development which is now under construction. • Anglian Water support noted and welcomed. • Criterion j. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Criterion i addresses active travel connectivity to Sawtry. No change made. • Funding for emergency services is addressed through developer contributions, no change made. • The draft allocation includes 2ha of open space within the development, this equates to a little over 15% of the site area and considering the potential population within the development would be in excess of the minimum greenspace standard of 3ha/1,000 population. Therefore, the provision is considered to be appropriate and no changes have been made. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements. • Support from site promoter noted criteria reviewed and are consistent across other comparable sites so no changes made.
Sawtry 2 (6 comments) • Anglian Water support need for a surface water drainage strategy and confirms no AW assets on site. • Minerals and Waste Authority suggest deletion of criterion j. as it is adequately addressed • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and	• Anglian Water support noted and welcomed. • Criterion j. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water'

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Environmental concerns focus on lack of strategic natural greenspace, with recommendations for a single 10–20 ha nature area to prevent recreational pressure on nearby protected sites. • Site promoter supports allocation, though requests refinements to policy wording to improve clarity and ensure proportionality. • Objection that allocating Sawtry 1 and Sawtry 2 alongside an existing 350 home development is unsound should not proceed without a full settlement wide cumulative impact assessment.	• The draft allocation includes 1ha of open space within the development, this equates to 15% of the site area and considering the potential population within the development would be in excess of the minimum greenspace standard of 3ha/1,000 population. Therefore, the provision is considered to be appropriate and no changes have been made. • Support from site promoter noted, criteria reviewed and are consistent across other comparable sites so no changes made. • Concerns noted regarding cumulative impact.
Sawtry 3 (8 comments) • Anglian Water support need for a surface water drainage strategy and identifies there is a water main along its eastern boundary. Safeguarding of suitable maintenance access is sought. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and on-site archaeological remains, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Minerals and Waste Authority suggest deletion of criterion k. as it is adequately addressed. • Environmental concerns focus on lack of strategic natural greenspace, with recommendations for a single 10–20 ha nature area to prevent recreational pressure on nearby protected sites. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Cambridgeshire Fire and Rescue highlight need for provision/ funding for fire & rescue and police facilities. • Objection that allocation relies on unproven flood-risk mitigation, depends on a failing foul drainage system with no guaranteed upgrades, and lacks evidence that cumulative or downstream risks can be safely managed. • Site promoter supports allocation and requests expanding the site boundary to enable a landscape-led scheme, noting ongoing technical	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the eastern boundary of the site. Supporting paragraph 11.123 amended. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion k. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • The draft allocation includes 3ha of open space within the development, this equates to 16% of the site area and considering the potential population within the development would be in excess of the minimum greenspace standard of 3ha/1,000 population. Therefore, the provision is considered to be appropriate and no changes have been made. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Funding for emergency services is addressed through developer contributions, no change made. • Concerns noted, the criterion within the draft allocation policy seek to overcome the concerns highlighted alongside the other policies in the Local Plan. This includes flood risk and drainage. • Support from site promoter noted. The site boundary has not been expanded as the capacity assessment in the LAA found that 330 homes can be accommodated on 50% of the site area, allowing for sufficient landscaping, open space

Main Issues Raised	Council Response / How the Council has taken this into account
work, pre-application engagement and an intention to submit a planning application in early 2026.	and biodiversity to be provided within the site boundary keeping the site more tightly contained to the existing settlement.
Sawtry 4 (5 comments) • Anglian Water support need for a surface water drainage strategy for the site and confirms no AW assets on site. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and archaeological remains, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Minerals and Waste Authority suggest deletion of criterion i. as it is adequately addressed, • Site promoter supports the allocation but seeks to revisions to allow greater flexibility for a range of commercial uses, ensuring the development can adapt to market needs while retaining open space, key landscape features and sustainable design principles.	• Anglian Water support noted and welcomed. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Criterion i. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted - an extended use class has been included in criterion 2 to allow for greater flexibility.
Sawtry 5 (5 comments) • Anglian Water support need for a surface water drainage strategy and identifies there is a water mains running along the boundaries of the site. Safeguarding of suitable maintenance access is sought. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and archaeological remains, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Minerals and Waste Authority suggest deletion of criterion g. as it is adequately addressed. • Site promoter supports the allocation providing evidence that flood risk, drainage, access and	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the boundaries of the site. Supporting paragraph updated. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Criterion g. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted and further technical evidence documents welcome.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
design requirements can be met, and requesting that related policies, particularly biodiversity net gain, are applied reasonably and consistently with national guidance.	
Sawtry 6 (4 comments) • Anglian Water support need for a surface water drainage strategy and identifies there is a water mains running along the boundaries of the site. Safeguarding of suitable maintenance access is sought. • Middle Level Commissioners and Sawtry IDB discharge consent will be needed, MLC should be referenced alongside the EA and LLFA and Byelaws do not allow development within 20m of the top of bank and infilling of ditches must be avoided (not should) or compensated for. • Minerals and Waste Authority suggest deletion of criterion h. as it is adequately addressed. • Site promoter supports the allocation but requests that the full site boundary be included and that the policy allow B2 and B8 uses to come forward independently to provide greater flexibility in line with market demand and national policy.	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the boundaries of the site. Supporting paragraph 11.149 updated. • Reference to MLC and Sawtry IDB now provided in the supporting text alongside easements and reference to opportunities to 'give space to water' • Criterion h. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted. The uses have been have been amended to allow B2 and/or B8 uses on site to allow for greater flexibility. Land area has not been extended to include land to the north as this would increase land impacted by flood risk.

Somersham general (7 comments)
• Somersham Parish Council objects to the number of proposed site allocations totalling 321 homes, citing this is more than a third of Somersham's current housing stock. Seeks to reduce number of allocations.
• Parish Council also concerned that neighbouring development in Colne will impact Somersham more than Colne directly.
• Middle Level Commissioners identify some sites will need MLC and/ WSP IDB discharge consent
• Site Promoter for The Pasture, Somersham requests the Plan identifies the site as a committed housing site for around 13 homes (HLP2036 allocation SM3, CfS:107) and be extended over the further land covered by the permission in principle 23/01676/PIP.
• Several site promoters have put sites forward for allocation putting forward further evidence:
  ◦ Land at Parkhall Road, Somersham (CfS:23-24247) for 70 homes as the Waste Management Area constraint is obsolete.
  ◦ Land North of Newlands Way, Somersham for 55 homes, a site not previously submitted.
	• Somersham PC's comments are noted. Concerns regarding the cumulative impact of all developments on the village and local services and infrastructure are noted. Following a review of sites, Somersham 2 will be removed from the draft Local Plan based on its scale and also integration challenges and landscape impact. This reduces the number proposed in Somersham by 140 homes.
	• MLC comment noted.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  ◦ The Pasture, Somersham (HLP2036 allocation SM3, CfS:107) - there is a statement in the Local Plan that identifies that existing planning permissions are included in the commitments and are still expected to be built out, also the site benefits from a planning permission on the additional unallocated land so already counts towards the Council's housing commitments.
	  ◦ Land at Parkhall Road, Somersham (CfS:23-24247) - no substantive new

Main Issues Raised	Council Response / How the Council has taken this into account
• Parkhall Nursery & Garden Centre, Somersham (CfS23-24169) for 20 – 30 homes as it is previously developed and considers ecological concerns are untested. • Land east of Parkhall Road, Somersham (CfS:102) for 60 homes as technical evidence shows it is a suitable and capable of delivering policy compliant development.	evidence , concerns remain and there are more sequentially preferrable sites. • Land North of Newlands Way, Somersham for 55 homes, a site not previously submitted. The site would rely upon adjoining land to the south to be developed first, there are also concerns regarding the cumulative impact of allocating further development in Somersham. • Parkhall Nursery & Garden Centre, Somersham (CfS23-24169) - no substantive new evidence, concerns remain including the location of the site to enable sustainable development. • Land East of Parkhall Road, Somersham (CfS:102) for 60 homes providing further information - no substantive new evidence, concerns remain and there are more sequentially preferrable sites.
Somersham 1 (15 comments) • Comments raised issues on highway safety, congestion, flooding, drainage, infrastructure capacity and density of development integrating with the village. • Site promoter supports the allocation and consider the allocation sustainable and manageable with mitigation. • Minerals and Waste Authority recommend adding to supporting text site's location within sand and gravel mineral safeguarding area and seeks the best use of minerals incidentally extracted as part of development. • Anglian Water support need for a surface water drainage strategy and that there is a rising main along the eastern boundary to the site. Safeguarding of suitable maintenance access is sought.	• Concerns noted, the criterion within the draft allocation policy seek to overcome these issues alongside the other policies in the Local Plan. • Support from site promoter noted. • Criterion added to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the rising main along the eastern boundary of the site. Supporting paragraph 11.158 updated.
Somersham 2 (14 comments) • Access on St Ives Road raises safety concerns alongside congested B-roads (B1050, B1086) and the High Street too narrow to upgrade. • Infrastructure is already overstretched, including transport, services, community facilities and wastewater. • Anglian Water identify the site will need to be phased and that there are no assets within the site and Fens Reservoir corridor does not interface with this site. Supports need for a surface water drainage strategy.	• Following a review of comments received from residents and stakeholders, who cite concerns regarding infrastructure capacity, cumulative impact of all draft allocations on the village, transport impacts, landscape harm and scale of the proposal, the site has been removed as a draft allocation.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Flooding issues present, including railway cutting flooding and proximity to sewage land drains. • The site forms valued open green space, providing important rural views on approaching Somersham. • Historic England state a heritage impact assessment is needed because development could affect nearby heritage assets, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Environmental and biodiversity sensitivities, including a wildlife-associated pond near the site. • Site promoter supports the allocation providing further information in support of the site.	
Somersham 3 (12 comments) • A comment recommends removing the allocation as the site is detached from the village would extend development further westwards. • Infrastructure is already overstretched, including transport, services, community facilities and wastewater. • B-roads (B1050, B1086) are in poor condition and have safety concerns, and the High Street too narrow to upgrade • Anglian Water identify the site will need to be phased and that there are no assets within the site and Fens Reservoir corridor does not interface with this site. Supports need for a surface water drainage strategy. • Minerals and Waste Authority suggest deletion of criterion h. as it is adequately addressed. • Site promoter supports the allocation but recommend policy wording on flood risk, foul drainage, active travel and mineral safeguarding are updated.	• Concerns noted, the criterion within the draft allocation policy seek to overcome these issues alongside the other policies in the Local Plan. The site provides regeneration opportunities and the ruse of previously developed land. The site already has an access established from Chatteris Road but the policy still requires a transport assessment to assess transport impact. • Anglian Water support noted, comments regarding phased development inline with infrastructure are noted and will be considered as part of the housing trajectory preparation for the submission Local Plan. • Criterion h. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Support from site promoter noted. No amendments made to the criteria for flood risk, these have been informed by the Level 2 SFRA, the site developer will be required to undertake a flood risk assessment using the most up to date information at the time. Reference to waste water flows in criterion d is amended to note agreement with the Council.
Somersham 4 (11 comments) • Further investigations on flood risk required. • Infrastructure is already overstretched, including transport, services, community facilities and wastewater. • Anglian Water identify the site will need to be phased and that there are no assets within the	• Concerns noted, the criterion within the draft allocation policy seek to overcome these issues alongside the other policies in the Local Plan. • Anglian Water support noted, comments regarding phased development inline with infrastructure are noted and will be considered as part of the

Main Issues Raised	Council Response / How the Council has taken this into account
site and Fens Reservoir corridor does not interface with this site. Supports need for a surface water drainage strategy. • Site is currently under consideration by Neighbourhood Plan panel as providing valuable open green space and views towards to the countryside as an 'introduction' to this rural village.	housing trajectory preparation for the submission Local Plan. • The site is a current allocation in the Local Plan to 2036, which is a strategic policy. Identifying the site as open space in any future Neighbourhood Plan would therefore be in conflict with the basic conditions that Neighbourhood Plans are required to comply with.
Yaxley general (7 comments) • Yaxley PC and residents support limited development at Eagle Business Park, Phase 3, citing issues of flooding, strained infrastructure, green space loss, and impacts on services and wildlife. They oppose further growth and request transparent, phased planning with thorough assessments and public consultation. • A promoter for land south of Main Street supports more housing, stating amenities and sustainability justify it, with Anglian Water backing drainage adequacy. • Middle Level Commissioners letter commenting on water and flood management for land south of Main Street and further engagement is needed with MLC and well as technical studies. • Another promoter at Norman Cross proposes large-scale logistics and warehousing, promising up to 4,550 jobs and addressing employment space needs. Their plan includes environmental mitigation and is supported by technical reports.	• Support for employment growth noted and welcomed. Concerns are also noted, the criteria within the draft allocation seeks to overcome these concerns alongside the technical evidence base supporting the Local Plan. • Main Street, Yaxley - this site was not included as a draft allocation due to significant concerns raised at local exhibitions and in response to the consultation regarding significant flooding and drainage issues being experienced across Yaxley. It was therefore deemed inappropriate to carry forward any residential led allocations at this time. • Norman Cross, Yaxley – this was discounted through the in-combination LAA and SA assessment due to very significant concerns regarding impact on Yaxley and Great Fen, as well as transport impact on the A1 and concerns around impacts on A1 and A15 junction at Norman Cross.
Yaxley 1 (2 comments) • The southwestern site has a rising main, so access for sewerage maintenance must be preserved. Anglian Water request sewerage infrastructure access safeguarding wording to be added and advise a surface water drainage strategy is advised. The Yaxley Pathfinder Project found serious issues with surface water misconnections and infiltration, and the Peterborough (Flag Fen) WRC catchment has network capacity problems under review. Developers should consult Anglian Water for sustainable wastewater connections. • Middle Level Commissioners support criterion b. and e. MLC discharge consent and fee will be required prior to construction and this is independent from planning permission. There is opportunity for development to improve public access and use of Pig Water including for paddle sports.	• To address Anglian Water comments, an additional criterion has been added to preserve an access to allow for the maintenance for the rising main in the southwest of the site. Supporting paragraph 11.190 updated. • The policy already requires a flood risk and detailed drainage strategy and also engagement wit the EA and AW to secure sustainable wastewater connections can be achieved so no changes made. • Support from MLC is noted and welcomed. • Planning application 23/00973/OUT has been approved for the site.

5 Preferred Options

Local Service Villages

Main Issues Raised	Council Response / How the Council has taken this into account

General comments (16 comments)
• Comments of support that Sibson Garden Village had not been included as a draft allocation
• Elton should have a higher sustainability score
• Holywell-cum-Needingworth PC consider Needingworth should not be in this category as services have not changed since the last local plan.
• Commentary on why there are limited allocations in Service Centres in western Huntingdonshire although allocations in Local Service Villages
• Transport and accessibility to these villages raised.
• Hemingford Grey PC objects to the cumulative effect of proposed allocations in the area north of the River Great Ouse in and around St Ives from Wyton-on-the Hill through the parishes of Houghton & Wyton, Needingworth, and Bluntisham adversely impacting traffic infrastructure.
• Support for use of traditional architecture in schemes and banning demolition of pre 1950s buildings.
• Site promoters seek allocation of their sites:
  • Hemingford Grey Lake, Marsh Lane, Hemingford Grey (CfS:216) for leisure moorings and submitted documents to address suitability, ecology, flood risk and highways
  • Land between Duck Street and Wansford Road, Elton (CfS:59) for residential development citing that the existing committed permissions in Elton include holiday lodges which are not permanent so a housing allocation is required.
  • Mill Lane Field, Hemingford Grey (CfS:29) for open space
  • Field South of St Ives Road, Hemingford Grey (CfS:170 and CfS:105) for open space and local infrastructure by Parish Council and residential by landowner
  • Land west of Farcet (CfS:108) as it is considered to provide a logical, flood safe village extension that could enhance local services and recreation.
  • Land east of Stow Road, Spaldwick (CfS:305) for 80 – 100 homes providing further technical evidence
	• Comments in support of not allocating Sibson Garden Village are noted.
	• Comments regarding Elton's and Needingworth positions in the settlement hierarchy are noted. There positioning was informed by the outcomes of the Sustainability of Settlements document.
	• Transport and accessibility by sustainable modes of transport across the district is varied, and this was a factor in determining the classification of settlements as local service villages.
	• Concerns noted regarding cumulative impact are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements. Needingworth 2 capacity has been reduced, Bluntisham 1 has been removed.
	• The Plan seeks high quality design that reflects local character and distinctiveness and supporting new green infrastructure by designating areas of strategic green and blue infrastructure in line with the LRNS and Nature Recovery Network, including the Great Ouse Valley.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Hemingford Grey Lake, Marsh Lane, Hemingford Grey (CfS:216) for leisure moorings and submitted documents to address suitability, ecology, flood risk and highways - no substantive new evidence, there are still fundamental concerns with the delivery of the site.
	  • Land between Duck Street and Wansford Road, Elton (CfS:59) for residential development citing that the existing committed permissions in Elton include holiday lodges which are not permanent so a housing allocation is required - no substantive new evidence.
	  • Mill Lane Field, Hemingford Grey (CfS:29) for open space - no substantive new evidence to overcome deliverability of open space uses.
	  • Field South of St Ives Road, Hemingford Grey (CfS:170 and CfS:105) for open space and local infrastructure by Parish Council and residential by landowner - no substantive new evidence to overcome deliverability of open space uses.

Main Issues Raised	Council Response / How the Council has taken this into account
	• Land west of Farcet (CfS:108) as it is considered to provide a logical, flood safe village extension that could enhance local services and recreation - concerns remain regarding coalescence between Farcet and Peterborough. • Land east of Stow Road, Spaldwick (CfS:305) for 80 – 100 homes providing further technical evidence. This site is being considered as an allocation. The new draft allocation will be drafted and consulted upon through May to June 2026.
Abbots Ripton general (2 comments) • The Parish Council supports moderate, sympathetic housing development taking account of the conservation status of the village and impact on local infrastructure.	• Support noted and welcomed.
Abbots Ripton 1 (21 comments) • Existing road network and junctions are unsafe, requiring mandatory off site mitigation, pedestrian links and speed management. • Significant local flooding, “valley effect” and downstream vulnerability demand more rigorous modelling and strengthened flood risk policy requirements. Concerns over failing of the sewage pumping station. • Misclassification of Bury Brook as an “ordinary watercourse” undermines assessment accuracy and regulatory compliance. Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important. • Local Plan wording must be tightened to require enforceable mitigation on transport, drainage, runoff rates and cumulative impacts. • Historic England identify need for a Heritage Impact Assessment due to proximity to heritage assets and to shape appropriate mitigation. • Concerns that Abbots Ripton lacks key services and public transport, raising questions about development sustainability. • Anglian Water identify need for a 15m buffer around the pumping station and safeguarding of sewer infrastructure which runs through the eastern area of the site. • Landowner emphasises capacity to deliver a well designed, community led scheme with supporting technical work.	• Concerns noted, the criteria within the draft allocation policy seek to overcome issues regarding transport and flood risk. The criteria within the policy will also be used alongside the other policies in the Local Plan. Additionally, the site has a Level 2 SFRA and has been subject of the sequential test. • reference to Bury Brook now included in policy and supporting text and reference to discharge and MLC included in supporting text. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion added to draft policy to address Anglian Water comments seeking an access to enable maintenance of existing water supply infrastructure. Supporting paragraph 12.9 updated. • Support from site promoter noted and welcomed.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Alconbury general (4 comments) • Allocations opposed due to scale of growth, inadequate infrastructure, overstretched facilities, increase traffic, and loss of rural character with risk of becoming part of Alconbury Weald. • New development on greenfield land would worsen long standing brook and surface water flooding issues with development favoured on brownfield sites. • Development should only proceed if robust flood, traffic and sewage infrastructure upgrades are delivered and enforced. • Development threatens local wildlife habitats and risks significant landscape harm, especially on exposed or sloping sites. • Site promoter for an alternative site land at School Lane (CfS:346) for 95 homes argues the site is sustainable and deliverable submitting a vision document.	• Concerns noted regarding cumulative impact are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements. Alconbury Weald is located to the east of Alconbury separated by the A1(M), the intervening land is not proposed for development therefore retaining the sense of separation between Alconbury and the emerging new community at Alconbury Weald. • Comments regarding landscape impact, flood, traffic and sewage infrastructure are noted with criteria to address these issues included in the allocation policy. • Land of School Lane for (CfS:346) for 95 homes argues the site is sustainable and deliverable submitting a vision document - no substantive new evidence to overcome concerns regarding landscape impact. Concern regarding cumulative impact of further development within Alconbury village.
Alconbury 1 (13 comments) • The sloping site increases runoff towards Great North Road and the village, worsening an already high and climate sensitive flood risk. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings. • Development could create a suburban feel at the village gateway, undermining rural character and ecology. • Minerals and Waste Authority suggest deletion of criterion g. as it is adequately addressed. • Anglian Water support need for a surface water drainage strategy and identifies there is a water main along Great North Road. Safeguarding of suitable maintenance access is sought. • Great North Road's speeding, poor visibility, and existing congestion mean safe access requires major redesign and cumulative transport assessment. • Site promoter wrote in support of the policy.	• The criteria within the policy require a flood risk assessment and detailed drainage strategy to support development. No changes made. • Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The policy criteria within the draft policy requires careful use of design that respects the site's location at the entrance to the village. No changes made. • Criterion g. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.16 updated. • Highway safety concerns are noted, the criteria within the draft policy requires the provision of safe and appropriate vehicular access from Great North Road. Requirement for a proportionate transport assessment added to supporting paragraph 12.18. Requirement for provision of safe and appropriate pedestrian access added to policy requirement. • Site promoter comments noted and welcomed.

Main Issues Raised	Council Response / How the Council has taken this into account
Alconbury 2 (11 comments) • Anglian Water support need for a surface water drainage strategy. • Minerals and Waste Authority suggest deletion of criterion g. as it is adequately addressed. • Uncertain and incomplete surface water evidence with strong calls for strict run off control and guaranteed no increase in flood risk within the wider Alconbury Brook catchment. • Globe Lane is narrow and constrained to support development without guaranteed improvements and safe pedestrian connections. • Historic England state a heritage impact assessment is needed because development could affect nearby heritage assets. • Concerns about infrastructure limits, rural character loss, landscaping, flooding, traffic, and sewage issues. • Site promoter wrote in support of the policy submitting a vision document.	• Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • Criterion g. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • The criteria within the policy requires a flood risk assessment and detailed drainage strategy to support development including surface water flood risk. No changes made. • Highway safety concerns are noted, the criteria within the draft policy requires the provision of safe and appropriate vehicular access from Globe Lane. Requirement for provision of safe and appropriate pedestrian access added to policy requirement. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Concerns noted regarding infrastructure are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements which has informed the policy criteria. Comments regarding landscape, flooding, rural character, traffic and sewage infrastructure are noted with criteria to address these issues included in the allocation policy. • Site promoter comments noted and welcomed.
Bluntisham general (18 comments) • Objection to significant housing growth in Bluntisham, as a 30–36% population increase may overwhelm Bluntisham and Colne, conflict with local development policies, and alter the villages' rural character. There are concerns the proposal could lead to suburbanisation, disrupt historic growth patterns, and blur boundaries between Bluntisham, Earith, and Colne. • Concerns that existing infrastructure (schools, healthcare, and community facilities) cannot accommodate the proposed housing growth, with no improvement plans in place. • Concerns relating to inadequate transport links, existing congestion, dangerous junctions, flood-prone routes, limited public transport, and the likelihood of increased traffic from proposed development. • Concerns over wastewater provision, as Somersham Water Recycling Centre is already	• Concerns regarding the cumulative impact of all developments on the village and local services and infrastructure are noted. Following a review of sites, Bluntisham 1 will be removed from the draft Local Plan based on its significant heritage impact. This reduces the number proposed in Bluntisham by 20 homes and to two proposed allocations. • Concerns noted regarding infrastructure, transport, waste water and flooding are noted, the Local Plan is supported by an Infrastructure Delivery Study to identify infrastructure requirements, a strategic transport study to assess traffic impact, a Strategic Flood Risk Assessment to identify flood risk and a Water Cycle Study assessing waste water capacity. Anglian Water are working closely with HDC on this and reviewing Assets Management Plans to accommodate future growth. • Draft allocations Bluntisham 2 has criteria that require development to provide 3ha of open space

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
at or above its permitted capacity, with no investment planned before 2030 and only unrealistic interim solutions suggested, posing a risk of environmental breaches affecting Berry Fen SSSI. • Concerns about shallow groundwater, frequent flooding, increased flood risk due to loss of permeable land, and the absence of a comprehensive flood risk assessment. • Concerns relating to negative environmental and biodiversity impacts. • Concerns have been raised about the fairness and transparency of the site selection process, with claims that Bluntisham's high allocation is not justified compared to similar villages. • Concerns raised that the Local Plan process is premature, with calls to pause consultation until after the expected 2028 local government reorganisation and clarity on future governance arrangements.	to mitigate recreational pressure impacts to nearby nature sites. • Draft allocations Bluntisham 2 and 3 require developments to provide flood risk assessments. • Concerns regarding Local Plan timetable and Local Government Reorganisation are noted. The Council updated its Local Development Scheme to defer consultation until September 2026.
Bluntisham 1 (24 comments) • Concerns that developing the historic ridge and furrow field would irreversibly damage Bluntisham House's setting, harm the Conservation Area, harm views towards the river and fens, breach heritage policies, and screening would be ineffective with land levels. • Southern part of the site is prone to flooding, development may disrupt natural drainage, worsen local flood risk. • Concerns have been raised about the site's proximity to important nature reserves (RSPB Ouse Fen, Ouse Washes SPA/Ramsar, Berry Fen SSSI), including the potential for recreational pressure. The site undermines environmental objectives of the NPPF by failing to conserve the natural and historic environment. • The A1123 (Rectory Road) faces significant congestion, flooding-related closures, unsafe pedestrian crossings, and access challenges, particularly affecting school children and requiring major engineering solutions. • Local infrastructure, including highway network, sewage, healthcare, and schools are already at or near capacity, with upgrades not expected. AW raise that Somersham WRC does not have sufficient capacity to accommodate growth, development would need to be phased to align with delivery of a WRC growth scheme.	• Following a review of comments received from residents and stakeholders, who cite concern regarding heritage and impact on the Grade II* Bluntisham House as well as potential impact to ridge and furrow land, alongside concerns about the cumulative impact of development on services and infrastructure within Bluntisham, the site has been removed as a draft allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
• Limiting development to the site's northern half may lead to high-density housing, less green space, a stronger visual effect on heritage assets, and inadequate frontage space. • A few responses support allocating the site due to its appropriate scale, location, alignment with settlement priorities, and ability to address environmental and heritage issues while preserving southern open space.	
Bluntisham 2 (4 comments) • No Anglian Water assets are present on-site, and upgrades to wastewater treatment will be required in AMP9 which may require phased development. • The site, formerly part of Frogs Hall, requires comprehensive archaeological evaluation and consideration of nearby heritage records in line with NPPF guidance. • Access is limited due to unsafe entry from the A1123 and no pavements on Holliday's Road, requiring key improvements for safe pedestrian and vehicle access. • Concerns about surface water flooding due to the site's low elevation, requiring a drainage plan. Wastewater infrastructure is also lacking. • Proximity to protected habitats raises concerns about ecological mitigation and recreational impacts on nearby nature sites, Habitat Regulations Assessment recommended.	• Anglian Water comments are noted and will inform the housing trajectory and site phasing which will be published at the next stage of Plan preparation. • Comments regarding archaeology are noted, an additional criterion has been added to require archaeology investigation, recording and where appropriate conservation. Text added to supporting paragraph 12.37. • Criteria within the policy requires provision of safe and appropriate vehicle and pedestrian access. No changes made. • Draft allocation requires development to provide a flood risk assessment. No changes made. • Criteria requires provision of amenity and open space as part of the development to mitigate impact on nearby nature sites. A Habitats Regulation Assessment for the whole plan is being prepared to assess the Local Plan's impact on internationally protected sites.
Bluntisham 3 (6 comments) • Concerns focus on rising congestion in St Ives, particularly near the A1096 and Morrisons roundabout, prompting calls for updated transport plans and new river crossings. • There are concerns about recreational impact on Berry Fen SSSI and surrounding areas, leading to a proposal for Suitable Alternative Natural Greenspace (SANG) as mitigation. • Flood risk is a concern, and a detailed drainage plan is suggested. • Anglian Water reports no on-site assets, and Somersham Water Recycling Centre is at capacity, so phased development is likely. • Historic England identify potential impact to nearby Grade II listed buildings at Wood End to the south-west of the site and requests for a Heritage Impact Assessment to inform policy. • The development would cause minimal loss of prime agricultural land, with most of it kept as gardens, open spaces, and SANG, remaining	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. • The allocation has criteria that require development to provide 3ha of open space to mitigate recreational pressure impacts to nearby nature sites. A Habitats Regulation Assessment for the whole plan is being prepared to assess the Local Plan's impact on internationally protected sites. Reference to SANG removed. • Draft allocation requires development to provide a flood risk assessment and drainage strategy. No changes made. • Anglian Water comments are noted and will inform the housing trajectory and phasing of the site which will be published at the next stage of Plan preparation. • Heritage concerns are noted, the listed buildings are some 250m to the south west corner of the site with large residential curtilages and trees obscuring the site from view. Additionally, the

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
below Natural England's threshold for significant loss. • Minerals and Waste Authority suggests removing the minerals policy criterion since it is covered in the supporting text. • Supporters say the plan is sustainable, fits land assessments, and adds 90 homes (40% affordable), SANG, biodiversity gains, open space, school staff parking, and easy access to village amenities and buses.	proposed 3ha of open space will be located on the western and northern edges of the site, providing further mitigation form heritage impact. A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Amended criteria g. to seek opportunities to maximise incidental extraction of any minerals as part of development. • Site promoter comments are noted and welcomed.
Great Gransden general (0 comments) • No comments	• No comments to address.
Great Gransden 1 (5 comments) • Broad support for a small-scale commercial allocation. • Concern expressed regarding access via Sand Road due to its narrow width, safety risks, unsuitable junction. • Need for a landscaped buffer near the nursery. • Anglian Water noted the presence of a gravity sewer requiring safeguarded maintenance access. • Landowner supports the allocation and notes expected economic benefits. • Suggestion to reserve part of the site for a potential future primary school, with remaining land limited to compatible uses.	• Support noted. • The policy requires that there must be a satisfactory access from Sand Road. The supporting text details this further by requiring a proportionate transport assessment. No changes made. • The policy requires the retention of existing boundary features and the provision of a landscaping strategy. No changes made. • Criteria added to require the safeguarding of suitable access for the maintenance of existing water supply infrastructure. Supporting paragraph 12.59 updated. • Comments regarding the potential use of the site for a future primary school are noted, the site has not been promoted for this use and the need for a new primary school in this location is not evidenced.

Great Staughton general (1 comments)
• Two additional sites promoted with the promoter contending that the plan period should be extended to 2050 to better align with higher level aspirations so additional housing sites will be required and that more small sites are required to provide early delivery and balance the reliance on strategic scale sites: Land West of Cage Lane, Great Staughton (CfS: 377), Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) and a new site: land west of Cage Lane, Great Staughton for up to 9 dwellings.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land West of Cage Lane, Great Staughton (CfS: 377) - no substantive new evidence. Integration challenges remain.
	  • Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) - the site is already allocated in the Neighbourhood Plan for Great Staughton and therefore is already part of the development plan.
	  • Land west of Cage Lane, Great Staughton for up to 9 dwellings - new site with a layout plan submitted -concerns regarding integration challenges.

Main Issues Raised	Council Response / How the Council has taken this into account
Great Staughton 1 (6 comments) • Residents ask that the Local Plan clearly reference how the site integrates with Neighbourhood Plan allocations. Support for the site's allocation if Neighbourhood Plan preferred sites take priority. • Historic England identify development close to heritage sites, such as Grade II listed buildings or Scheduled Monuments, needs a Heritage Impact Assessment before allocation to confirm suitability and necessary actions. • Anglian Water identify there is a gravity sewer running along the road boundary to the site. Support for surface water drainage strategy. Coordination with Anglian Water is necessary to verify connections. • Site promoter supports the policy but seeks some flexibility on capacity of site. Provided plans and drainage assessment.	• The allocations in the neighbourhood plan still stand as part of the development plan. The site allocation in the Local Plan is in addition to these. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.66 updated. • Support form site promoter noted and welcomed. Draft policy amended to say 'about 15 homes'. In the introduction of Section D, it states there is a 10% tolerance either side of the 'about' figure set out is considered to be reasonable. This means that up to 17 dwellings could be appropriate on the site.
Hemingford Abbots general (1 comment) • Suggestion put forward that substantial comprehensive development, joining this area to Godmanchester would be a better solution allowing for comprehensive infrastructure provision along the A1307 corridor.	• Comment noted, retaining separation between Godmanchester and the Lattenbury's is sought so that Godmanchester's distinct identify is retained and so that the Lattenbury's can deliver its vision of providing two distinct new villages.
Hemingford Abbots 1 (25 comments) • Concerns were raised about the potential traffic impacts on Godmanchester, the Hemingfords, St Ives, A1198, A1307 and A14, the format of potential junctions and the desire to future proof full opening up of the A1198/ A14 junction. • National Highways advised that the impact on the strategic road network needs to be assessed. CCC Highways expressed uncertainty on the feasibility of a new safe access onto the A1307 given the proximity to the Rideway junction and the New Road junction. • A permanent settlement gap is sought between Godmanchester and The Lattenburys with various long term protection methods suggested including compulsory purchase and designation as green belt. Godmanchester Town Council confirmed support would only be forthcoming if there was a clear mechanism to ensure the proposal would remain a separate village from Godmanchester. • Concerns expressed over the need for robust phasing, masterplanning and early delivery of schools, shops, care homes, green space and doubts about short-term deliverability.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. The draft policy requires a transport assessment and travel plan with agreement of Highways Authority. No changes made. • Discussions are ongoing between the site promoter and County Highways regarding alterations to junctions to ensure safe access and ensure delivery of the site. • Godmanchester Town Council comments noted, the policy supporting text identifies that The Lattenburys must demonstrate how the new community will blend housing, employment and other uses and ensure that it remains a distinct community separate from Godmanchester and the Hemingfords. A masterplan is required. • The proposal includes a new 26ha country park and other green infrastructure which will alleviate pressure on Portholme. The Local Plan is supported by a Habitats Regulation Assessment as well. Criteria j. addresses the HRA requirements and has been amended to require early engagement with the EA on this matter.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account

• Concerns expressed over inadequate green space provision and recreational pressure on Portholme.
• Historic England requested a heritage impact assessment be undertaken.
• Hemingford Grey Parish Council has no fundamental objections to the site being developed subject to appropriate flood risk management, upgrading of Cow Lane WWRC, traffic management and timely provision of supporting infrastructure.
• Anglian Water highlight wastewater and WRC capacity constraints.
• Drainage and flooding issues needing holistic solutions across the Great Ouse catchment.
• The site promoter of Emmanuel Knoll Village strongly advocated that it is a more preferrable site to the Lattenburys with additional evidence put forward on deliverability and transport issues.
• Other alternative sites were also suggested namely east of Bluntisham Road Needingworth (CfS290), north of Overcote Road Needingworth (CfS291) and Abbotsley Golf Club (CfS234).
	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan.
	• Hemingford Grey PC's comments are noted, the draft policy criteria addresses each area of concern.
	• The draft policy requires a flood risk assessment and detailed drainage strategy. No change made.
	• Anglian Water comments noted, criterion i. amended to require early engagement with AW on waste water flows.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Emmanuel Knoll Village (CfS:207) - is an extension to Godmanchester, however, would result in such a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence.
	  • Abbotsley Golf Club (CfS234) - no substantive new evidence to overcome concerns.
	  • East of Bluntisham Road Needingworth (CfS290) and north of Overcote Road Needingworth (CfS291) - concerns regarding flood risk and cumulative impact on Needingworth.

Houghton and Wyton general (0 comments) • No comments	• No comments to address.
Houghton and Wyton 1 (5 comments) • Concerns regarding landscape and visual harm, loss of productive agricultural land overstated renewable energy and biodiversity benefits. Flood risk is also a concern. • Cumulative impacts are not considered, including effects alongside the Houghton Road housing allocation, RAF Wyton, Giffords Park and other St Ives/Wyton-on-the-Hill developments, leading to untested risks of urbanisation and landscape fragmentation • Historic England request that a HIA be undertaken to consider potential impacts on heritage assets.	• Concerns regarding landscape, biodiversity, climate change and loss of agricultural land and flood risk are noted. The Renewables Energy Assessment has identified that the site has technical potential for ground mounted solar energy generation. Criteria within the policy allocation addresses these issues. No change made, • Concerns regarding cumulative impact are noted. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion f. amended to require the safeguarding of suitable access for the maintenance of existing

Main Issues Raised	Council Response / How the Council has taken this into account
• Anglian Water seek maintenance access to infrastructure assets. • CCC Minerals & Waste suggest deletion of criteria f. as adequately covered elsewhere.	water supply infrastructure. Supporting paragraph 12.91 amended. • Criterion h. amended to seek opportunities to maximise incidental extraction of any minerals as part of development.
Needingworth general (7 comments) • Proposed housing numbers will change the area's character, with suggestions that development should be directed south of the River Great Ouse near the A14 / A1198. • Existing road networks (A1123, Morrison's roundabout, Harrison Way) experiences congestion and worsen pollution. • Flooding events (especially around Marley Gap Brook / Parsons Drove) highlight that drainage systems and culverts require major upgrades. • Respondents cite insufficient school places, GP capacity, water supply resilience, utilities, digital connectivity, and waste management. • Large scale growth is viewed as harmful to wildlife habitats, green corridors, and local landscape character, with risks of losing recreational and ecological value. • Site promoter for land west of Needingworth (CfS:211) seeks allocation for residential uses and landscaping.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study which identifies suitability of sites and transport impacts and mitigation measures required as a result of growth. • Flooding concerns are noted, both draft allocations require flood risk assessments and a SFRA for the whole Plan has been prepared. • Concerns regarding harm to landscape character and biodiversity are noted. About 50% of the land area for Needingworth 1 (65.5ha) is allocated for green infrastructure mitigating harm and providing opportunities for strategic green infrastructure connectivity and enhancements. • Land west of Needingworth (CfS:211) - concerns remain regarding flood risk as well as the cumulative impact of development in and lack of integration with Needingworth.
Needingworth 1 (26 comments) • A1123, Harrison Way, A1096 and double roundabouts (Morrisons/Aldi) are at or beyond capacity, with further evidence required including cumulative impacts. • Site experience surface water flooding, with areas in Flood Zones 2 and 3, and objections highlight need for further flood risk evidence. • The site is wholly greenfield, containing agricultural land. • Representations cite lack of capacity in schools, GP services, water supply, wastewater treatment and utilities, with calls for robust and funded infrastructure plans before any allocation proceeds. • Development out of scale with Needingworth and functions effectively as a major expansion of St Ives. • Pressure on Great Ouse Valley green infrastructure, landscape sensitivity, and wider ecological impacts of large-scale growth north of the river.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study which identifies suitability of sites and transport impacts and mitigation measures required as a result of growth. The draft policy requires a transport assessment and travel plan. No changes made. • Draft allocation requires development to provide a flood risk assessment. Also built development is not proposed on areas at higher risk of fluvial flooding. No changes made. • The site is also of a scale whereby many services and pieces of infrastructure can be provided for on-site or contributions be made locally to meet the demands of the development. Anglian Water are working closely with HDC to ensure WRC capacity to support growth. • The draft policy requires development to provide 65.5ha of green infrastructure, this is about 50% of the whole land area and will provide strategic scale enhancements.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Minerals and Waste Authority suggest deletion of criterion r. as it is adequately addressed. • Site promoter supports the allocation, submitting a vision document.	• Amended criteria r. to seek opportunities to maximise incidental extraction of any minerals as part of development. • Site promoter comments and vision document noted and welcome.
Needingworth 2 (16 comments) • Flooding concerns, the need for strong mitigation, and uncertainty over drainage effectiveness, particularly given constraints linked to the Fens Reservoir pipeline. • Traffic impacts on the A1123, Morrisons roundabout, and surrounding network especially at peak times. • Need for noise attenuation from the A1123 bypass; worries about poor air quality and the site's sensitivity to traffic-related disturbance. • Concerns regarding loss of farmland, impact on the Great Ouse and coalescence with St Ives. • Respondents cite insufficient education, sewage, utilities, emergency services, and local facilities to support major expansion; Anglian Water raises concerns about phasing and pipeline route safeguarding for Fens Reservoir. • Minerals and Waste Authority suggest deletion of criterion k. as it is adequately addressed. • Site promoter suggests increasing capacity to up to 450 homes if constraints are redesigned or mitigated. • Some seek deletion of allocation and instead seek smaller/medium sites.	• The scale of Needingworth 2 has been reduced from 290 homes to 100 in response to concerns relating to traffic impacts, flood risk, coalescence with neighbouring settlements, landscape concerns and the size of the site. Draft allocation requires development to provide a flood risk assessment. No changes made. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study which identifies suitability of sites and transport impacts and mitigation measures required as a result of growth. The draft policy requires a transport assessment and travel plan. No changes made. • Criteria within the policy requires a strong landscaping scheme and the site has been reduced to minimise landscape impact. • Draft policy requires an assessment of noise and air quality impacts. No change made. • Anglian Water comments are noted and will inform the housing trajectory and phasing of the site which will be published at the next stage of Plan preparation. A statement of common ground is being prepared to ensure WRC capacity to support growth and address Fens Reservoir Infrastructure. • Amended criteria k. to seek opportunities to maximise incidental extraction of any minerals as part of development. • Site promoter comments noted. • Additional small and medium sized sites have been identified to add to the 5YHLS and will consulted upon through May to June 2026.
Offord D'Arcy and Offord Cluny general (1 comments) • Site promoter for land to the North Offord Cluny not allocated, seeks future consideration with the Local Plan citing it is well-related to the built-up area, directly adjoining the settlement edge, and free from flooding-risk. Red Line Plan included.	• The new site land to the North Offord Cluny - upon review the site extends eastwards into the open countryside, in depth development on this site of the B1043 would be uncharacteristic from the linear form of development to the south.
Offord D'Arcy 1 (4 comments) • Flood risk and drainage concerns were raised, site promoters note that proposed measures and	• The criteria within the policy require a flood risk assessment and detailed drainage strategy to support development. Additional wording added

Main Issues Raised	Council Response / How the Council has taken this into account
planning conditions could adequately manage risks. Anglian Water support the need for a surface water drainage strategy. They identify a need for future wastewater infrastructure planning and collaboration with Anglian Water. • Concerns raised about narrow and hazardous pedestrian routes, poor public transport, limited vehicle access and visibility, and potential congestion, while promoters maintain that the transport assessment demonstrates safe access and improved connectivity. • Site promoters note provision green buffers, strengthened vegetation, and sensitive landscape design to mitigate impacts and are submitting a planning application. • Minerals and Waste recommend amending criterion f. since it is sufficiently addressed in the supporting text.	to clarify this is to include surface water flooding as well has been made. Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • Criteria in the allocation policy requires safe and suitable access and a transport assessment to identify mitigation. • 25/01738/OUT for 70 homes is under consideration. Site capacity lowered to align with application. • Criterion f. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development.
Offord Cluny 1 (5 comments) • Anglian Water support the need for a surface water drainage strategy for the site is supported. They identify a need for future wastewater infrastructure planning and collaboration with Anglian Water. • There are concerns about flood risk and drainage due to blocked pipes, support for a robust surface water strategy. • Historic England recommend development near Offord Cluny Conservation Area and Grade II listed buildings requires a Heritage Impact Assessment to assess suitability and guide appropriate safeguards. • Minerals and Waste recommends deleting policy text regarding the need for agreement with the County Council on mineral safeguarding, as this is already covered in the supporting text. • Site promoter suggests a slightly higher capacity (45–55 homes), recommends minor policy wording changes, and highlights that wastewater capacity should be addressed at the strategic planning stage.	• Anglian Water support noted, criterion e. amended to require early engagement with AW on waste water flows. • The criteria within the policy require a flood risk assessment and detailed drainage strategy to support development. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion i. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Site promoter support welcome, comments regarding increasing capacity are noted. In the introduction of Section D, it states there is a 10% tolerance either side of the 'about' figure set out is considered to be reasonable. This means that up to 50 dwellings could be appropriate on the site. No change is therefore made.
Stilton general (1 comments) • The site promoter of a new site land North/West of North Street, Stilton for circa 150 homes raises concerns over current housing supply and contingency and suggests smaller sites of 100-200 homes should be included to enhance flexibility.	• Land North/West of North Street, Stilton for circa 150 homes - upon review of this site there are concerns regarding the cumulative impact of development on Stilton and the integration of the site with the village as well as the feasibility of the access to support the quantum of development.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Stilton 1 (6 comments) • Historic England raise heritage constraints as part of the site lies in Stilton Conservation Area and the Grade II listed buildings along North Street requesting a Heritage Impact Assessment to determine impacts and guide mitigation and policy wording. • Anglian Water support surface water drainage strategies. There are water mains and gravity sewers along North Street within the highway entrance to the site. • Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important. • County Council Minerals And Waste suggest policy simplification; mineral safeguarding is acknowledged in supporting text and may not need repeating in criteria i. • Residents raise concerns regarding access and traffic impacts, particularly related to North Street and require clear management. • Support for improvement of the site.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.146 updated. • Reference to MLC/IDB now included in the supporting text. • Criterion i. amended to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development. • Since the publication of the draft allocation, 24/00238/FUL for 9 dwellings was approved in November 2025 identifying vehicular access from the existing access from North Street and no vehicle through route to the adjoining site Stilton 2. • Support noted and welcomed for the potential regeneration qualities of the site.
Stilton 2 (6 comments) • Highway safety concerns on North Street include its narrowness, on-street parking, poor visibility, and unsafe pedestrian conditions. Consultees request proof of safe access and improved pedestrian measures. • The site promoter suggests capacity could increase to 70 homes, reflecting planning application 22/02275/FUL and demonstrating capacity on submitted layouts. • Historic England raise concerns due to proximity to the Conservation Area and Grade II listed buildings; request for a Heritage Impact Assessment to inform allocation and policy wording. • Anglian Water identify there are foul and surface water sewers within the site to the south and along the eastern boundary and seek safeguarding of a maintenance access, support for a surface water drainage strategy. • Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important.	• Highway safety concerns are noted, the criteria within the draft policy requires the provision of safe and appropriate vehicular access. • 22/02275/FUL for the erection of 70 dwellings pending consideration. Capacity left inline with the draft allocation. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 12.154 updated. • Reference to MLC/IDB now included in the supporting text.

Villages

Main Issues Raised	Council Response / How the Council has taken this into account

General comments (18 comments)
• Support for not allocating Sibson Garden Village.
• Support for minimal development to preserve rural character and prevent overloading limited services. Comments stress the importance of maintaining the distinct rural identity of small parishes.
• Opposition to Bury being grouped as part of a "Market Town," arguing it is a village taking disproportionate growth without matching infrastructure.
• Site promoters argue that land west of Potton Road, Hilton (CfS:42), land east of St Ives Road, Hilton (CfS:41) and land at Church Street/ Short Drove, Holme (CfS:157) should be allocated, disputing flood risk assessments and emphasising deliverability.
• Site promoters for Sibson Garden Village (CfS:348) and Chesterton Garden Village (CfS23-2414) seek allocations for their sites providing further documentation.
• Comment that relying on extant permissions alone is unjustified and that one additional allocation should be made, for example in Alconbury Weston.
• Site promoter for Tin Lid, Brampton (CfS:281) promoting their site for B2/B8 SME development.
• Support for use of traditional architecture in schemes and banning demolition of pre1950s buildings.
	• Comments in support of not allocating Sibson Garden Village are noted.
	• Support for sympathetic village development noted.
	• Allocations have been made across various settlements with the most growth directed to the most sustainable settlements as per the Settlement Hierarchy. Some village growth is sustainable and helps to sustain local services and facilities as well as provide housing and employment opportunities for residents.
	• Objections to Bury being grouped with Ramsey as part of the Market Town category in the Settlement Hierarchy are noted. The village is functionally and physically connected to Ramsey and therefore shares many of its services and infrastructure. Proposed site allocations identify which are in Bury and Ramsey recognising that they two connected settlements.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land west of Potton Road, Hilton (CfS:42) and land east of St Ives Road, Hilton (CfS:41) - No substantive new evidence. Concerns regarding scale and integration remain.
	  • Land at Church Street/ Short Drove, Holme (CfS:157) - no substantive new evidence, sequentially preferable site in the village proposed.
	  • Tin Lid, Brampton (CfS:281) - wholly within a Minerals Development Area, no further information has been provided to enable additional assessment.
	  • Sibson Garden Village (CfS:348) - transport concerns remain including impact on Oundle Road.
	  • Chesterton Garden Village (CfS23-2414) - transport concerns remain including impact on Oundle Road.
	• The Plan seeks high quality design that reflects local character and distinctiveness

Abbotsley general (0 comments) • No comments	• No comments to address

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
Abbotsley 1 (6 comments) • Abbotsley PC consider location is inappropriate as there is no junction close from the new A428 and it is not easily accessible on to the new A428. They also note there is a supply of land for this purpose in St Neots, with both vacant buildings and land. • St Neots TC supportive and would also like retail included. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings. • Anglian Water identify and onsite waste water solution would need to be taken forward, subject to the necessary discharge consents, to be agreed by the Environment Agency. • National Highways state if an application is made prior to the A428 being detrunked, it would be subject to the Circular 01/2022 for new accesses and connections to the SRN. Any agreement to a new access off the A428 would also need to be in consultation with Cambridgeshire County Council.	• Abbotsley PC comments are noted, the draft policy requires provision of access from the A428. • St Neots TC comment noted, uses remain for E(g)(i-ii) and B8 as no evidence provided to support retail in this location. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water comment noted. Reference to an onsite solution included within the criteria and supporting text. • National Highways comment noted. Reference to consultation with Cambridgeshire County Council included in the supporting text.
Alwalton general (1 comment) • Development of this site has significant potential to alter the nature of the village and bring an increase in traffic movements to a village which already experiences traffic problems - especially at peak times, with queues coming off the A1.	• Following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal, the site has been removed as a draft allocation.
Alwalton 1 (14 comments) • Support for the allocation includes a request to refine policy wording so the Design Code sets requirements and parameters. • Peterborough City Council notes the site is functionally linked to Peterborough and cumulative traffic and ecological impacts—especially regarding the A605, Nene Valley NIA, and Showground development—must be jointly assessed. • National Highways states traffic impact on the A1 and suitability of the southbound slip road are untested; modelling is required and severance issues may call for new infrastructure such as overbridges. • The site promoter supports allocation but seeks flexibility on flood alleviation land (to be determined at planning stage) and highlights extensive technical work completed to show the site is deliverable. Submitted technical documents and plans.	• Following a review of comments received from residents, stakeholders and neighbouring authorities, who cite concern regarding heritage, transport impacts and scale of the proposal, the site has been removed as a draft allocation.

Main Issues Raised	Council Response / How the Council has taken this into account
• Historic England state a heritage impact assessment is needed because development could affect nearby Alwalton Hall, listed buildings, existing Conservation Area, and setting of Durobrivae, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Objections focus on access near the A1 slip road, risks linked to heavy traffic flows, previous refusals on safety grounds, and construction traffic impacts. • Concerns highlight steep gradients, low lying flood prone areas, groundwater flooding history, and the risk that development would worsen runoff. • Respondents believe development would be visually prominent, harm the Nene river meadows, and put pressure on valued countryside and ecological sites. • Concerns about lack of school and GP capacity, limited local amenities, and dependence on car travel due to poor accessibility. • Some residents and Alwaton Parish Council favour modest, incremental development rather than a single large scheme. • Minerals and Waste Authority suggests removing criterion j. as it adequately addressed in supporting text. • Oundle Town Council considers the development could worsen safety and congestion on the already over capacity A605 and requests independent, up to date traffic assessment before any approval. • Anglian Water identifies assets within the site; satisfied with criterion b. Encourage developers to submit a pre-planning enquiry to determine sustainable point of connection to AW wastewater network. The need for a surface water drainage strategy for the site is supported.	
Bythorn general (1 comment) • Reduction in the number of properties being built so that Warren Lane can cope with the additional construction traffic or an alternative site should be pursued.	• Comment noted and addressed in the box below.
Bythorn 1 (21 comments) • Bythorn has no services, no public transport, and no safe active travel routes. Development relies entirely on car use and conflicts with local policy.	• Taking into consideration the concerns and comments from the Parish Council and residents, this site has been reviewed and so has Home Farm (CfS:111). It is proposed to remove land west of Warren Lane for allocation and replace

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Scale disproportionate to the village, detached from the village, surrounded on three sides by countryside. • Site is outside of the built up area on elevated ground, development would intrude into open countryside, destroy ridge and furrow, and harm views—especially of St Lawrence Church from public rights of way and would require rerouting of exciting PROWs. • Historic England state a heritage impact assessment is needed because development could affect nearby heritage assets, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Anglian Water identify the need for a detailed assessment of surface water flood risk is supported. Encourage developers to engage with AW to determine sustainable point of connection to our wastewater network. • Minerals and Waste Authority suggest adding its location within a Mineral Safeguarding Area for Brick Clay and prior extraction of brick clay is unlikely to be feasible as part of development. • Warren Lane and Smiths Lane are narrow single track rural lanes, no footpaths, no street lighting and cannot be widened due to adjacent buildings. Increased traffic would cause safety risks, blockages, and conflict with agricultural and service vehicles. • Surface water floods properties downhill. A ditch beside the site has no outfall, regularly overflows. • Comments, including the Parish Council, state Home Farm (CfS:111) and other previously suggested sites are far more suitable, with safer access and better village integration.	this with Home Farm instead for 15 homes. The new draft allocation will be drafted and consulted upon through May to June 2026.
Colne general (0 comments) • No comments	• No comments to address
Colne 1 (6 comments) • Objections highlight the lack of footpath/cycleway on Earith Road and request upgraded access tracks, enhanced pavements, and a new shared pedestrian/cycle link to Earith. • Respondents stress past refusals and an appeal dismissal which found the site to be open countryside forming a visual buffer and conflict conflicting with Colne's linear pattern harming rural character and that the capacity is too high.	• Comments regarding footpath access is noted, the site area goes up to Earith Road so there could be opportunities for enhancement. • Planning history is noted. • The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • Anglian Water support noted, criterion c. amended to require early engagement with AW on waste water flows. Comments are noted and will inform

Main Issues Raised	Council Response / How the Council has taken this into account
• Requests to restrict building heights and remove permitted development rights for roof alterations to protect neighbouring privacy and avoid overshadowing. • Anglian Water identifies no assets within the site; no requirement for a detailed assessment of surface water flood risk, this should be addressed through SuDS and any discharge to a watercourse or drain. Development would need to be phased to align with delivery of a WRC growth scheme. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Minerals and Waste Authority suggests removing criterion f. as it adequately addressed in supporting text.	the housing trajectory which will be published at the next stage of Plan preparation. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion f. amended to make the criterion consistent with others regarding minerals.
Ellington general (2 comments) • Site promoter for land west of Grafham Road (CfS:35) seeks allocation for up to 32 homes. • Ellington Parish Council identifies it conflicts with the neighbourhood plan, scale of growth is disproportionate, outside of the village envelope, would harm local character and a full wastewater capacity study and consideration to green and blue infrastructure should be done and homes should be for smaller, affordable housing or homes for older residents.	• Land west of Grafham Road (CfS:35) - upon review, this site is considered potentially suitable for allocation as it is relatively unconstrained and there is capacity within the WRC and local primary school. The new draft allocation will be drafted and consulted upon through May to June 2026. • Ellington PC comments regarding the neighbourhood plan are noted. A Water Cycle Study assessing waste water capacity has been undertaken working closely with Anglian Water, this includes reviewing Assets Management Plans to accommodate future growth.
Ellington 1 (4 comments) • Ellington Parish Council identifies it conflicts with the neighbourhood plan, scale of growth is disproportionate, outside of the village envelope, would harm local character and a full wastewater capacity study and consideration to green and blue infrastructure should be done and homes should be for smaller, affordable housing or homes for older residents. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and conservation area, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Anglian Water identify a water main on High Street. Seeks safeguarding of suitable maintenance access. The need for a detailed assessment of surface water flood risk for the site	• Ellington PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • A Water Cycle Study assessing waste water capacity has been undertaken working closely with Anglian Water, this includes reviewing Assets Management Plans to accommodate future growth. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, criterion c. amended to require early engagement with AW on waste water flows. Additional criterion added to require preservation of access to allow for

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
is supported. Encourage developers to engage with AW to determine sustainable point of connection to our wastewater network. • Minerals and Waste Authority suggests removing criterion g. as it adequately addressed in supporting text.	maintenance of their assets. Supporting paragraph 13.42 updated. • Criterion g. amended to make the criterion consistent with others regarding minerals.
Grafham general (0 comments) • No comments	• No comments to address
Grafham 1 (9 comments) • Grafham Parish Council notes the allocation conflicts with the Neighbourhood Plan and local conditions, raising issues around scale, drainage, access and a recently permitted PIP application on the site. • Responses highlight flood risk, surface water issues, and argue the land should be left for ponds/wildlife rather than development. • Comments identify Church Road as narrow, unlit, with blind bends and no footpaths—unsafe for increased traffic or pedestrian movements. Calls for speed reductions and better access arrangements. • Footpaths shown on CCC maps are said to have been unusable for decades due to past development. • Residents report frequent water outages, arguing additional homes cannot be supported without infrastructure upgrades. Anglian Water identify no assets on site. Need for a detailed assessment of surface water flood risk is supported. Encourage developers to engage with AW to determine sustainable point of connection to our wastewater network. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Archaeological potential (HER sites, medieval settlement traces, drainage systems, ponds possibly linked to historic features).	• Grafham PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • Criterion c. requires a flood risk assessment and detailed drainage strategy. No changes made. • The draft policy requires development to provide safe vehicular and pedestrian access supported by a proportionate transport assessment. No changes made. • Public rights of way comments are noted, criterion f. and supporting paragraph 13.53 have been removed. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Archaeological potential of the site is noted and a criterion within the draft policy has been added to require a programme of work designed to investigate, and where appropriate protect, archaeological assets working the County Council on this. Supporting paragraph added to detail this further.
Great Paxton general (0 comments) • No comments	• No comments to address
Great Paxton 1 (16 comments) • Respondents state that part of the site has functioned as a car park for over 20 years, essential for the recreation ground and football	• Concerns of residents are noted and loss of informal parking. A criterion has been added to require a transport assessment to assess transport impacts of the development. The site

Main Issues Raised	Council Response / How the Council has taken this into account
clubs; its loss would force parking onto the High Street, creating major safety risks for drivers and pedestrians. Residents highlight that new dwellings would increase reliance on private cars. • Development would be out of character, representing dense backland housing behind a linear frontage, harming the rural feel, causing overlooking, and degrading existing visual amenity. • Site previously included a historic orchard that was cleared in 2025, harming wildlife and that the land could be restored rather than developed. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Sport England supports keeping the access path to the playing fields and recommends policy wording ensuring no loss or prejudice to the playing field. • Minerals and Waste Authority suggest adding its location within a Mineral Safeguarding Area for sand and gravel recommending a construction management plan making best use of minerals extracted. • Site promoter supports allocation submitting a supporting document with their comments outlining proposals for 25/02068/FUL.	area has been reduced to omit the land used for parking for the football ground. • The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the design policies in the Local Plan. • The draft policy requires an ecological assessment and BNG requirements will also apply. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Sports England support for retaining paths to playing pitches noted. • Criterion h. amended to make the criterion consistent with others regarding minerals. • Site promoter comments and supporting documents noted and welcomed.
Great Paxton 2 (3 comments) • Anglian Water identify water mains to the north and west boundaries. Seek safeguarding of maintenance access. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings, and its findings should determine whether the site is suitable for allocation and what mitigation is required. • Site promoter supports allocation and proposed capacity submitting a supporting document with their comments highlighting is availability and deliverability.	• Anglian Water support noted, additional criterion added to require preservation of access to allow for maintenance of the existing water supply infrastructure. Supporting paragraph 13.64 updated. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Site promoter support noted and additional documents welcome.
Haddon general (41 comments) • The A605 is dangerous and over capacity, and additional HGV traffic would create severe, unmitigable safety and congestion impacts and is car dependent.	• Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study. The draft policy requires a transport assessment and travel plan with agreement of Highways Authority. No changes made.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• The development would cause major and irreversible harm to rural character, agricultural land, biodiversity, greenfield land, and the Northern Wolds landscape. • The allocation contradicts multiple Draft Local Plan policies and lacks a transparent sequential or evidence based justification. • Development threatens an area rich in archaeological features and heritage settings, risking irreversible harm. • Combined effects with Thrapston and Peterborough warehouses would overload the A605 further and undermine spatial strategy. • Fear that approving Haddon 1 would enable large scale future sprawl (“warehouse creep”) west of the A1. • Support focuses on job creation, alignment with logistics need, and synergy with Peterborough Services, though these represent a minority. • Suggestions include relocating logistics to SRN linked or rail served sites, reinstating CfS:140 (Brampton 16), or creating a clearer “Hamlets & Countryside” chapter for transparency.	• Concerns regarding loss of landscape and sprawl of development west of the A1 are noted. No other sites are allocated to the west of the A1 for commercial development of this scale and the allocations in the Local Plan are priority sites to be delivered before any others which would have to demonstrate with the policies in the Local Plan. • Development is required to be phased to ensure land is not developed if market situations change. The site is one of three sites to provide logistics and distribution in line with the recommendations of the Economic and Employment Needs Assessment. Further large scale development would be determined through other specific policies in the plan on logistics and distribution. • Archaeological potential of the site is noted and reflected in the draft policy. • Support for the economic benefits and job creation of the scheme are noted. • Brampton Cross (CfS:140) was considered inappropriate for development through the in-combination outcomes of the LAA and SA which noted that it could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with CCC whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. • Chapter renamed to 'Villages, Hamlets and the Countryside
<u>Haddon 1/ Peterborough Services (126 comments)</u> • Elton Parish Council and residents provided several supporting documents including a technical note on nationally significant archaeology, traffic survey report and injury RTA map. • Concerns that the A605 is over capacity with a serious accident history, and added HGV flows are viewed as unsafe and unmitigable, that the site will be car dependant with no viable public transport or active travel access, contradicting sustainability objectives. • Some respondents seek removal of the draft allocation. • Nassington and Glapthorn Parish Councils responded due to potential cross boundary impacts of the development.	• Elton PC's and resident's concerns are noted and the additional supporting documentation are welcomed. The draft policy requires transport assessments and travel plan, archaeological investigations, assessment of air, light and noise pollution impacts, and a Landscape and Visual Impact Assessment, alongside maximising opportunities for net zero. • Concerns regarding wider transport issues are noted, the Local Plan is supported by a Strategic Transport Study and Infrastructure Delivery study, mitigation measures are identified to enable delivery of the site which includes public transport. retention of public rights of ways and a sustainable transport network for vehicles, cyclists, pedestrians and public transport informed by a Travel Plan is included within the policy criteria.

Main Issues Raised	Council Response / How the Council has taken this into account
• Large scale warehousing would cause major, irreversible harm to open countryside and the Northern Wolds landscape. • Historic England state a heritage impact assessment is needed because development could affect nearby listed buildings and identifies a Roman Farmstead and Roman bath close to the site. The findings should determine whether the site is suitable for allocation and what mitigation is required. • Respondents argue the allocation conflicts with a wide range of Local Plan policies, from settlement hierarchy to climate, design, transport and heritage. • Increased noise, light pollution, rat running and reduced residential amenity would harm nearby villages including Haddon and Elton. • Development results in the loss of productive farmland, biodiversity, carbon sequestering land, and raises concerns about flooding, wastewater and SAC impacts. • The need for the site is questioned, with brownfield options and SRN linked sites like CfS:140 (Brampton 16) considered more suitable. • Supportive comments cite potential economic benefits and synergy with the existing service area, provided impacts are mitigated. • Minerals and Waste Authority suggests removing criterion m. as it adequately addressed in supporting text.	• Cross Boundary discussions have been held with adjoining local authorities who have also commented on the Local Plan and site allocations. Statements of Common Ground have been produced to reflect areas of agreement. • The site is required to phase development to ensure that if market demand changes, land can remain as open countryside. No changes made • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The location of strategic logistics was guided by evidence set out in the Economic and Employment Needs Assessment and the assessment of Spatial Development options through evidence documents relating to infrastructure, transport and the Sustainability Appraisal. • A proposal will require a noise and air quality assessment and appropriate mitigation from the A1(M) and proposed uses on the site. No changes made. • The Local Plan is supported by a Habitats Regulation Assessment which considers the impact of this site and all others on internally protected site. Criteria e. requires an ecological assessment to assess biodiversity and also potential impact on Orton Pit SAC. The allocation policy includes criteria to address and flooding and waste water concerns. No changes made. • Brampton Cross (CfS:140) was considered inappropriate for development through the in-combination outcomes of the LAA and SA which noted that it could impact nature conservation designations as the site is approximately 300m from Brampton Wood SSSI and is nearby to the Great Ouse Valley Green Infrastructure Priority Area. A critical factor is to determine through engagement with CCC whether developing the site could adversely impact the existing water recycling centre and if commercial uses can be successfully integrated with it. • Support for the economic benefits of the scheme are noted. • Criterion m. amended to make the criterion consistent with others regarding minerals.
Hail Weston general (0 comments) • No comments	• No comments to address
Hail Weston 1 (2 comments)	• The allocation policy includes criterion to require safe and appropriate access to the site from

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Comment in support of allocation but concern raised about speed limit, safety and lighting along and at the junction with the B645. • Anglian Water identify water mains to the southern boundary of the site. Encourage developers to engage with AW to determine point of connection to network.	High Street which connects directly from B645. No changes made. • Criterion added to require agreement with Anglian Water Services to determine a sustainable point of connection. Supporting paragraph added to detail the requirement. Criterion added to require the safeguarding of suitable access for the maintenance of existing water supply infrastructure. Supporting paragraph added to detail the requirement.
Holme general (2 comments) • Concerns are raised about developing a site near a busy junction, emphasising the importance of careful site entrance planning and suggesting the potential to include a village play area if the development proceeds. • Objection is raised to the Draft Local Plan for not allocating the Church Street, Short Drove, Holme (CfS:157) site for housing, despite the Council's own assessment confirming the site's suitability and deliverability; a request is made for its allocation or for a clear, evidence-based explanation for its omission.	• Concerns regarding the highway safety are noted. The draft policy requires a transport assessment to be undertaken to demonstrate impact of traffic flow, movement and parking. • Support for village play area is noted. • Church Street, Short Drove, Holme (CfS:157) - no substantive new evidence, moresequentially preferable site in the village proposed.
Holme 1 (6 comments) • Concerns development will result in increased traffic and congestion and pedestrian and cyclist safety is at risk due to inadequate footways; access and road layout issues are highlighted, especially a dangerous bend and cumulative access pressures. • Development's density is considered excessive for the village, arguing 25–35 homes are suitable and consistent with existing settlement character. • Retail and health facilities are welcomed, there are doubts about their impact on reducing car use, and a specific need for a children's play area is identified. • Anglian Water supports requirement for a surface water drainage strategy. Drainage and wastewater infrastructure is currently adequate but may need expansion for future growth; early coordination with Anglian Water is recommended. • Middle Level Commissioners identify reference to MLC and/or IDB discharge consent is important. • Site falls within a Mineral Safeguarding Area for brick clay, with the planning authority recommending best use of any incidentally extracted minerals.	• Concerns regarding the highway safety are noted. The draft policy requires a transport assessment to be undertaken to demonstrate impact of traffic flow, movement and parking and identify appropriate mitigation.. • Concerns regarding the scale of the proposal are noted. The draft policy identifies about 50 homes on site, this aligns with the outcomes of the in-combination LAA and SA assessment and also the developer's aspirations for the site. • Support for retail and community facilities is noted. Support for village play area is also noted. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. • Reference to discharge rates and the MLC/IDB now included within the supporting text. • Criterion added to address Minerals and Waste comments, stating that development should maximise incidental extraction of any minerals as part of development.

Main Issues Raised	Council Response / How the Council has taken this into account
Ramsey Forty Foot general (1 comments) • Objection to the omission of land east of Ugg Mere Court Road (CfS:146) for residential development. Ramsey villages lack sufficient housing allocations. Although this area is within the flood plain, there is now an opportunity to address local housing demand.	• Land east of Ugg Mere Court Road (CfS:146) - no substantive new evidence, fundamental constraints of the site being wholly classified as being grade 1 agricultural land and within flood zone 3a remain.
Ramsey Forty Foot 1 (2 comments) • Heritage Impact Assessment is needed to evaluate the potential effects of site development on nearby heritage assets and guide decisions regarding site allocation, policy, and necessary mitigation. • Middle Level Commissioners state the EA has no role here so can be excluded as the site is MLC land. MLC consent is required in both our navigation and flood role, notwithstanding as land owner they would be the ones promoting any development.	• A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Reference to the Environment Agency removed.
The Stukeleys general (1 comments) • Site promoter requests reconsideration for the Heron Shore (CfS:23-24210) site in the Local Plan, highlighting its proximity to Grange Farm, historical features, size, existing pond and access road, and suitability for luxury homes.	• Heron Shore (CfS:23-24210) - no substantive new evidence to overcome concerns. The site relates more to the countryside than Great Stukeley and it cannot be effectively masterplanned to integrate with the existing settlement. It is recognised that the wider area is evolving with the development of Alconbury Weald and Grange Farm, there may be opportunities for the site's development in the future.
Great Stukeley 1 (1 comments) • Anglian Water note that a surface water drainage strategy using SuDS is supported, and early engagement with Anglian Water is advised.	• Anglian Water support noted, criterion e. amended to require early engagement with AW on waste water flows.
Upton general (0 comments) • No comments	• No comments to address
Upton 1 (9 comments) • Site promoter in support of the allocations providing plans. Seeks minor changes to policy and supporting text relating to a proportionate flood risk assessment, where possible retaining boundary landscaping and access from Pig Market End appropriate to the scale and nature of the village. • Development should meet requirements for Custom and Self-Build registers, and ensuring	• Support from site promoter noted and additional plans welcome. Minor wording changes made to supporting text, policy wording not changed to provide consistency with other draft allocations. • Supporting paragraph added to identify that a proposal should consider the requirements set out in the authorities' self build register in terms of types and sizes of plots. • Anglian Water support noted, criterion d. amended to require early engagement with AW on waste water flows. Supporting paragraph 13.112 amended.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
design quality through established frameworks and codes. • Anglian Water support the requirement for a surface water drainage strategy; early coordination with Anglian Water is recommended.	
Waresley general (1 comments) • Site promoters propose a small-scale residential development of up to 15 homes at Home Farm, Waresley for inclusion in the Huntingdonshire Local Plan, citing easy access, minimal constraints, and the potential to meet local housing needs.	• Home Farm, Waresley, a newly promoted site for 15 homes - the site is located to the north of the draft allocation Waresley 1, as such the new site would extend development further north away from key services making it less preferable than the preferred options site. Also the cumulative impact of an additional development of this scale in Waresley would be significant.
Waresley 1 (17 comments) • Objections to 10 homes, preferring 2–6 dwellings to preserve rural character and prevent overdevelopment. The landowner suggests up to 9 homes for viability. • Heritage Impact Assessment is needed to evaluate the potential effects of site development on nearby heritage assets and guide decisions regarding site allocation, policy, and necessary mitigation. • Anglian Water identified assets within the site and support criterion d. Support the requirement for a detailed assessment of surface water and groundwater flood risk. Encourage the developer to engage with Anglian Water to determine whether a sustainable point of connection to our wastewater network can be identified. • Highlight unsafe, narrow road conditions and increased risks from more traffic, especially for pedestrians and vulnerable road users. • Concerns regarding drainage, sewer & flooding with residents reporting sewer issues and flooding, fearing further strain from 10 new homes without infrastructure upgrades. • Loss of open farmland, harm to countryside views, and threats to local wildlife and village identity are key concerns. • Additional noise and light are seen as detrimental to the quiet, rural setting. • Doubts raised about alignment with existing permissions, inclusion of woodland, and the timing of the proposal amid potential local government changes.	• In response to objections to proposed scale of the development noted, to help overcome landscaping, access, heritage and infrastructure concerns the capacity has been reduced to 6 dwellings. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Anglian Water support noted, criterion amended to require early engagement with AW on waste water flows. • Supporting paragraph added to identify that a proposal should consider the requirements set out in the authorities' self build register in terms of types and sizes of plots. • The policy includes criteria to address concerns relating to safe vehicular and pedestrian access, waste water, flooding, landscape impact and retention of woodland. No change made.

Local Plan Appendices

Local Plan Appendices

Main Issues Raised	Council Response / How the Council has taken this into account
Appendix 1 (11 comments)	
• Concern regarding scale of growth in Somersham and provision of infrastructure improvements. • Unclear why not all villages are included. • Comment seeks increase in Alconbury Weston commitments. • 22 holiday lodges at Elton Furze Golf Club appear to be listed within the existing commitments for Elton - these should be removed as not permanent dwellings. Instead site promoter seeks allocation of land between Duck Street and Wansford Road, Elton (CfS:59). • It would be more transparent if the "Total completed and committed" figures were listed in a table rather than just a figure. • The 0 figure is supported in Catworth as evidenced in the Parish survey. • Sites for which applications were received prior to the draft plan should be indicated with a different colour so as to be able to adequately consider the impact of newly proposed sites.	• Infrastructure needs to support additional development have been identified through the Infrastructure Delivery Study • Only places with a designated neighbourhood area are required to be ascribed a housing requirement • Appendix updated to reflect latest housing completions and commitments data. • Details of existing completions and commitments are not added separately as the purpose of the Appendix is to guide Neighbourhood Planning Groups with future plan requirements. • A site for 25 homes has been added to Catworth following further community engagement • Applications prior to the Local Plan preparation are included in the grey shaded first column, newly proposed ones are in the blue shaded second column. No changes made.
Appendix 2 (3 comments)	
• General support for monitoring scheme. • Cambridgeshire County Council recommended that the indicator for policy LP49 is reviewed as it only considers impact to statutory designated sites. Suggest monitoring the impact to Local Sites is also considered, such as: 1) number of Local Sites that have been removed / partially destroyed as part of development, 2) number of Local Sites that have been expanded as part of development, or 3) number of Local Sites in positive conservation management or number of sites that have been removed. • The appendix should set out what the Council if it does not meet any of its targets or indicators.	• Support noted and appreciated. • Monitoring of local sites have not been added due to the resource implications of monitoring these. The monitoring will include local sites that are monitored by Cambridgeshire and Peterborough Environmental Records Service. • Additional text has been included to explain actions if indicators are not met.
Appendix 3 (1 comments)	
• Support for list of acronyms.	• Support noted.
Appendix 4 (1 comments)	
• Comment stating support for policies.	• Support noted.
Glossary (2 comments)	

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• General support for glossary. • Underneath definition for Infrastructure - add after health 'fire & rescue, police and ambulance'.	• Collective reference to emergency service provision added.

Outcomes

5.12 The changes outlined in the tables above were made. Minor amendments were made to the document to address any spelling or grammatical errors. The layout and order of some policies were updated, therefore policy numbers within the Pre-Submission Local Plan may not match the policy numbers referred to in the Preferred Options Draft Local Plan

Preferred Options Sustainability Appraisal

Consultation Responses Summaries

5.13 The following table outlines a summary of the type of comments received to the Sustainability Appraisal consulted on between 5 November and 17 December 2025:

Responses to the Sustainability Appraisal

	Sustainability Appraisal
Number of Comments Made	85
Number of Individuals or Organisations that Responded	50
Number of Supports	2
Number of Objections	29
Number of Observations	54

5.14 People were able to comment on all aspects of the document by section, paragraph and tables. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Sustainability Appraisal Consultation Responses

Summary from the Sustainability Appraisal

5.15 The following provides a summary of the main issues raised during the consultation on the Sustainability Appraisal and how the Council has taken these into account.

Sustainability Appraisal

Main Issues Raised	Council Response / How the Council has taken this into account
Chapter 1 Sustainability Appraisal (13 comments)	
• Several argue the SA does not properly test different growth levels, spatial strategies, or the implications of higher/lower housing numbers, making the process legally non-compliant. • Concerns raised about inadequate consideration of water supply, sewerage capacity, flood risk, traffic impacts, pollution, and catchment-wide effects (including major external projects like Tempsford). • Respondents highlight contradictory scoring between similar sites, poor treatment of constraints, and missing evidence—undermining confidence in the methodology. • Education Authority highlights SA10 needs to also consider whether the allocation of the site	• A substantial review of the SA has been undertaken with significant additional material included to assist with interpretation of the testing of growth levels, different spatial strategies and consideration of reasonable alternatives. • The Local Plan is supported by a suite of evidence including those specifically for employment need and those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. The outcome of these studies have been fed into allocation policies and general local plan policies and have been fed into the SA where appropriate. • Sustainability Appraisal is an iterative process. Additional explanation has been included on how

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
considers catchment areas and the ability to travel to education infrastructure via sustainable transport and a safe walking route or with suitable mitigation which will enable this. • Objection to development on best and most versatile farmland, rural character, biodiversity, and the integrity of landscapes such as the Great Ouse Valley. • Concerns that the process as rushed, insufficiently consultative, and lacking clear justification for decisions. • Support positive SA findings where sites are deemed suitable for development, provided impacts are mitigated - including site promoters for land at Little Common Farm, Sawtry (CfS:380) and land north of Houghton Road (CfS:198) with further documents submitted.	it has evolved through preparation of the local plan, a tracker added to reflect responses and changes at each stage by theme and sustainability benefits more clearly identified. • Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Education has been considered through the sustainability appraisal and further detailed through the Infrastructure Delivery Study. • SA scoring was undertaken using the most up to date available information and a consistent framework and methodology which was available for comment through the scoping stage. • Support from site promoters noted.
Chapter 2 - Sustainability Appraisal Methodology (3 comments)	
• The SA contains inconsistencies, unclear reasoning, and factual errors in scoring. • Employment land allocations contradict the Local Plan's own sustainability hierarchy, allocating the largest amounts to less sustainable villages instead of towns and service centres. • A uniform, accurate, and future-infrastructure-aware assessment framework is required; proper methodology would change outcomes for several sites, including land adjacent to the A1 and Norman Cross (CfS:130). • Missing reasonable alternatives (e.g., Farcet - CfS:30): Some highly sustainable settlements like Farcet were not assessed or justified as exclusions. • The SA lacks robust assessment of sewage capacity and flooding risk, despite large-scale growth in sensitive catchments that currently lack treatment infrastructure.	• The SA scoring follows a standard scoring matrix set out on page 27 of the Preferred Options SA. • The Local Plan is supported by a suite of evidence including those specifically for employment need and those relating to infrastructure, transport, economy, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Land adjacent A1 at Norman Cross, Folksworth (CfS:130) for commercial development submitting a Vision document - concerns remain regarding transport impact on the A1 and around impacts on A1 and A15 junction at Norman Cross. • Land at West of Peterborough Road and North of Gazeley Gardens, Farcet (CfS:30) for 185 dwellings submitting a supporting document, concerns remain regarding coalescence between Farcet and Peterborough. • SA objective SA3 explores and assesses the existing waste water infrastructure and capacity. Each site has been assessed using data from the

Main Issues Raised	Council Response / How the Council has taken this into account
	Water Cycle Study and SFRA to consistently score each site.
Chapter 3 - Introduction to the SA on the Preferred Options Local Plan (0 comments)	
• No comments	• No comments to address
Chapter 4 - Stage B1: Testing the plan objectives against the SA framework (0 comments)	
• No comments	• No comments to address
Chapter 5 - Stage B2: Developing plan options (2 comments)	
Two site promoters commented: • Sibson Garden Community (CfS:348) is a potential freestanding strategic development, but was not appraised under Strategy Option 4 with comparable sites and was only considered in Strategy Option 1, unlike other similar sites assessed under multiple options. The SA does not explain why certain sites—including Sibson—were excluded or rejected, despite case law requiring clear justification of selected and rejected reasonable alternatives. Further documentation submitted alongside comment. • Sapley Park Garden Village (CfS:197) was not appraised under Growth Option 2, even though similar sites like Lodge Farm and Wyton Airfield were. The SA refined earlier six options into four strategies but did not include a reasonable alternative that assessed the North Huntingdon Growth Cluster, despite its strategic significance in the Local Growth Plan. The site lies centrally within the Growth Cluster and, given its strong locational advantages, the representation argues it should be included in full as a Local Plan allocation.	• Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Sibson Garden Village (CfS:348) - transport concerns remain including impact on Oundle Road. • Sapley Park Garden Village has been reissued for public consultation as a potential reserve site to further support delivery of the A141. Wording will be drafted and then be consulted upon through May to June 2026.
Chapter 6 - Stage B3 to B5: Predicting and evaluating the effects of the Plan and considering its effects (65 comments)	
Introduction (1 comment) • The SA must transparently and robustly assess all reasonable alternatives—clearly justifying why some policy options are chosen or rejected. Further evidence on the following sites provided: land at Marley Road, St Ives (CfS:292), land at Ramsey Road, Ramsey (CfS:250), land at Ramsey Road, Warboys (CfS:293), land at Mill Road, Buckden (CfS:294).	• Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Land at Marley Road, St Ives (CfS:292) for up to 600 homes providing further information - would need to be part of a wider development as in isolation the site would sit uncomfortably. Need more certainty on road improvement works.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
	A more sustainably located site with and direct access to services and facilities including town centre was selected. • Land at Mill Road, Buckden (CfS:294) for 195 homes providing further information no substantive new evidence, concerns remain. • Land at Ramsey Road, Warboys (CfS:293) for 210 homes providing further information- no substantive new evidence, concerns remain. • Land at Ramsey Road, Ramsey (CfS:250), for residential development providing further information - no substantive new evidence, concerns remain including cumulative impacts on Ramsey and Bury.
Policies - How Huntingdonshire will grow and change (10 comments) • Policy LP1 - promoter for land north of Priory Hill, St Neots (CfS:239) promotes their site and considers the SA fails to test or justify reasonable alternatives to the housing and employment requirement and overlooks affordability, growth and infrastructure factors. • Policy LP2 - promoter for land north of Prior Hill, St Neots (CfS:239) promotes their site and considers Council's preferred spatial strategy is unjustified because the SA fails to properly assess reasonable alternatives for distributing growth among the Market Towns, relies on incomplete evidence, and defaults without adequate reasoning to a single broad location north of Huntingdon. • Policy LP6 - Bury Parish Council considers the SA incomplete because it fails to account for the village's cumulative growth, underestimates environmental, transport and infrastructure pressures, and therefore requires amendments to accurately reflect Bury's sustainability challenges. • Policy LP9 - Ellington Parish Council identifies the SA recognises some benefits of directing development to villages but should more strongly protect agricultural land and require clearer commitments to improving active travel and public transport, which are currently under-emphasised in the policy. • Policy LP13 - St Neots Town Council commented that low flood risk does not preclude wider town impacts from loss of permeable green space and increased run-off.	• 25/01694/OUT has been submitted and is awaiting determination for Priory Park. Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. These consider cumulative impacts and their outcomes fed into allocation policies and into the SA where appropriate. • Amendments to policies have been made to maximise reference for sustainable transport. • St Neots Town Council comments are noted. • Amendments to specific policies where relevant can be found in 'Preferred Options Draft Local Plan'. • Monitoring of planning policies is undertaken through the Council's Annual Monitoring Report.

Main Issues Raised	Council Response / How the Council has taken this into account
• Policy LP14 - St Neots TC seek confirmed waste and sewer upgrades, capacity assessments, and timelines. • Policy LP15 - St Neots TC commented that low flood risk does not preclude wider town impacts, seek introduction of monitoring and enforcement mechanisms for BNG, trees, on-site renewables, and surface water management. • Policy LP16 - comment sought 80 l/p/d. • Policy LP17 - support for the Plan setting measurable on-site renewable/low-carbon heat targets beyond minimum Building Regulations; require post-occupation energy performance reporting. • Policy LP18 - comment says to develop and publish an online dashboard tracking obligations, milestones, and KPIs for each development.	
Policies - How will we create well designed places (9 comments) • General section - comment seeks adoption of an access standard (e.g. 10-minute walk to nature) and net gain for accessible green space • Policy LP19 - compact form must be paired with standards guaranteeing access to quality green space. • Policy LP20 - secure BNG for 30 years with management plans. • Policy LP21 - require pre-commencement delivery plans for energy, drainage, and green infrastructure, with stage gates tied to inspections and green space standards. • Policy LP23 - set measurable on-site renewable/low-carbon heat targets beyond minimum Building Regulations; require post-occupation energy performance reporting. • Policy LP26 - support for wildlife corridors integrating crossing points, hedgerow networks, and riparian buffers in masterplans and monitor effectiveness. • Policy LP27 - develop and publish an online dashboard tracking obligations, milestones, and KPIs for each development and Green Space Standards (e.g., 10-minute walk to nature) and net gain for accessible green space. • Policy LP30 - Bus enhancements and town-centre vitality measures plus EWR opportunities, should be fully considered to reinforce active travel,	• The Local Plan has tested and is proposing the Fields in Trust plus allotments standard which overall provides some 5.56ha/ 1,000 people of greenspace. This exceeds Natural England's recommended greenspace standards. • Most comments were related not specifically to the details of the SA but focused on wider policy responses to integrating biodiversity, greenspace, active and sustainable travel and infrastructure. Changes to these policies have been made, please see responses to the Preferred Options for further details. • A substantial review of the SA has been undertaken with significant additional material included to assist with interpretation of the testing of growth levels, different spatial strategies and consideration of reasonable alternatives.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
ensuring avoidance of weak bus access and station distances. • Policy LP31 - seek confirmed waste and sewer upgrades, capacity assessments, and timelines.	
Policies - How we will support a strong economy (3 comments) • Policy LP32 - set clear employment-growth targets for St Neots and align them with housing and infrastructure delivery and reassess strategic employment land in light of EWR and Tempsford/Little Barford. • Policy LP33 - St Neots TC state the Local Plan should adopt a brownfield-first sequential approach for St Neots, supported by a public brownfield register and policy guidance for industrial estates balancing employment retention with relocation to better connected sites, while identifying suitable locations to bring homes closer to the town centre minimising loss of agricultural land. • Policy 38 - review and expand St Neots town centre boundary to reflect current commercial patterns and the need to grow. Embed heritage and local distinctiveness explicitly into Vision and strengthen heritage policy with criteria-based assessments.	• St Neots Town Council are noted. The policies apply to the whole district and set a strategic plan for housing and employment growth supported by infrastructure to meet needs across the district and taking into account EWR. To set more localised policies addressing employment need for St Neots, an update to the Neighbourhood Plan may be more appropriate way to achieve this. • The Council have reviewed the Town Centre boundaries as part of the update to the local plan. • The vision for the Local Plan has been updated and more clearly refers to the historic environment.
Policies - How we will support homes for all (3 comments) • Policy LP42 - should be a greater mix of requirements for bungalows and specialist homes tailored to St Neots' demographics, with monitoring of delivery by site and phase. • Policy LP45 - should be a greater mix of requirements for bungalows and specialist homes tailored to St Neots' demographics, with monitoring of delivery by site and phase. • Policy LP47 - should be a greater mix of requirements for bungalows and specialist homes tailored to St Neots' demographics, with monitoring of delivery by site and phase.	• Comments are noted. The policies apply to the whole district and are support by a district wide Housing Needs Assessment. To set more localised policies addressing the specific housing mix requirements or aspirations in St Neots, an update to the Neighbourhood Plan may be more appropriate way to achieve this.
Policies - How we will conserve and enhance the environment (3 comments) • General section - wildlife movement is constrained by transport and rail corridors, planning should incorporate nature corridors and crossings to reduce bottlenecks and fragmentation. • Policy LP52 - St Neots TC state the Local Plan should adopt a brownfield-first sequential approach for St Neots, supported by a public	• Comment regarding wildlife movement is noted. • St Neots Town Council comments are noted. The Council had few brownfield sites submitted through the call for sites, sites that were considered appropriate through the in combination LAA and SA and which were supported by technical evidence gathering have been drafted as allocation. To set more localised approach to brownfield sites or to bring forward specific

Main Issues Raised	Council Response / How the Council has taken this into account
brownfield register and policy guidance for industrial estates balancing employment retention with relocation to better connected sites, while identifying suitable locations to bring homes closer to the town centre minimising loss of agricultural land. • Policy LP54 - require pre-commencement delivery plans for energy, drainage, and green infrastructure, with stage gates tied to inspections.	brownfield sites in St Neots, an update to the Neighbourhood Plan may be more appropriate way to achieve this.
Development Sites general (2 comments) • Objection that the SA does not compare alternative sites and the earlier LAA (2024) did exclude sites, but this does not replace SA requirements, requesting to update the SA to include full assessment of reasonable alternatives using latest evidence. • Site promoter put forward land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) submitting vision document. • Historic England has limited capacity to review the SA but raises that significant heritage impacts may be under-scored (e.g. Bluntisham 1, Alwalton 1, Waresley 1) and some designated heritage assets missing from assessments (e.g. scheduled monument near Alwalton 1). • SA process should be iterative, with updates made when negative impacts identified. Heritage Impact Assessments should be used to inform updates to the SA.	• Stage B2 Developing Plan Options sets out how the strategy has evolved and how reasonable alternatives have been tested through the evidence base to reach a preferred strategy. This chapter has been expanded further to integrate the next stages of evidence gathering and further detail how reasonable alternatives have been considered. • Land east of Bluntisham Road and north of Overcote Lane, Needingworth (CfS:291) for 240 dwellings submitting a Vision document - concerns remain regarding flood risk and cumulative impact on Needingworth. • Due to the considerable heritage impact, proposed allocations for Alwalton 1 and Bluntisham 1 have been removed from the next stage of the Local Plan preparation. • Heritage Impact Assessments for all preferred option sites have been undertaken and are available to view in the evidence library for the local plan. These have further shaped the allocation policy and appraisal for these sites.
Development sites - North Huntingdon Growth Cluster Opportunity Zone (4 comments) • SA acknowledges that large parts of the northern Huntingdon landscape would be permanently altered, with loss of green space and rural character. • Growth cluster developments, especially around Brampton Cross, raise concerns about HGV movements, rat-running, increased congestion on the A141/A1307, and lack of mitigation. • Parts of the cluster are at fluvial flood risk and require substantial drainage and wastewater infrastructure, which is not evidenced as deliverable. • Sites near major roads would face higher noise, air, light and visual pollution, with additional risks to SSSIs, SACs, and key wildlife habitats.	• Comments and concerns noted. • SA scoring was undertaken using the most up to date available information. • Heritage Impact Assessments on proposed site allocations have been undertaken and are available on the evidence library, recommendations have been fed back into allocation policy and SA where appropriate. • The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. These have been fed into allocations and into the SA where appropriate.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Several sites, including Brampton Cross and Huntingdon 1, contain or border sensitive landscapes and heritage assets that the SA does not fully assess. • Respondents highlight misclassified agricultural land, misleading screening assumptions, and incorrect statements about previously developed land. • Concerns that the SA fails to assess wider transport sustainability, cumulative impacts, and whether proposed allocations can realistically deliver sustainable development. Further transport assessment are requested.	
Development sites - Market Towns (6 comments) • Respondents highlight concerns about insufficient wastewater capacity, traffic pressures, lack of safe walking routes, and overstated assumptions about transport accessibility — particularly around St Neots and Ramsey. • Objections frequently reference flood-prone land, impacts on wildlife habitats, greenfield loss, landscape change, and risks to the Ouse Valley and green infrastructure. • Comments raise that Ramsey 1 and 3 threaten settlement identity, remove valued community open space, and risk merging villages such as Bury and Ramsey. • Issues in SA include incorrect public transport scoring, land status and under- or over-weighting of environmental and access criteria. • Objections raised to Ramsey 3 (field near to Rural Museum) where objections cite wildlife, flooding, lack of services, and recreational value. • A few landowners support allocations (Bury 3, Ramsey 1) but request adjustments to SA scoring to reflect proposed mitigation, open space, or brownfield reuse submitting further documentation.	• Concerns noted. The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. • SA scoring was undertaken using the most up to date available information and a consistent framework and methodology which was available for comment through the scoping stage. • Ramsey 3 has been removed as a draft allocation from the next stage of the Local Plan despite the rationale for allocating it being to secure the long term use of the wider site for community open space uses. • Support form site promoters noted, the SAs for Bury 3 and Ramsey 1 will be reviewed as part of Stage D of the SA process where changes between Regulation 18 and 19 are appraised.
Development sites - Service Centres (10 comments) • Several respondents strongly contest the reclassification of settlements—particularly Bluntisham—arguing they lack the facilities, infrastructure and transport links required to function as Service Centres. • Concerns focus on unsafe road access, high-speed roads, lack of footways, poor public transport, and limited local services in places such as Little Paxton, Somersham, and St Ives, suggesting proposed growth is unsustainable.	• Comments regarding how settlements have been categorised are noted. The categorisations were informed by the outcomes of the Sustainability of Settlements document. • SA scoring was undertaken using the most up to date available information. • Of the sites promoted in Buckden and Warboys none were put forward as draft allocations as they were either discounted through the in-combination LAA and SA assessment or there were issues regarding scale and integration.

Main Issues Raised	Council Response / How the Council has taken this into account
• Some criticise errors, outdated assumptions and inconsistent scoring—particularly around flood risk, agricultural land classification, achievability, and the comparative treatment of sites like Land south of Old Great North Road Sawtry (CfS:15), land off Fenton Road Warboys CfS:85, Emmanuel Knoll Village (CfS:207), and The Lattenburys (CfS:247). Promoters submitted further technical documents. • Promoters in support allocations (Fenstanton 1, Sawtry 2, Sawtry 3) but request updated SA assessments aligned with masterplans, mitigation proposals, and revised site boundaries. • Concerns are raised about disproportionate growth in some Service Centres without corresponding upgrades in schools, healthcare, parking, and local facilities.	• Comments from site promoters in Sawtry are noted, the policies have been reviewed and changes made where considered appropriate. • Emmanuel Knoll Village (CfS:207) - is an extension to Godmanchester, however, would result in such a substantial increase that it would not connect through and integrate with Godmanchester. Concerns remain about deliverability of the link road from A1198 to A1307 and provision of junction on the A1307. Inclusion would necessitate the removal of the Lattenburys as having both would result in coalescence. • Concerns noted. The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency to inform the development of the local plan.
Development sites - Local Service Villages (9 comments) • Several responses highlight that actual growth in Bluntisham is higher than stated due to current planning applications and that the SA fails to assess cumulative effects on infrastructure, landscape, and the Berry Fen SSSI. • SA is criticised for inconsistent scoring, overstating benefits, failing to demonstrate viability, and not explaining why some villages receive large allocations while others receive none. • Needingworth 1 is not supported. • Stilton PC raise concerns about heritage, noise from the A1(M), unsafe road access, congestion, HGV movement risks, and lack of safe cycling/walking routes. • A site promoter promoted their site land west of Farcet (CfS:108). • Site promoter for the Lattenburys (Hemingford Abbots 1) support allocations but seek adjustments to scoring or minor policy changes.	• Concerns noted. • SA scoring was undertaken using the most up to date available information and a consistent framework and methodology which was available for comment through the scoping stage. • Land west of Farcet (CfS:108) - concerns remain regarding coalescence between Farcet and Peterborough. • Support from site promoters noted, the SA for Hemingford Abbots 1 will be reviewed as part of Stage D of the SA process where changes between Regulation 18 and 19 are appraised.
Development sites - Villages (5 comments) • Objections to SA of Haddon 1 with respondents considering the site is inappropriate for development. Supporting documents provides a detailed analysis of the SA. • Impact on Ellington of the North Huntingdon Growth Cluster Opportunity Zone and need for	• The SA for Haddon 1/ Peterborough Services 1 will be reviewed as part of Stage D of the SA process where changes between Regulation 18 and 19 are appraised. • Concerns noted, the SA includes individual SA of all sites within the North Huntingdon Growth Cluster as well as an SA for the whole Growth Corridor capturing cumulative impacts. Also, the

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
further detailed transport and infrastructure studies. • Objection to Great Paxton 1 as site currently used for parking for the football ground, concerns over traffic implications on the village.	Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency. • Great Paxton 1, concerns of residents are noted and loss of informal parking. A criterion has been added to require a transport assessment to assess transport impacts of the development. The site area has been reduced to omit the land used for parking for the football ground.
Chapter 7 - Stage B6: How we propose to monitor the significant effects of the plan (1 comment)	
• Current planning policy lacks the technical tools and independent expertise needed to assess major flood, hydrology, sewage, and transport risks for large-scale growth, creating a high likelihood of system overload, infrastructure bottlenecks, and long-term failures. • An independently funded and politically separate technical body should be established to carry out full engineering due diligence—covering water, flood, sewage, and transport—before development proceeds, with clear accountability and compensation routes if failures occur.	• Comments noted. The Local Plan is supported by a suite of evidence including those relating to infrastructure, transport, water and flood risk. Evidence base documents have continued to be published as soon as possible after completion for transparency.
Chapter 8 - Stage C - Prepare the SA report (0 comment)	
• No comments	• No comments to address
Chapter 9 - Stage D - Consultation and development of the Plan (1 comment)	
• Comment that 6 weeks is too short a consultation period	• The 6 week timetable was necessitated by the transition arrangements deadline set by government. Hard copies of documents were made available through council offices and public libraries and responses were accepted in email and letter format to support inclusion of comments from those who found use of the online portal challenging.
Stage E - Monitoring and implementation of the Plan (0 comments)	
• No comments	• No comments to address

Outcomes

5.16 The changes outlined in the tables above were made. Minor amendments were made to the document to address any spelling or grammatical errors. As the Sustainability Appraisal is an iterative document, it will be updated and re-published as part of the Pre-Submission Local Plan consultation.

Additional Site Allocations for Local Plan

Consultation Responses Summaries

5.17 The following table outlines a summary of the type of comments received to the Additional Site Allocations for the Local Plan consulted on between 13 May to 10 June 2026:

Responses to the Additional Site Allocations for Local Plan

	Additional Site Allocations for Local Plan
Number of Comments Made	240
Number of Individuals or Organisations that Responded	130
Number that Support draft allocation	48
Number that Object to draft allocation	103
Number that Have Observations on draft allocation	89

5.18 People were able to comment on all aspects of the document by section, paragraph, tables and by site. The table below shows the **main issues** identified and the Council's response and / or how the council has taken these into account. To see all representations in full please visit the council's online consultation portal (links provided below) where all responses are recorded and click on the text 'WHAT PEOPLE SAY' :

- Additional Site Allocations for Local Plan consultation responses

5.19 **Sustainability Appraisal**

5.20 The Sustainability Appraisals of these sites at the time of the consultation remained unchanged from the previous consultation. Comments received previously will be reconsidered alongside responses to this consultation.

Summary of Sites consulted on in the Additional Site Allocations for Local Plan

5.21 The following sections provide a summary of the main issues raised during the consultation on the Additional Site Allocations for Local Plan and how the Council has taken these into account.

Main Issues Raised	Council Response / How the Council has taken this into account

General comments (18 comments)
• General support for allocating further small sites in settlements allowing for greater resilience for the strategy to deliver houses and to maintain a 5-year housing.
• Site promoters seek allocation of their sites:
  • Land at Fenton Road, Warboys (CfS: 85)
  • Eaton Bank, Land North of Bushmead Road (part of the site CfS: 54)
  • Land West of Potton Road, Hilton (CfS: 42)
	• Support noted.
	• Responses to sites promoted again, where appropriate the LAA and SAs for sites have been updated:
	  • Land at Fenton Road, Warboys (CfS: 85) - no substantive new evidence. Concerns remain regarding scale and integration.
	  • Eaton Bank, Land North of Bushmead Road (CfS: 54) - for a mixed use development. Vision document for the whole site submitted. The site has been put forward as

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Land West of Cage Lane, Great Staughton (CfS: 377) • Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) • Sibson Garden Community (CfS:348) • Land South of Folksworth Road, Folksworth (CfS: 23-245) • Rectory Farm, St Neots (CfS: 21) • Hardwicke Grange, St Neots (CfS:208) • Land east of Bishops Way, Buckden (CfS: 210) • Hemingford Grey Lake (CfS: 216) • Land West of West Street, Great Gransden (CfS: 257) • Land Between Duck Street and Wansford Road, Elton (CfS:59) • Land at Park Farm, Brampton (CfS: 222,224,225, 226) • National Grid identified assets within the area. • Historic England and Natural England provide general advice and make site specific comments on each site.	an integral part of the large scale Eaton Bank proposal with proposed uses shared across the wider site. Currently, the larger site proposal is not included within the draft Bedford Borough Plan to 2040 there is no expectation of its delivery. As this is not being taken forward at present it is not appropriate to assess the land as a free-standing site because it is not the intention of the site promoter to develop it in this manner. • Land West of Potton Road, Hilton (CfS: 42) - no substantive new evidence. Concerns regarding scale and integration. • Land West of Cage Lane, Great Staughton (CfS: 377) - no substantive new evidence. Integration challenges remain. • Brook Farmyard, Great Staughton (CfS: 373; 374; & 375) - the site is already allocated in the Neighbourhood Plan for Great Staughton and therefore is already part of the development plan. • Sibson Garden Community (CfS:348) - transport concerns remain including impact on Oundle Road. • Land South of Folksworth Road, Folksworth (CfS: 23-245) - for up to 200 homes submitting a Vision document - the vision document also includes more land to the east, this is disproportionate to the size of Folksworth. • Rectory Farm, St Neots (Cfs:21) - for a mixed use development consisting of at least 900 homes. The East West Safeguarding area was updated in June 2026 and now covers almost the entirety of the site making the deliverability of the site for this Local Plan uncertain. • Hardwicke Grange, St Neots (CfS:208) - for a mixed use development. The East West Safeguarding area was updated in June 2026 and now covers almost the entirety of the site making the deliverability of the site for this Local Plan uncertain. • Land east of Bishops Way, Buckden (CfS: 210) - for residential development. Significant constraints that impede the development of the site including access, impact on the Great Ouse Valley green infrastructure priority area, County Wildlife Site and the wider ecological network of the

Main Issues Raised	Council Response / How the Council has taken this into account
	Ouse Valley have not been sufficiently addressed. • Hemingford Grey Lake (CfS: 216) - for leisure moorings and submitted documents to address suitability, ecology, flood risk and highways - no substantive new evidence, there are still fundamental concerns with the delivery of the site. • Land West of West Street, Great Gransden (CfS: 257) - for 55 homes. The neighbourhood plan identifies this area as an opportunity to restore or enhance existing ecological network access, the site is therefore considered inappropriate for development due to potential for ecological impact. The promoter has not submitted any technical evidence to address this. • Land Between Duck Street and Wansford Road, Elton (CfS:59) - for residential development citing that the existing committed permissions in Elton include holiday lodges which are not permanent so a housing allocation is required - no substantive new evidence. • Land at Park Farm, Brampton (CfS: 222, 224, 225, 226) - for employment/mixed use site covering four parcels of land as one linked development supported by wide technical evidence including odour assessments, noise, employment demand etc - The collective four parcels have been assessed in full in the LAA and SA but Council, concerns remain over unacceptable landscape and traffic impacts. • National Grid comment noted. • Comments from Historic England and Natural England are addressed against each site below.
Introduction (7 comments) • General support for additional small site allocations to assist in achieving a 5-year housing land supply and supporting smaller settlements • Further technical information should be provided to justify allocation such as trajectory information • National Highways recommend that there is a focus on connectivity and sustainable travel, to reduce the car driver mode share and thus minimise potential effects on local SRN junctions and links. Consider that the sites are unlikely to be of significant impact in terms of the SRN, although Spaldwick 1 has the potential to be car	• Support noted. • Trajectory surveys will be sent to all proposed site allocations and other existing commitments to inform the housing trajectory for the Pre-Submission Local Plan. • National Highways comments noted, sites that are brought forward into the Pre-Submission Local Plan will sit within a wider spatial strategy and active and sustainable travel policies in the plan will apply. Comments regarding the Reserve site at Sapley are noted. • Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the A1 and

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
dependent. Further technical work to support Reserve Site A: Sapley Garden Village to assess impact the A1(M) at Alconbury and the junction of the A141 with the A1 and A14 required. • Additional 4.58ha of land at Brampton to the north west of Dorling Way adjacent to the A1 and Thrapston Road promoted.	Thrapston Road for housing - the Council is very concerned about the harm to resident amenity due to its proximity to the strategic road network. There are also concerns about how a development here could be successfully integrated as the neighbouring development has been designed so that there is limited vehicular access to this site. The intention for this parcel of land was to be retained as a landscape buffer.
Bythorn 1 (41 comments) • Some support for the site stating it will help supply of sites that contribute towards a 5-year housing supply. • Objections, with some support mainly for the Home Farm site replacing Warren Lane, but some comments support Warren Lane over Home Farm with some stating no support for any allocations. • Existing Planning in Principle approval on the site means the allocation would lead to overdevelopment when combined. Common suggested changes include reduce or phase the scale of development or consider other sites. • Concern regarding scale, limited services and facilities, or public transport; resulting in a reliance on private vehicles and concerns over increased traffic and safety. • Effects on conservation area, listed buildings, historic farm buildings, and wildlife interest made. Historic England recommends Heritage Impact Assessment to support the proposal. CCC Historic Environment team recommends suitable planning conditions and historic building recording • Anglian Water identify some capacity for growth at Molesworth WRC and support provision of a proportionate flood risk assessment and drainage strategy with detailed assessment of surface water flood risk. • LLFA identify a low risk of surface water flooding and discharge rates should remain at greenfield rates. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. • CCC Education raise that there is sufficient school capacity mitigation may be required for secondary provision.	• Support noted. • Mixed responses to the site over Warren Lane are noted. The benefit to Home Farm is that there is an existing access and would support the reuse of buildings and could provide heritage benefit. The Local Plan will include this site in the Pre-Submission Local Plan and remove the allocation in Bythorn included in the Preferred Options Draft Local Plan. • Existing planning approval on northern part of the site is reflected in the policy, the inclusion of the farm buildings brings potential heritage benefit and a high quality heritage led redevelopment reusing existing buildings. No changes made. • Concerns are noted regarding scale. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the policies in the Local and Neighbourhood Plan. • The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Criterion d. requires a flood risk assessment and detailed drainage strategy. No changes made. • Anglian Water support noted, criterion e. requires early engagement with AW on waste water flows. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study.
Catworth 1 (17 comments) • Some support for the site including from the Parish Council who identify the site was supported over others for some development in their	• Support noted particularly that this site is a preferred site amongst the Parish Council and residents supported by the neighbourhood plan survey and engagement. Site to be included within the Pre-Submission Local Plan.

Main Issues Raised	Council Response / How the Council has taken this into account
neighbourhood plan survey, however the capacity should be reduced. • Promoter for Land East of Station Road (CfS: 357) seeks removal of this site and replacement with theirs. • Some objections based on the impact on local character and insufficient services within Catworth • Historic England and CCC Historic Environment team identify the site's proximity to scheduled monument. CCC identify a planning condition could overcome any archaeological constraint. • LLFA identify low surface water flood risk and discharge rates should remain at greenfield rates • Anglian Water state there no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. Engagement with Anglian Water and wider water supply planning as nearby wastewater treatment works reaching capacity. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education raise that there is sufficient school capacity and this development would likely to support the viability of the existing primary school, and early years provisions. Mitigation may be required for secondary provision.	• Land east of Station Road (CfS: 357) - no substantive new evidence to overcome concerns. • Concerns regarding impact on local character noted, the criteria within the policy and other policies in the plan seek to overcome these. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • Criterion c. requires a flood risk assessment and detailed drainage strategy. No changes made. • Anglian Water support noted, criterion added to require early engagement with AW on waste water flows. • CCC Highways and Educations comments are noted.
Ellington 2 (21 comments) • Some support for the site as part of a wider small sites strategy to improve housing supply and five year land supply. • Objections considered 35 dwellings as a significant increase for Ellington and the site being outside settlement boundary, contrary to Grafham & Ellington Neighbourhood Plan and concerns regarding cumulative impacts. • Limited services (no shop, poor public transport), lack of safe active travel routes to nearby settlements. • Site promoter states site is deliverable for 35 homes including self-build plots with an existing PIP application on part of the site and being capable of contributing to the 5-year housing supply. Supported by technical work (masterplan, transport, flood, ecology) • . LLFA identify some surface water flood risk attributed to the surface water flow path running	• Support noted. Site to be included within the Pre-Submission Local Plan • Ellington PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the policies in the Local and Neighbourhood Plan where applicable. • Concerns are noted. The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Landowner comments and technical work to date noted and welcome. Site policy amended to include reference for 3 self and custom build plots to align with the submitted illustrative masterplan for the site. • Criterion c. requires a flood risk assessment and detailed drainage strategy and details of the

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
along the eastern boundary of the site. There is potential residual risk to the site from a culvert beneath Grafham Road. • Anglian Water state there no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. • Historic England raises no concern. CCC Historic Environment team recommend archaeological conditions. • This site potentially triggers Natural England's Impact Risk Zone (IRZ) for discharges. • Potential requirement for recreational pressure on Brampton Wood SSSI • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education note that there is sufficient school capacity mitigation may be required for secondary provision.	culvert provided in the supporting text. No changes made. • Anglian Water support noted, criterion d. requires early engagement with AW on waste water flows. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. • The site has been included for assessment of impact on SSSIs in the Ecological Constraints Assessment available in the evidence library. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study.
Grafham 2 (25 comments) • Some support identified stating it would keep the village more compact in form and have less higher safety issues. • Some support for the site stating it will help supply of sites that contribute towards a 5-year housing supply. • Objections and concerns from residents and the parish council with development being contrary to the neighbourhood plan. Development seen as harmful to the rural character and overall nature of the village and concern regarding cumulative impacts. • Concerns about busy roads, impacts on pedestrians, cyclists, and the Buckden roundabout. Identify limited local services and infrastructure; lack of public transport; pressure on sewerage systems. • Parish Council state site area is 1.1ha rather than 1.62h and number of homes be reduced to a maximum of 24 if development were to proceed. • Common suggested changes include reduce or phase the scale of development or consider other sites. • Existing surface water and sewer surcharge problems; soakaways considered ineffective due to clay soils.	• Support noted. Site to be included within the Pre-Submission Local Plan • Grafham PC comments regarding the neighbourhood plan are noted. The draft policy requires design that integrates with the surrounding area. Any application will also be determined against the policies in the Local and Neighbourhood Plan where applicable. • Concerns are noted. The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Site area reviewed and amended to 1.1ha, as such the capacity has been reviewed and reduced to 25 homes to align with the site densities in the LAA methodology. • The site was initially promoted for 60 homes, through the in combination LAA and SA assessment of the site, this was reduced providing a more proportionate scale of development. • Criterion c. requires a flood risk assessment and detailed drainage strategy. No changes made. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. Additional

Main Issues Raised	Council Response / How the Council has taken this into account
• LLFA identify a low risk of surface water flooding, pre-app advice recommended. • Potential harm to the setting of Grade II listed Village Farm and wider historic character, comment seeks landscape buffer if to proceed. Historic England recommend a Heritage Impact Assessment support the site. CCC Historic Environment team identify there is ridge and furrow earthworks within the site boundaries and resists its allocation. • Potential requirement for recreational pressure on Grafham Water SSSI and Brampton Wood SSSI. May trigger Natural England's IRZ if discharge of water exceeds discharge rates. • Anglian Water identify some capacity for growth at Buckden WRC and confirm there are no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education raise that there is sufficient school capacity mitigation may be required for secondary provision.	text added to criterion e. to also include ridge and furrow. • The site has been included for assessment of impact on SSSIs in the Ecological Constraints Assessment available in the evidence library. • Anglian Water support noted, criterion d. requires early engagement with AW on waste water flows. No changes made. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study.
<u>Ramsey Forty Foot 2 (15 comments)</u> • General support for allocation of the site, particularly as part of a wider strategy of small and medium sites to boost housing supply and five year land supply • Landowner confirms the site is available, suitable, and deliverable, with work underway (masterplanning, surveys, technical studies). Wishes to increase capacity to 42 dwellings. • Historic England and CCC Historic Environment team identify the site's proximity to scheduled barrow cemeteries and need for a proportionate Heritage Impact Assessment (HIA) and possible mitigation and archaeological works. • Need for SuDS and careful foul/surface water management • Engagement with Anglian Water and wider water supply planning • Potential hydrological link to Ouse Washes SAC so surface and foul water must be managed and treated to avoid environmental harm.	• Support noted. Site to be included within the Pre-Submission Local Plan • Landowner comments confirming technical works underway are welcome. Site promoter seeks to raise capacity from 25 to 42 is noted, the site has been assessed suitable for approximately 27 homes through the in combination LAA and SA assessment as it is of scale that could be integrated with the existing community. The capacity has been increased to 30 to reflect the landowner's aspirations while also enabling more landscaping to overcome landscape impacts and heritage considerations due to its proximity to a scheduled monument and for biodiversity net gain to provided on site. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. Criterion added to the policy requiring archaeological investigation, recording and where appropriate conservation.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• This site is just within the sub-catchment served by the Skeggins Fen (private). Surface water pumps into the Middle Level Commissioners Old River Nene, also known as the River Nene (Old Course), near Bodsey Bridge. Treated Foul Effluent Water discharges into the MLC High Lode via Ramsey WRC. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Local infrastructure improvements may be required in the form of walking/cycling connectivity. • CCC Education raise that school capacity mitigation may be required to accommodate development	• Criterion c. requires a proportionate flood risk assessment and drainage strategy. No changes made. • Criterion d. requires engagement and agreement with Anglian Water on waste water flows. No changes made. • The site is included within the Habitats Regulation Assessment accompanying the Local Plan. • MLC comments noted. • CCC Highways and Educations comments are noted, additional education provision will be assessed in the Infrastructure Delivery Study.
Spaldwick 1 (30 comments) • Some support for the site stating it will help supply of sites that contribute towards a 5-year housing supply. • Local objection stating 90 homes seen as a significant expansion, out of keeping with a small rural settlement. Insufficient evidence on wastewater, drainage, utilities, healthcare, schools, and community facilities. Common suggested changes include reduce or phase the scale of development or consider other sites. • Repeated concern that key constraints (infrastructure, access, flood risk) are unresolved and should be addressed before allocation. • Potential requirement for recreational pressure on Brampton Wood SSSI • Anglian Water identify some capacity for growth at Easton WRC and confirm there are no existing Anglian Water assets within or adjacent to the site boundary. The provision of a proportionate flood risk assessment and drainage strategy is supported. • LLFA identify a high risk of surface water flooding, pre-app advice recommended. Support criterion requiring for a site-specific flood risk assessment and detailed drainage strategy. • CCC Highways states there is sufficient frontage to achieve an access achievable from highway. Right of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. • CCC Education raise that there is sufficient school capacity mitigation may be required for secondary provision.	• Support noted. Site to be included within the Pre-Submission Local Plan • Comments seeking removal or reduction of the site are noted. Text has been added to the supporting text to reflect that development should be provided in two phases to enable integration of the development with the village. • Concerns are noted. The Plan incudes a policy on supporting active and sustainable travel and seeks where appropriate enhancement to active travel networks. The Plan is also supported by an Infrastructure Delivery and Transport studies. • Criterion e. requires the provision of a suitable means of access from Stow Road and provision of a safe and appropriate access to the village by vehicles and active travel modes. No changes made. • The site has been included for assessment of impact on SSSIs in the Ecological Constraints Assessment available in the evidence library. • Criterion d. requires engagement and agreement with Anglian Water on waste water flows. No changes made. • Criterion f. seeks the retention and enhancement of existing rights of way. No changes made. • Criterion c. requires a proportionate flood risk assessment and drainage strategy. No changes made. • CCC Highways and Educations comments are noted, additional secondary provision will be assessed in the Infrastructure Delivery Study. • A proportionate Heritage Impact Assessment for the site has been prepared and is available in the evidence library for the new Local Plan. Criterion added requiring design and layout that is sensitive

Main Issues Raised	Council Response / How the Council has taken this into account
• Historic England raises no concerns. Although CCC Historic Environment team identify there is a medieval deserted medieval settlement earthworks and ridge and furrow earthworks within the site boundaries and resists its allocation. • Support from site promoter with site layout plan submitted. • Promoter for land south of High Street, Spaldwick (CfS: 23-24322) promoting their site instead of this one.	to the remains of a deserted medieval village and on ridge and furrow informed by a proportionate heritage assessment. • Proposed site layout plan from site promoter is supported. • High Street, Spaldwick (CfS: 23-24322) - no substantive new evidence has been provided to overcome surface water flood risk on site, more sequentially preferable sites are available.
Reserve Site Sapley Park Garden Village (66 comments) • Many objections to the proposed Strategic Reserve Site with some support. • Support from site promoter with site concept masterplans submitted. • Some support for having a reserve site in principle to bring flexibility and resilience, but only if infrastructure is delivered in advance, and strict controls and clearer triggers are applied. • Objections come from residents, parish councils (Alconbury, Abbots Ripton, Broughton and Kings Ripton, Ellington, Houghton and Wyton), and stakeholders, often aligning on similar concerns. Concern that roads, schools, healthcare, sewage, and utilities cannot support the scale of development. • Strong concerns about increased flooding (particularly Bury Brook catchment), inadequate drainage, and existing sewer capacity failures. • Loss of countryside, biodiversity, and agricultural land; conflict with climate and food security objectives. • Harm to conservation areas (Abbots Ripton, Kings Ripton, Broughton), local character, and setting of heritage assets. • Development viewed as disproportionate (town-scale), leading to urban sprawl and overdevelopment of the North Huntingdon cluster. • Doubts over viability, infrastructure funding, long lead-in times, and reliance on uncertain projects (e.g. A141 upgrades, rail station). • Lack of clarity on reserve site triggers, delivery mechanisms, and oversight. • Developers/land promoters: Concern the site is not effective as a reserve due to delivery times and infrastructure dependency; suggest alternative sites such as land off Conington Road, Fenstanton (CfS: 265)	• Following a review of the consultation responses and of the concerns raised, the reserve site proposal will not be taken forward in the pre-submission version of the Local Plan to 2046. The Local Plan will not propose any other sites as reserve sites.

5 Preferred Options

Main Issues Raised	Council Response / How the Council has taken this into account
• Anglian Water notes development would need to be phased to align with delivery of a WRC growth scheme from AMP9 onwards. • CCC Historic Environment team identify potential for archaeology and recommends predetermination evaluation. Historic England recommends a Heritage Impact Assessment. • CCC Highways state for phase 1, primary access should be from the A141and secondary accesses may be possible from C112 King Ripton Road/Sapley Road and C115 Abbots Ripton Road; all of which appear to have sufficient access. Local infrastructure improvements may be required in the form of walking/cycling connectivity. Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. • CCC Education comments note the need to meet the needs of the early years and primary age, it would require a total of three 4 form entry (FE)/840- place primary schools requiring a land take of 4 hectares (ha) each, and one 2FE/420-place school with a land take of 3ha and consider standalone nursery provision. It would require a total of two 6FE/900-place secondary schools and associated post-16 provision and SEND provision. • This site potentially triggers Natural England's IRZ for discharges. May be hydrologically connected to the Ouse Washes SAC. • A recreational pressure assessment should be required as the broad site is within the zones of influence for Portholme SAC/SSSI and Monk's Wood NNR/SSSI.	

Appendix 1 Consultation Material - Issues Phase

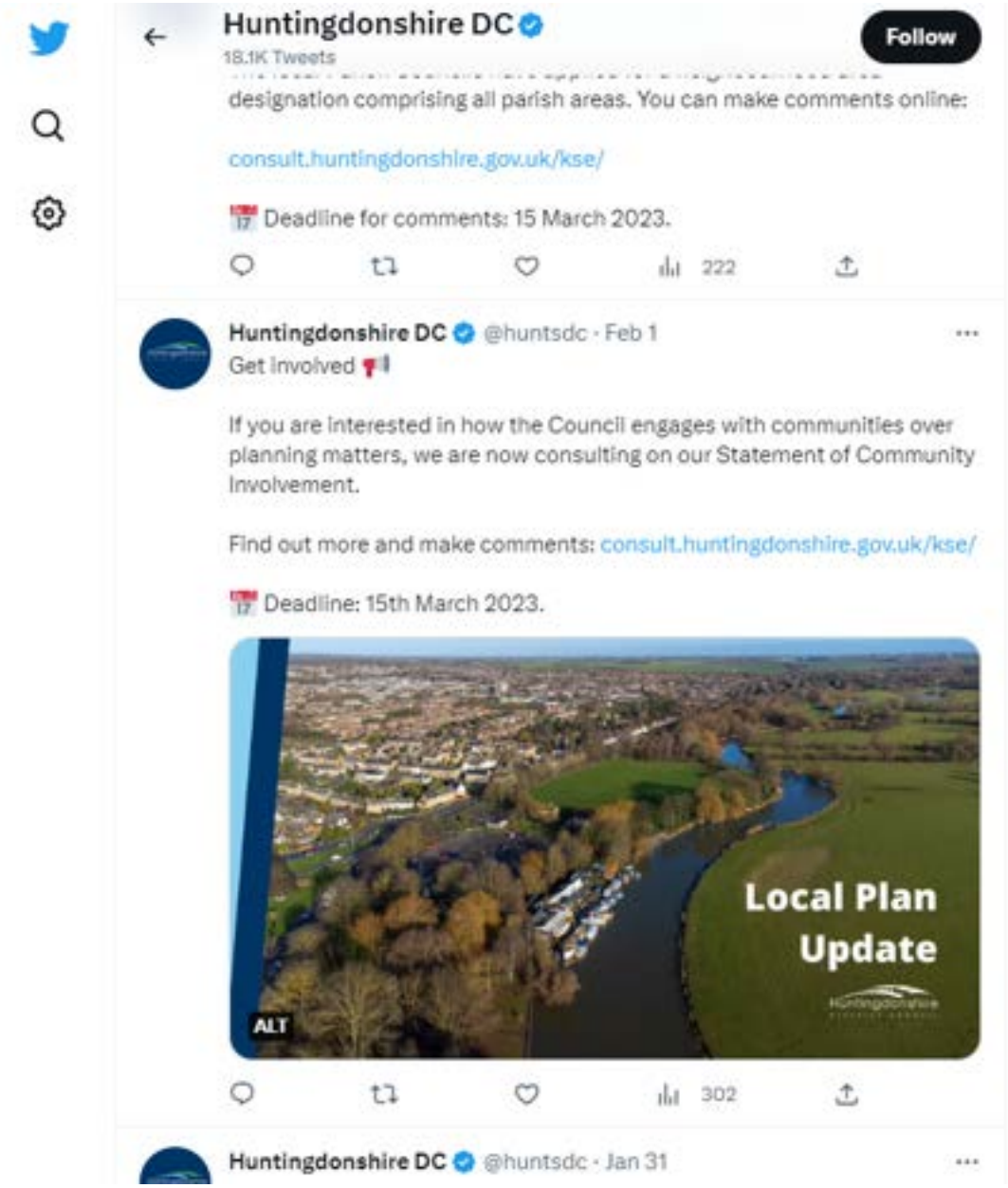
6.1 This appendix provides some examples of press releases and social media posts that were published as part of the Council's consultation and engagement on the Issues phase of consultation.

Statement of Community Involvement and Sustainability Appraisal Scoping Report

Facebook post: Published 1 February 2023

Appendix 1 Consultation Material - Issues Phase

Twitter post: Published 1 February 2023



Appendix 1 Consultation Material - Issues Phase

Press release: Published 26 January 2023

Huntingdonshire

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Home / News / District Council Agrees to Start Full Update to Adopted Local Plan

District Council Agrees to Start Full Update to Adopted Local Plan

26-Jan-2023

Huntingdonshire District Council has committed to the preparation of a full update to the adopted Local Plan, at a Cabinet meeting on Tuesday 24 January 2023. This will set out how the district will grow over the coming decades.

The council's current 'Local Plan to 2036' was adopted on 15 May 2019 identifying sufficient land for new homes, jobs, facilities, infrastructure, and open spaces to meet known needs. This will continue to be used to determine planning applications until the updated Local Plan is completed.

The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. Town and Country Planning Regulations state that the local planning authority must review it every five years starting from the date of adoption.

Executive Councillor for Planning, Cllr Tom Sanderson, said: "An updated Local Plan provides opportunities to introduce policies that can help to deliver the council's and communities' priorities. We can look to make changes to reflect new and emerging national legislation, our corporate ambitions as a Joint Administration and priorities we have heard through community engagement on Huntingdonshire Futures and the Climate Strategy."

Approval was also given to issue the council's proposed Statement of Community Involvement (SCI) for public engagement. This document outlines how the District Council will engage and consult with the local community on planning matters. A proposed Sustainability Appraisal Scoping Report (SASR) was also approved for public engagement. This sets out how the District Council will consider the possible environmental, social and economic impacts of the Local Plan update throughout its preparation.

Public engagement on the SCI and SASR documents will commence in early February 2023. This is the first of a series of public engagement opportunities that will shape the full update to the Local Plan.

Was this page useful? Yes No

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Appendix 1 Consultation Material - Issues Phase

Settlement Hierarchy & Land Availability Assessment Methodologies and Call for Sites

Press release: Published 27 March 2023

Huntingdonshire

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Home / News / District Council to Launch Call for Sites Consultation

District Council to Launch Call for Sites Consultation

27-Mar-2023

Huntingdonshire District Council is launching a Call for Sites consultation, as part of the second phase of engagement on a full update to the Local Plan.

The Call for Sites is a process in which developers, landowners and members of the public are invited to put forward potential sites across the district for consideration, such as:

- Residential (such as housing, specialist homes, moorings, care homes)
- Commercial (such as retail, leisure, industrial, logistics)
- Infrastructure (such as health uses, community facilities, renewable energy)
- Open Space Use (such as sports and recreation, allotments, biodiversity net gain, flooding safeguarding)

The suitability of these sites will be assessed for potential allocation for their proposed use in the Local Plan update and consulted on in the future.

Executive Councillor for Planning, Cllr Tom Sanderson, said: "The Call for Sites is a big step in the work to update our Local Plan. We are inviting input from people to inform the options for future development in Huntingdonshire. This process gives us a greater understanding of potential development areas and their possible uses. We encourage the local communities, landowners and developers to put forward potential sites and the proposed uses for them."

The Consultation opens on Wednesday 29 March 2023 and runs for 10 weeks until Wednesday 7 June 2023. Potential sites for development can be submitted through the online planning portal. The District Council will send invitations to participate to a wide local audience including Parish and Town Councils, landowners, developers, agents and businesses.

Submitted sites will be assessed against the criteria set out in the Land Availability Assessment Methodology and the Sustainability Appraisal Scoping Report.

Launching at the same time as the Call for Sites is the consultation on two methodologies that will be used during the full update to the local plan. These are:

- Settlement Hierarchy Methodology
  - o This document has been developed to assess the sustainability of settlements and aid in the decision-making on their suitability for future growth in the next Local Plan.
- Land Availability Assessment Methodology (LAA)
  - o The primary purpose of the LAA is to set out a clear methodology by which to assess potential development sites and provide a consistent way in which to assess their suitability, availability, achievability, deliverability and potential capacity.

The consultation for these two documents also opens on Wednesday 29 March 2023 and runs for 6 weeks until Wednesday 10 May 2023. Comments can be made on the council's planning portal.

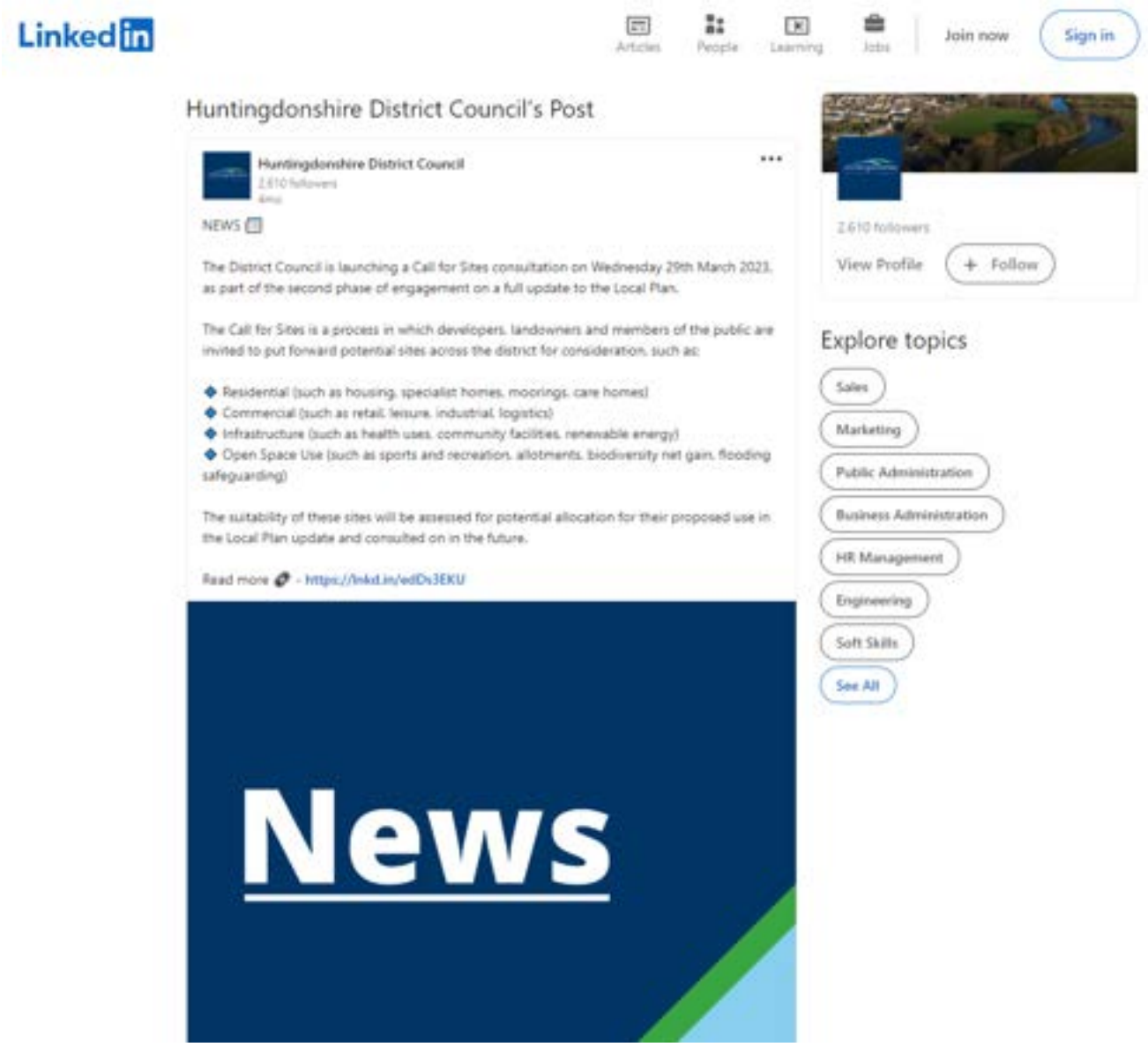
The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. Town and Country Planning Regulations state that the local planning authority must review it every five years starting from the date of adoption.

View further information on the full update of the Local Plan.

Was this page useful? Yes No

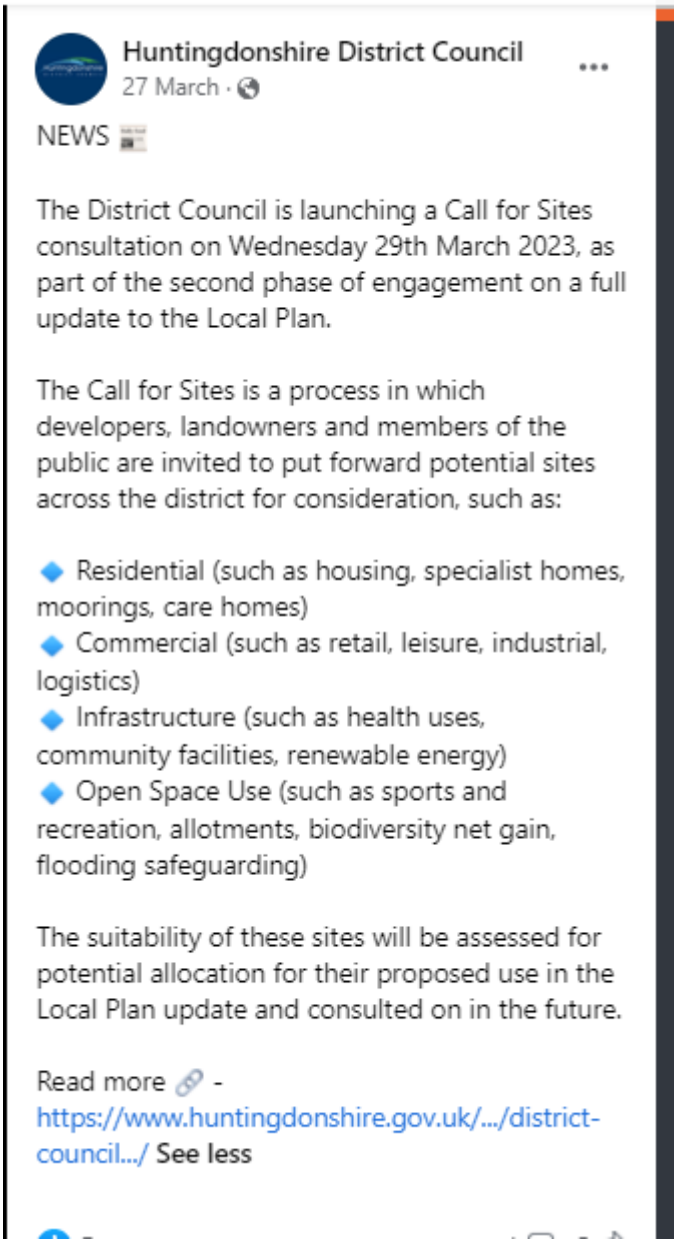
Appendix 1 Consultation Material - Issues Phase

Linked in release: Published 27 March 2023



Appendix 1 Consultation Material - Issues Phase

Facebook post: published 27 March 2023



Huntingdonshire District Council
27 March ·

NEWS

The District Council is launching a Call for Sites consultation on Wednesday 29th March 2023, as part of the second phase of engagement on a full update to the Local Plan.

The Call for Sites is a process in which developers, landowners and members of the public are invited to put forward potential sites across the district for consideration, such as:

- Residential (such as housing, specialist homes, moorings, care homes)
- Commercial (such as retail, leisure, industrial, logistics)
- Infrastructure (such as health uses, community facilities, renewable energy)
- Open Space Use (such as sports and recreation, allotments, biodiversity net gain, flooding safeguarding)

The suitability of these sites will be assessed for potential allocation for their proposed use in the Local Plan update and consulted on in the future.

Read more - https://www.huntingdonshire.gov.uk/.../district-council.../ See less

Appendix 1 Consultation Material - Issues Phase

Twitter post: published 27 March 2023

← Post

Huntingdonshire DC ✓
@huntsdc

NEWS 📰

The District Council is launching a Call for Sites consultation on Wednesday 29th March 2023, as part of the second phase of engagement on a full update to the Local Plan.

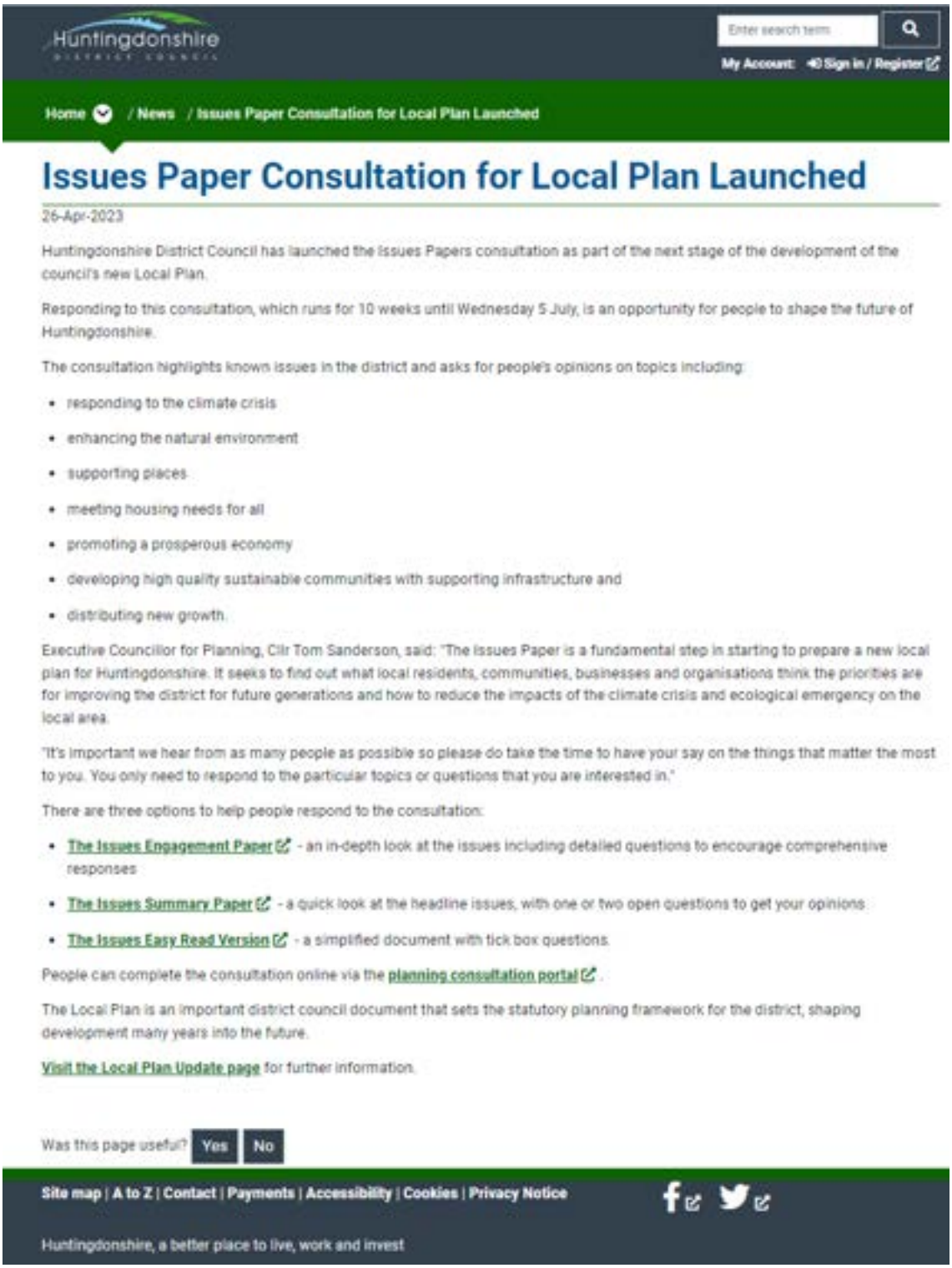
Read more 🔗 - huntingdonshire.gov.uk/news/district-...

2:01 PM · Mar 27, 2023 · **275** Views

Appendix 1 Consultation Material - Issues Phase

Issues Papers Consultations

Press release: published 26 April 2023



Huntingdonshire

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Home / News / Issues Paper Consultation for Local Plan Launched

Issues Paper Consultation for Local Plan Launched

26-Apr-2023

Huntingdonshire District Council has launched the Issues Papers consultation as part of the next stage of the development of the council's new Local Plan.

Responding to this consultation, which runs for 10 weeks until Wednesday 5 July, is an opportunity for people to shape the future of Huntingdonshire.

The consultation highlights known issues in the district and asks for people's opinions on topics including:

- responding to the climate crisis
- enhancing the natural environment
- supporting places
- meeting housing needs for all
- promoting a prosperous economy
- developing high quality sustainable communities with supporting infrastructure and
- distributing new growth.

Executive Councillor for Planning, Cllr Tom Sanderson, said: "The Issues Paper is a fundamental step in starting to prepare a new local plan for Huntingdonshire. It seeks to find out what local residents, communities, businesses and organisations think the priorities are for improving the district for future generations and how to reduce the impacts of the climate crisis and ecological emergency on the local area.

"It's important we hear from as many people as possible so please do take the time to have your say on the things that matter the most to you. You only need to respond to the particular topics or questions that you are interested in."

There are three options to help people respond to the consultation:

- The Issues Engagement Paper - an in-depth look at the issues including detailed questions to encourage comprehensive responses
- The Issues Summary Paper - a quick look at the headline issues, with one or two open questions to get your opinions
- The Issues Easy Read Version - a simplified document with tick box questions.

People can complete the consultation online via the planning consultation portal.

The Local Plan is an important district council document that sets the statutory planning framework for the district, shaping development many years into the future.

Visit the Local Plan Update page for further information.

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Appendix 1 Consultation Material - Issues Phase

Poster for Councillor distribution

Appendix 1 Consultation Material - Issues Phase

Poster for Councillor distribution

Appendix 1 Consultation Material - Issues Phase

Facebook post: published 26 April 2023

Huntingdonshire District Council
26 April ·

Our Local Plan Issues Paper Consultation is live!
The Issues Paper is one of the first stages of creating a new Local Plan and seeks opinions from local residents, communities, businesses, and organisations on what our future planning priorities should be. It is structured around eight themes from responding to the climate crisis and enhancing the natural environment to meeting housing needs for all and promoting a prosperous economy.

Find out more: https://consult.hunting... See more

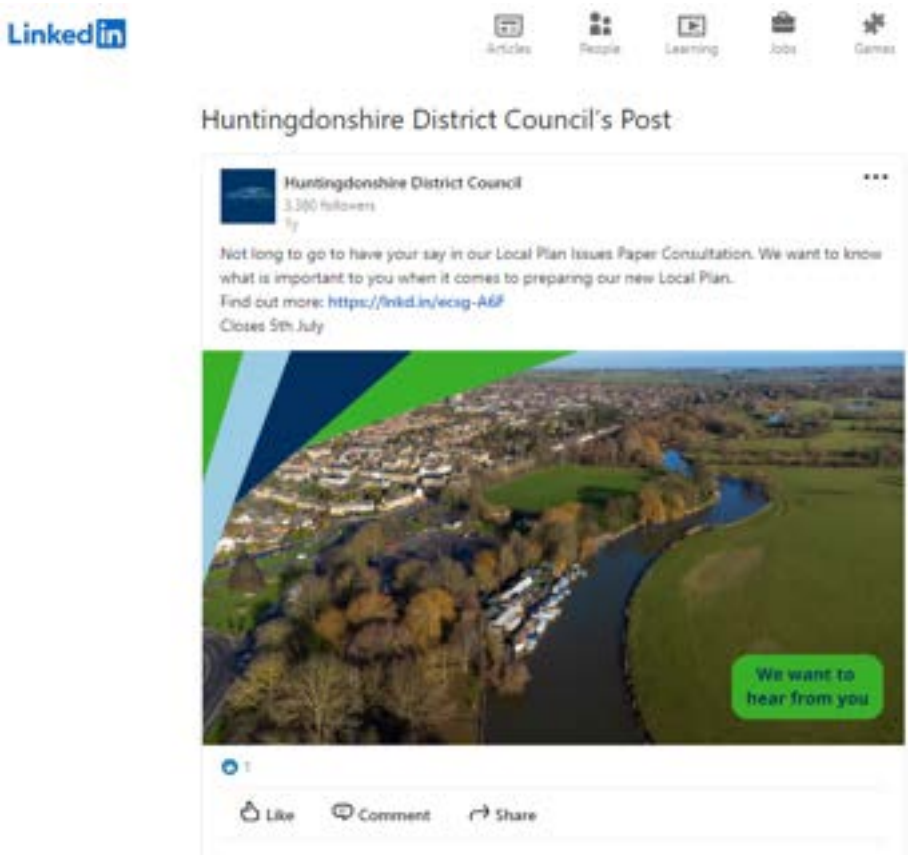
1 1 8

Like Comment

Appendix 1 Consultation Material - Issues Phase

Twitter Post: Published 7 June 2023

Appendix 1 Consultation Material - Issues Phase

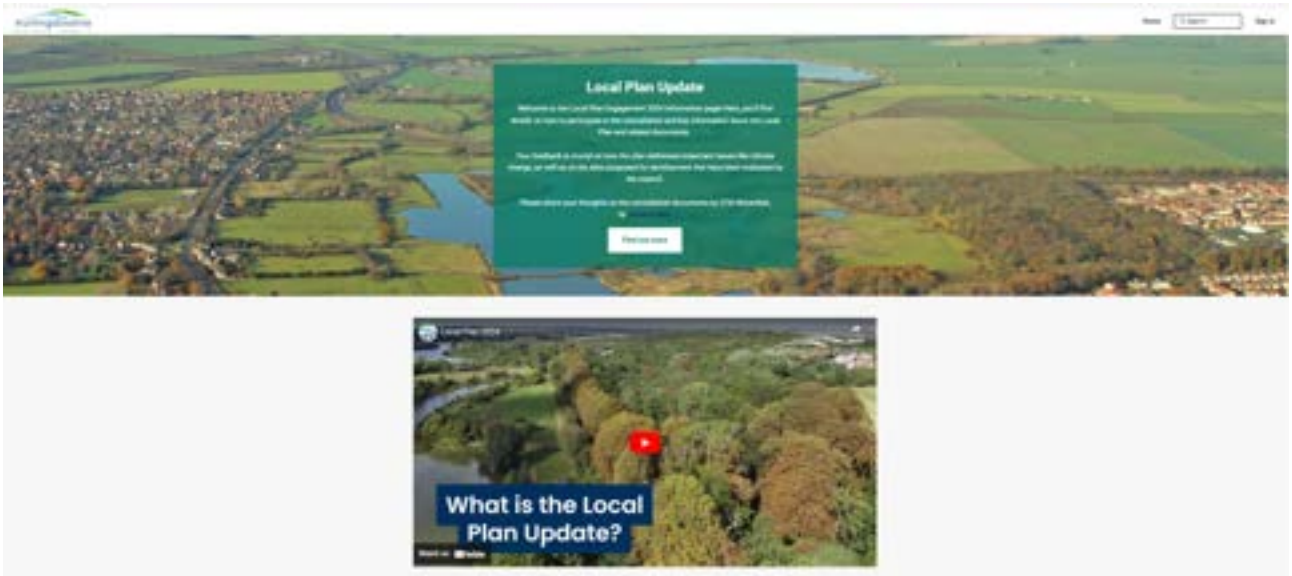


Appendix 2 Consultation Material - Further Issues and Options Phase

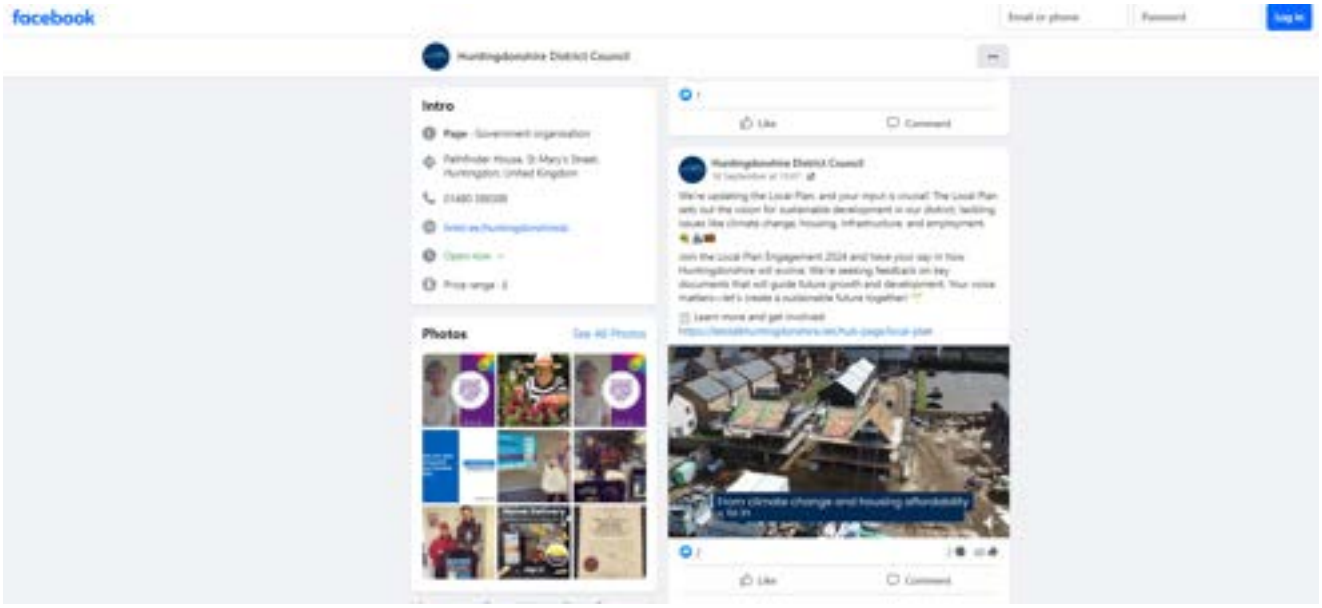
This appendix provides some examples of press releases and social media posts that were published as part of the Council's consultation and engagement on the Further Issues and Options phase of consultation.

Further Issues and Options including the Land Availability Assessments and Sustainability Appraisal

Let's Talk Huntingdonshire



Facebook



Appendix 2 Consultation Material - Further Issues and Options Phase

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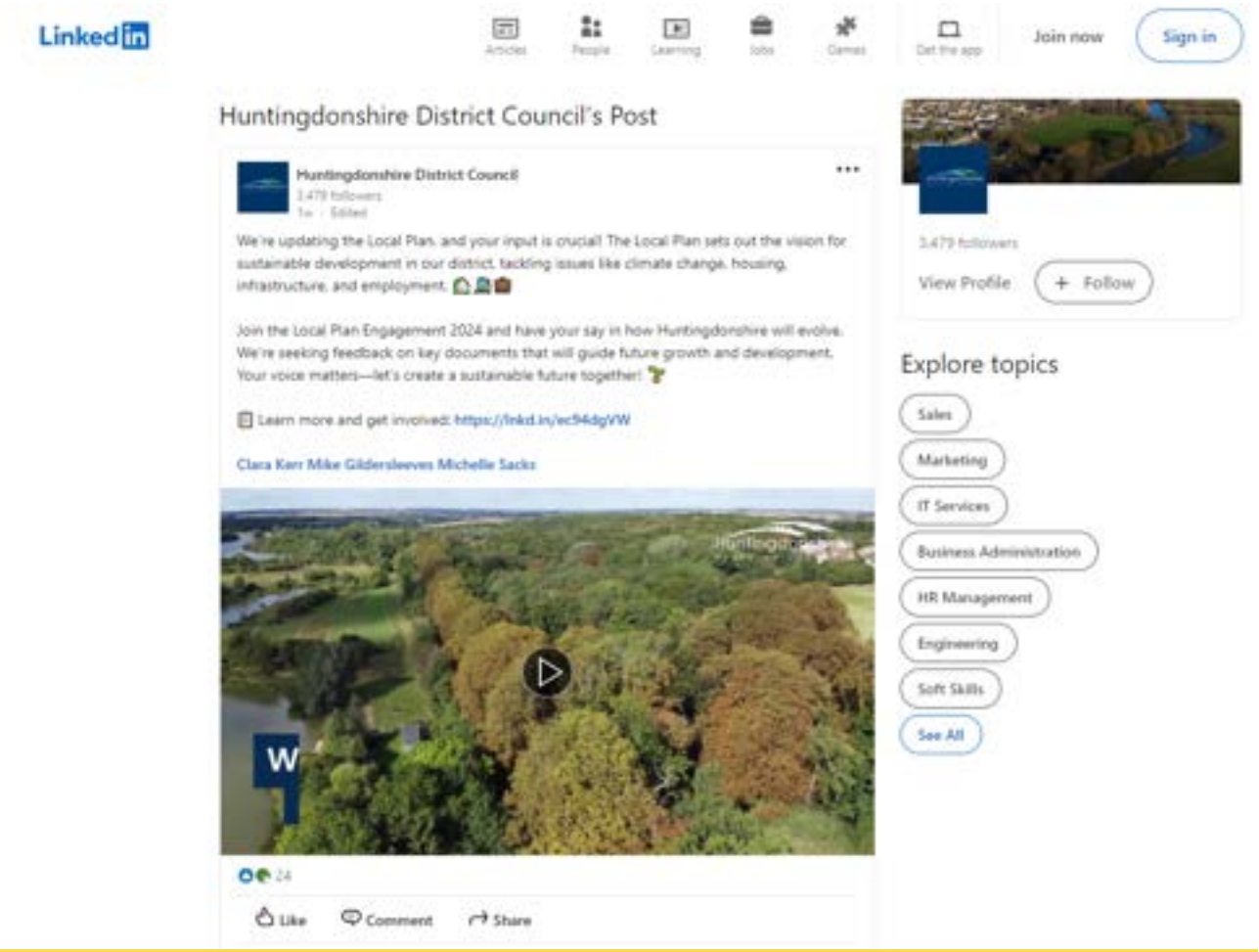
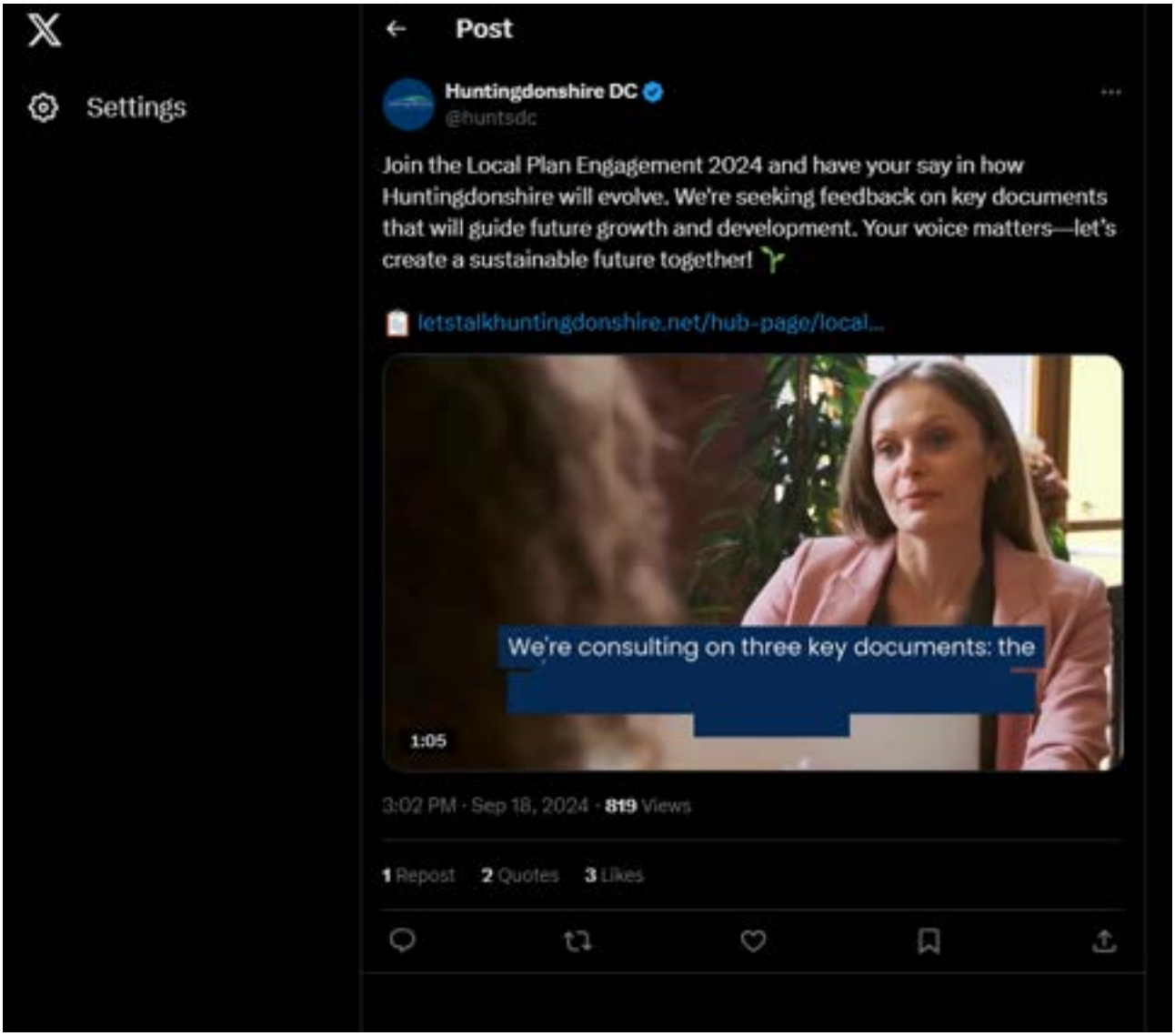


Appendix 2 Consultation Material - Further Issues and Options Phase

X (formerly Twitter)

Press release on X (formerly Twitter)



Appendix 2 Consultation Material - Further Issues and Options Phase

Press release: Published 18/09/2024 and displayed on HDC Website

HDC Seeks Community Input for the Local Plan Engagement 2024

18-Sep-2024

Huntingdonshire District Council (HDC) is calling on the community to participate in the Local Plan Engagement 2024, a crucial consultation process, running from 18 September to 27 November, that will shape the future of Huntingdonshire.

The Local Plan is a strategic document that outlines the vision and policy framework for sustainable development across the district. It plays a pivotal role in addressing key issues such as climate change, housing affordability, infrastructure, flooding, and employment and identifies key areas for development, specifying the nature of that development, and establishing the policies by which planning applications are assessed.

The goal of the Local Plan is to ensure that Huntingdonshire develops sustainably, meeting the needs of the current community without compromising the ability of future generations to meet their own needs.

Huntingdonshire District Council is currently seeking feedback on several key documents that are essential to the plan-making process.

These include:

- Further Options and Issues Paper 2024: This document outlines various options for addressing a series of important issues facing the district.
- Land Availability Assessments: An assessment of sites that were submitted to the council that could be suitable for development.
- Sustainability Appraisals: An analysis of site proposals and options based on their economic, environmental, and social impact.

Feedback must be submitted through the consultation portal to be formally considered in the local plan process.

In addition to providing feedback online, there will be opportunities to view the documents and speak with the planning team in person at several local events.

All events are drop-in between 2pm to 8pm:

- Tuesday 8 October, Queens Park Hall, Daimler Avenue, Yaxley, PE7 3LX
- Thursday 10 October, Civic Suite Pathfinder House
- Tuesday 15 October, Burleigh Hill Community Centre, Constable Road. St Ives, PE27 3ER
- Monday 21 October, Sawtry Women's Institute, Gidding Road, Sawtry, PE28 5TS
- Tuesday 22 October, Kimbolton Scout Hut, Thrapston Road, PE28 0HW
- Monday 28 October, Love's Farm House, 17 Kester Way, St Neots, PE19 6SL
- Thursday 31 October, Ramsey Community Centre, 3 Stocking Fen Road, Ramsey, PE26 1SA

Deputy Executive Leader, Vice-Chair of the Cabinet and Executive Councillor for Planning, Cllr Tom Sanderson, said: "We urge everyone in the community to engage with this consultation process. Your input is invaluable in ensuring that the updated Local Plan reflects the collective vision for Huntingdonshire's future. The more voices we hear, the more likely we are to achieve sustainable outcomes that benefit us all."

The Local Plan update is a powerful tool for strategic planning and the consultation process offers a unique opportunity for residents to have their say in how Huntingdonshire will be shaped in the years to come.

For more information on how to participate in the Local Plan Engagement 2024 please visit Let's Talk Huntingdonshire or email local.plan@huntingdonshire.gov.uk.

Appendix 2 Consultation Material - Further Issues and Options Phase

Hunts Post website replicated the preceding press release, published 20/09/2024

Hunts Post heading page for press release

People in Huntingdonshire can have their say on Local Plan

20th September 2024

HUNTINGDONSHIRE DISTRICT COUNCIL LOCAL GOVERNMENT CAMBRIDGESHIRE

Rachel Reeves shrugs off calls for her resignation as she promises UK growth...
Financial Times

Appendix 2 Consultation Material - Further Issues and Options Phase

Posters as suppplied to Town and Parish Councils

Appendix 2 Consultation Material - Further Issues and Options Phase

Poster on display at The Offords, photographed 25 October 2024

Appendix 2 Consultation Material - Further Issues and Options Phase

Bin lorry banner in Earning Street, Godmanchester

Appendix 2 Consultation Material - Further Issues and Options Phase

Park banners

Appendix 2 Consultation Material - Further Issues and Options Phase

Exhibitions

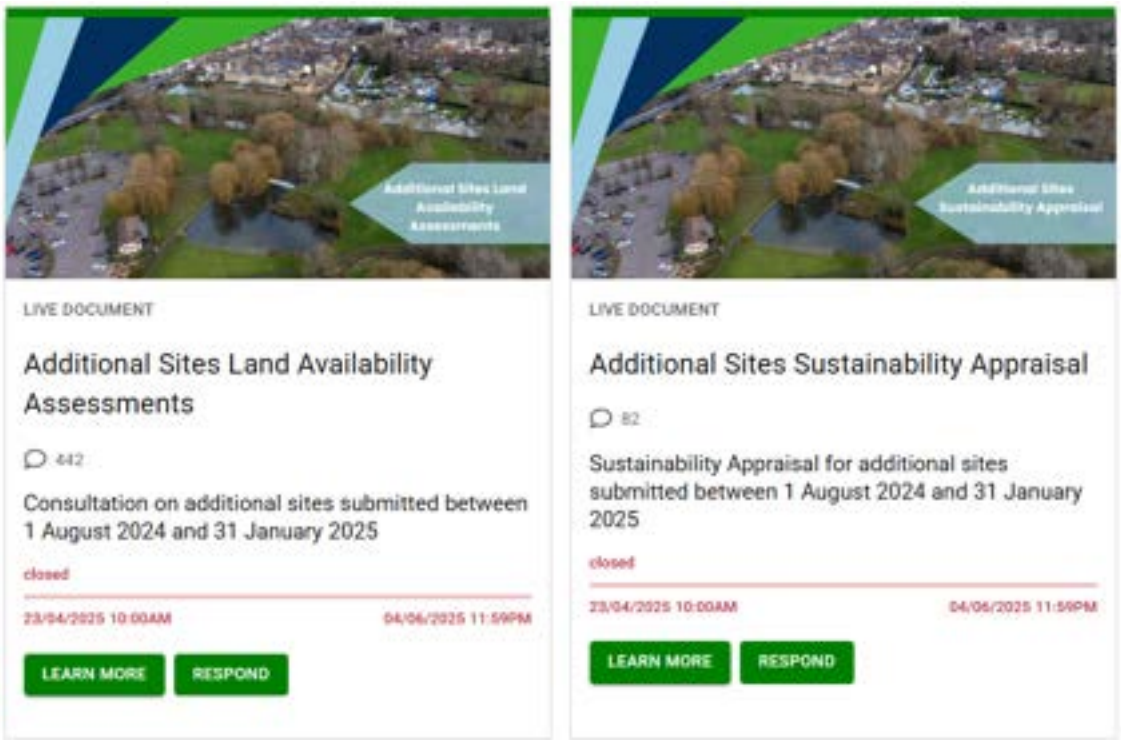
Appendix 2 Consultation Material - Further Issues and Options Phase

Town and Parish Councils Newsletter sample 22 October 2024

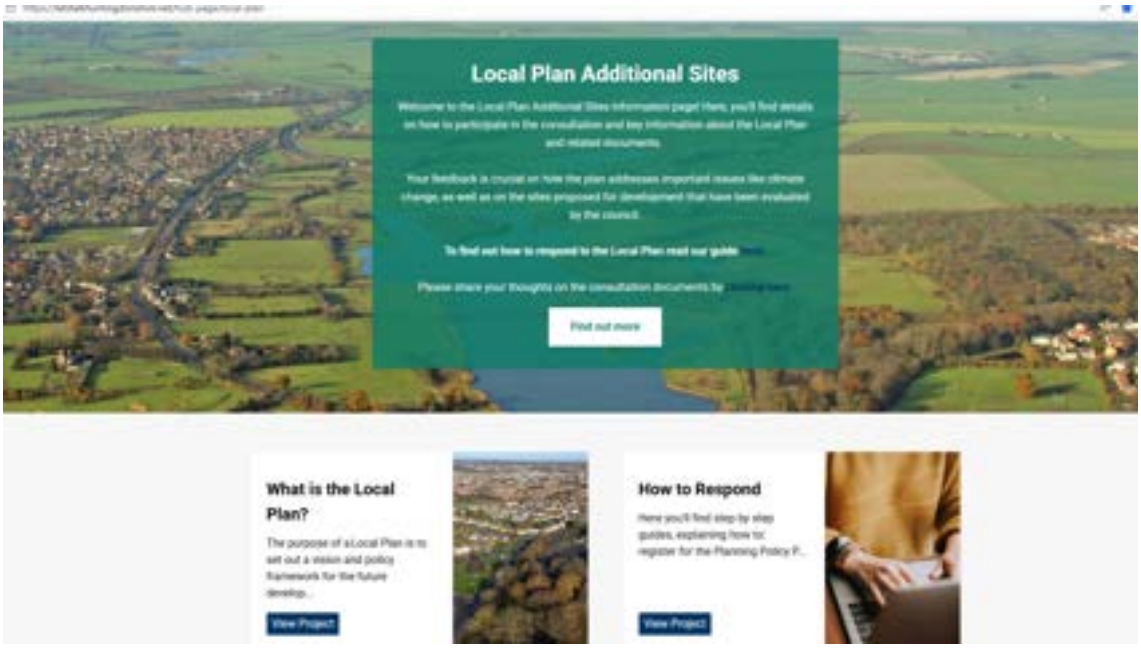
Appendix 2 Consultation Material - Further Issues and Options Phase

Additional Sites Land Availability Assessment and Sustainability Appraisal

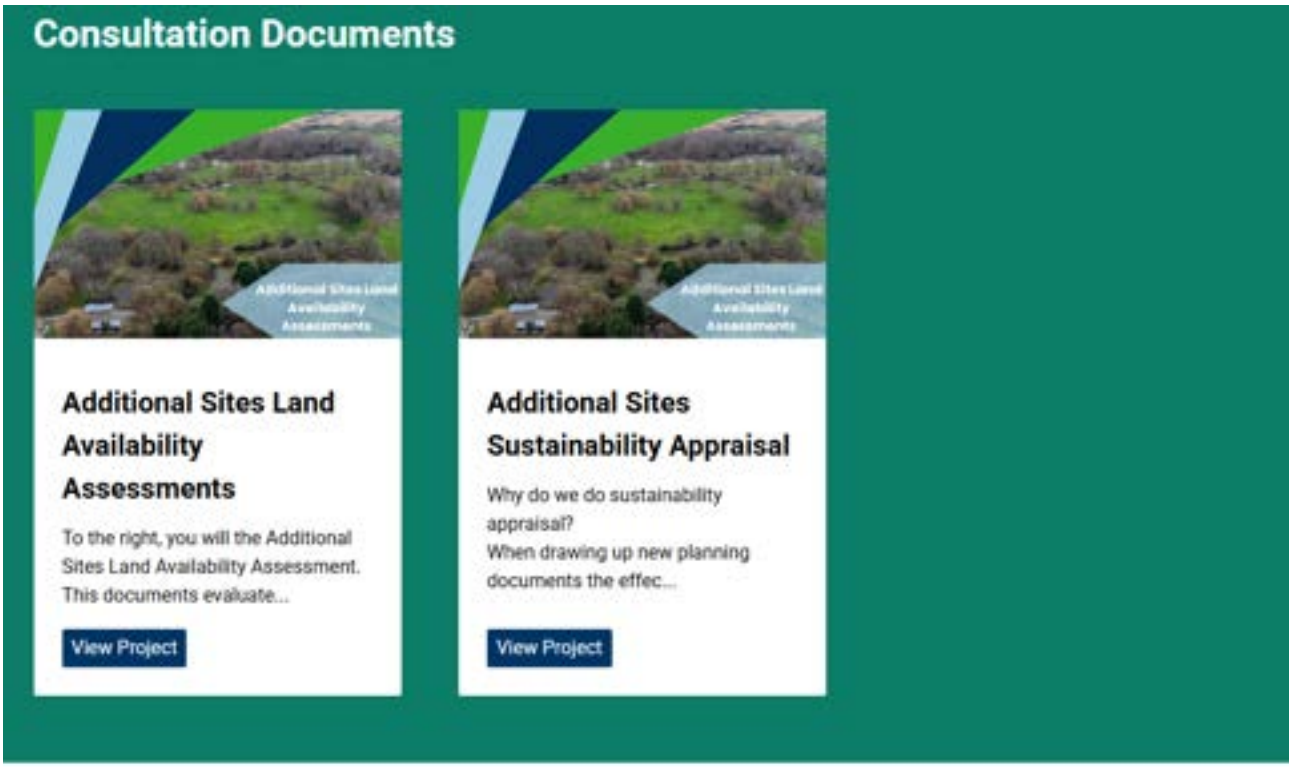
Consultation portal



Lets Talk Huntingdonshire



Appendix 2 Consultation Material - Further Issues and Options Phase



Documents

Additional Sites Land Availability Assessment.pdf
File

Additional Sites Sustainability Appraisal.pdf
File

Appendix 2 Consultation Material - Further Issues and Options Phase

Town and Parish Councils Newsletter

Huntingdonshire
DISTRICT COUNCIL

Town & Parish Council Newsletter
April 2025

Date of publication: 25 April 2025

Local Plan Additional Sites

Local Plan: Additional Sites Land Availability Assessments and Additional Sites Sustainability Appraisals Consultations Launched

HDC has launched the next stage of public engagement for the Local Plan Update.

The Local Plan is an important District Council document that sets the statutory planning framework for the district, shaping development many years into the future. For further information on the update of the Local Plan, visit our webpage: **www.huntingdonshire.gov.uk/localplanupdate**

Please click **here** for a more detailed overview.

All Town & Parish Councils have been written to (via email to Council Chairs and Clerks) with full details of the consultation.

Appendix 2 Consultation Material - Further Issues and Options Phase

Press Release

NEWS RELEASE

Huntingdonshire DISTRICT COUNCIL

23 April 2025

District Council opens consultation on Additional Sites for the Local Plan

Huntingdonshire District Council is launching a consultation on additional sites as part of the Local Plan from Wednesday 23 April to Wednesday 4 June 2025.

The Local Plan sets out a long-term vision for sustainable development across the district. It identifies areas of land for new homes, jobs, services and infrastructure, and provides the planning policies used to determine planning applications.

To meet future housing and employment needs, the council issued a call for sites, receiving 369 submissions initially. A consultation on those sites was held between September and November 2024. Further sites were submitted between 1 August 2024 and 31 January 2025, and these 66 additional sites have now been assessed.

This consultation specifically relates to the additional sites and encompasses a total of 66 locations. These include 51 sites proposed for residential use, six sites proposed for commercial development, one site proposed for infrastructure, seven mixed-use sites proposals, and three sites proposed for renewable energy projects.

As part of the consultation, the council is inviting feedback on two key documents. The Additional Sites Land Availability Assessments provide an evaluation of each site's suitability for development, while the Additional Sites Sustainability Appraisal assesses the potential environmental, social and economic impacts of the proposed sites.

The Additional Sites consultation does not revisit sites consulted on during the Further Issues and Options Consultation held in autumn 2024. It focuses solely on new sites submitted in the latter part of the site submission window.

Clara Kerr, Head of Planning, Infrastructure and Public Protection at Huntingdonshire District Council, said: "This is an important opportunity for residents and stakeholders to share their views on how and where growth should take place across the district. Your input will help shape a Local Plan that strikes the right balance between meeting development needs and protecting our environment and quality of life.

"Residents can review whether any proposed sites are located near where they live and provide feedback on the council's assessments as part of this consultation. These assessments indicate whether the council considers a site to be potentially suitable for development or not. If you disagree with an assessment or its conclusions — which are outlined at the end of each report — please tell us why or suggest what might make a site more appropriate for development. Not all sites will be required; the number selected will depend on the district's housing and employment needs, the preferred growth strategy, and supporting evidence."

Follow us on X: @huntsdc Instagram: HuntsDC Facebook: @huntingdonshire

Have your say from 23 April to 4 June 2025.

To view the consultation documents and submit comments, please visit: https://consult.huntingdonshire.gov.uk/fpsel/

ENDS

Notes for Editor: NIL

Media Contacts: news@huntingdonshire.gov.uk

Follow us on X: @huntsdc Instagram: HuntsDC Facebook: @huntingdonshire

Appendix 2 Consultation Material - Further Issues and Options Phase

Town and Parish Councils Newsletter Reminder

Appendix 3 Consultation Material - Preferred Options Phase

T&P Newsletter October 16 October 2026

Local Plan to 2046 Update: Preferred Options Consultation

Town & Parish Council Presentations - 3rd & 11th November

First Presentation:
When: **Monday, 3rd November, 18:30-20:00**
Where: **In person (HDC Civic Suite) & Online (Zoom)**

Second Presentation:
When: **Tuesday, 11th November, 18:30-20:00**
Where: **In person (HDC Civic Suite) & Online (Zoom)**

The Local Plan Update is approaching the next stage of public engagement – this is scheduled to take place between 5th November to 17th December (6 weeks).
For full details of the presentations to Town & Parish Councils, please click **here**.

Next Steps

Please confirm:
- **Which session(s) your council will attend by Thursday, 30th October for attendance on Monday, 3rd November and by Friday, 7th November for attendance on Tuesday, 11th November.**
- **Names of attendees for each session**
- **Whether each attendee will join online or in person**

For all correspondence regarding the briefing sessions, please contact the Planning Policy team at local.plan@huntingdonshire.gov.uk

T&P Council Chairs and Clerks were informed of the above presentation and dates on 16th October.

Appendix 3 Consultation Material - Preferred Options Phase

T&P Newsletter November

Local Plan to 2046 Update: Preferred Options Consultation

As you will hopefully be aware, the Preferred Options Draft Local Plan to 2046 consultation has been live since 5th November. We ask that you submit your comments through our **consultation portal** by 11.59pm on Wednesday, 17 December 2025. A link to the HDC website can be found **here**.

Message to the Town & Parish Council Chairs

"We greatly appreciate the support of you and your colleagues in publicising the consultation within your communities, including displaying posters on local notice boards and posting on social media platforms.

For guidance on sharing the consultation through social media, including example posts, please refer to the Social Media Toolkit sent to Town and Parish Chairs and Clerks via email'

Appendix 3 Consultation Material - Preferred Options Phase

Economic Development Newsletter October

Have Your Say: The Next Stage of Huntingdonshire's Local Plan to 2046

Running from 5 November to 17 December 2025, this consultation seeks feedback on the full draft Local Plan and its Sustainability Appraisal, shaping how the district will deliver sustainable growth, support local jobs, and strengthen town centres for the future.

From **5th November** you can have your say via the link below

Read More

Appendix 3 Consultation Material - Preferred Options Phase

Economic Development Newsletter November 2025

Local Plan Consultation

Huntingdonshire District Council is developing a new Local Plan that will shape where homes, jobs, infrastructure, and environmental protections should go up to 2046, and it is now inviting residents and stakeholders to comment on its Preferred Options Draft before 17 December 2025.

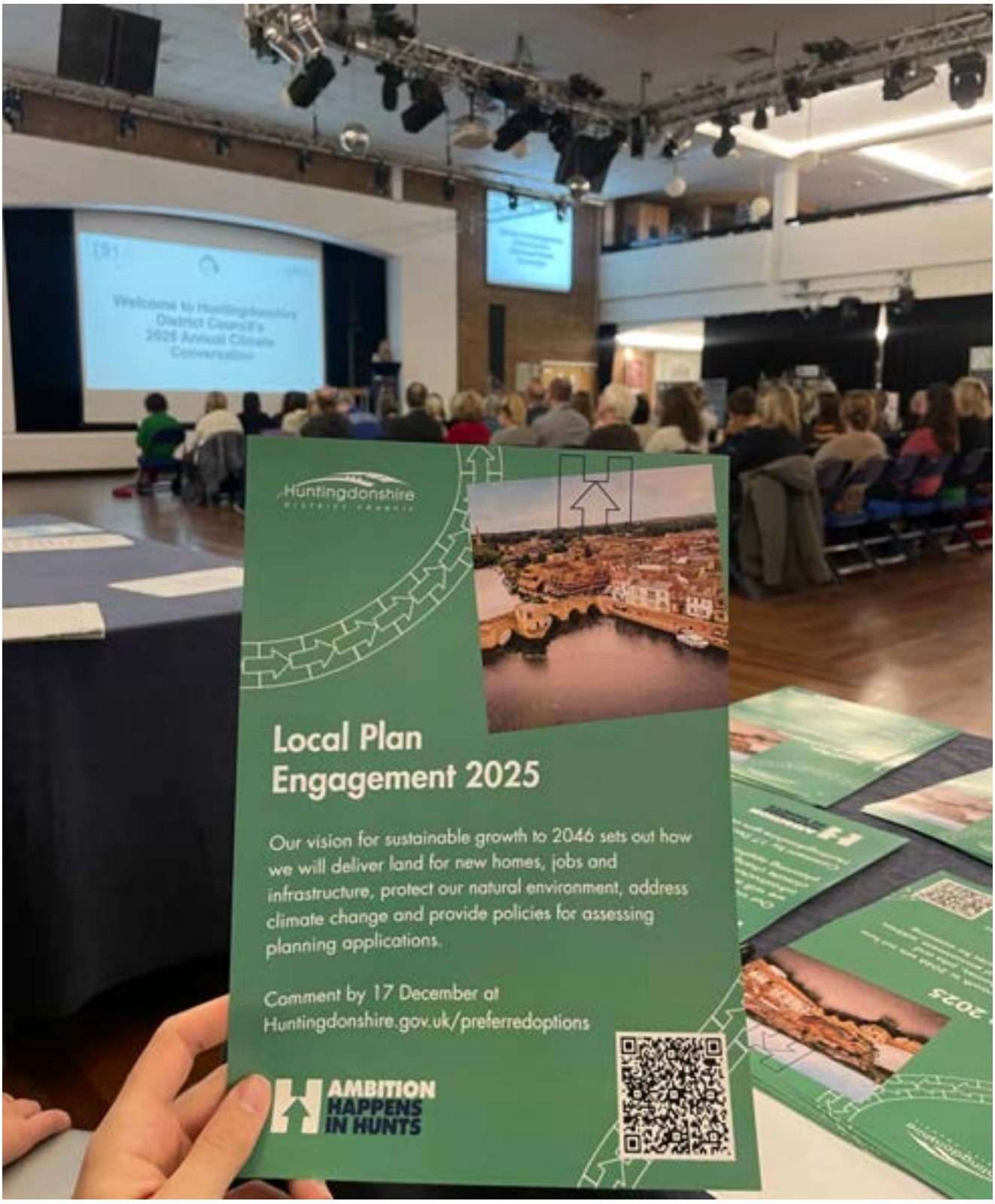
Read More

Appendix 3 Consultation Material - Preferred Options Phase

Bin Lorry Banner

Appendix 3 Consultation Material - Preferred Options Phase

Climate Conversation Event 05/11/2025



Appendix 3 Consultation Material - Preferred Options Phase

CEO Breakfast Event 04/12/2025

Park Banner Example - Riverside, Huntingdon

Appendix 3 Consultation Material - Preferred Options Phase

Appendix 3 Consultation Material - Preferred Options Phase

One Leisure Banner Example - Huntingdon

Appendix 3 Consultation Material - Preferred Options Phase

Site Notice Example - Wyton on the Hill

Appendix 3 Consultation Material - Preferred Options Phase

Exhibition in Godmanchester 13/11/2025

Appendix 3 Consultation Material - Preferred Options Phase

Press Release - HDC Website News

Have Your Say on the Local Plan

05-Nov-2025

Huntingdonshire District Council (HDC) is inviting residents, businesses and community groups to have their say on the Preferred Options Consultation, which will be open for six weeks from 5 November 2025.

The Preferred Options consultation will form part of The Local Plan, which sets out how Huntingdonshire will grow and develop sustainably up to 2046. It outlines the policies the council will use to make planning decisions, identifies sites for new homes, jobs, services and facilities, and ensures the right infrastructure is in place to support future communities.

Alongside this, HDC is also consulting on the Sustainability Appraisal, which tests the draft proposals against environmental, social and economic objectives to make sure they support long-term sustainability.

This is a crucial opportunity to help shape the future of Huntingdonshire. By giving feedback now, residents and organisations can influence the scale, location and design of new development, before planning applications are submitted.

The consultation includes a full draft of the proposed Local Plan Update, which sets out the amount and type of housing needed, employment opportunities to support the local economy, and the infrastructure required for growth. It also includes the Sustainability Appraisal, which assesses how the draft policies and site allocations meet sustainability objectives.

The Local Plan Update is the blueprint for Huntingdonshire's future development, delivering the ambitions of the Huntingdonshire Futures Place Strategy and the Corporate Plan. Community feedback will directly shape the final Local Plan, making it sustainable, inclusive and responsive to local needs.

Councillor Tom Sanderson, Deputy Executive Leader and Executive Councillor for Planning, said: "This Local Plan will shape Huntingdonshire for the next 20 years, it's about the homes, jobs, services and green spaces our communities need. It's also about creating places that our children and grandchildren will be proud to live in. Please take this opportunity to get involved, share your views, and help us build a sustainable future for Huntingdonshire together."

A series of in-person engagement events will be held across the district, from 2pm to 8pm, where people can speak directly with the planning team and learn more about the Local Plan:

- Bluntisham, Community Room Village Hall - 12 November
- Godmanchester, Godmanchester Rovers Football Club - 13 November
- Ramsey, Ramsey Community Centre - 18 November
- Wyton on the Hill, Wyton on the Hill Primary School - 20 November
- St Ives, Corn Exchange - 26 November
- St Neots, St Neots Town Football Club - 27 November
- Sawtry, Village Hall - 3 December
- Huntingdon, Commemoration Hall - 4 December

> The consultation will **close on Wednesday 17 December 2025 at 11:59pm**. To get involved, go to the Preferred Options webpage.

Appendix 3 Consultation Material - Preferred Options Phase

Press Release - Hunts Post 06/11/2025

Huntingdonshire Council Local Plan consultation open

6TH NOVEMBER HUNTINGDONSHIRE DISTRICT COUNCIL LOCAL GOVERNMENT CAMBRIDGESHIRE

Members of the public can now have their say on the Preferred Options for the Local Plan 2046. *(Image: Huntingdonshire District Council)*

By Francesca Herring
Trainee Reporter

Share

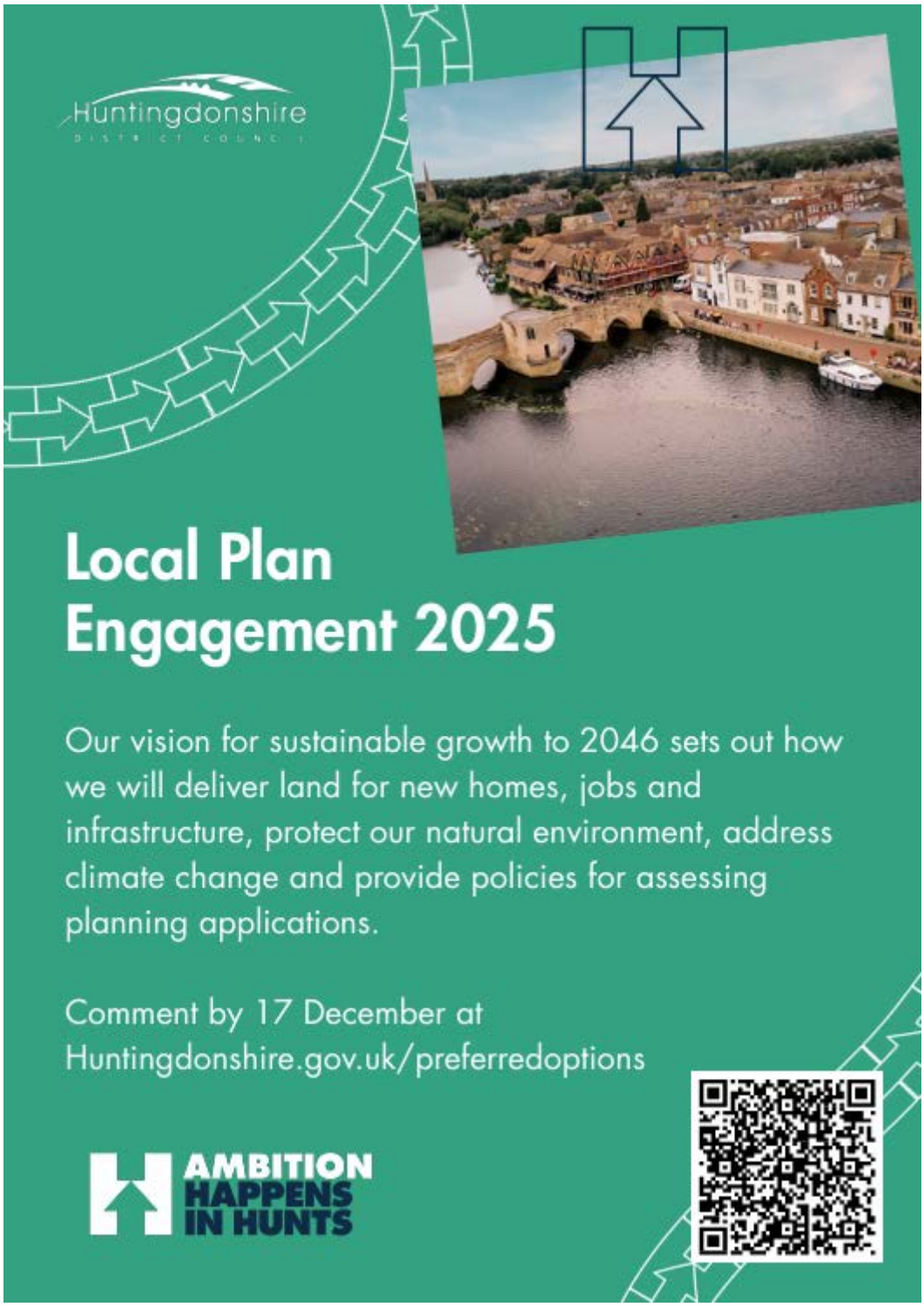
0 comments

Sign up to the Huntingdonshire Planning News newsletter

The latest planning and development updates across Huntingdonshire.

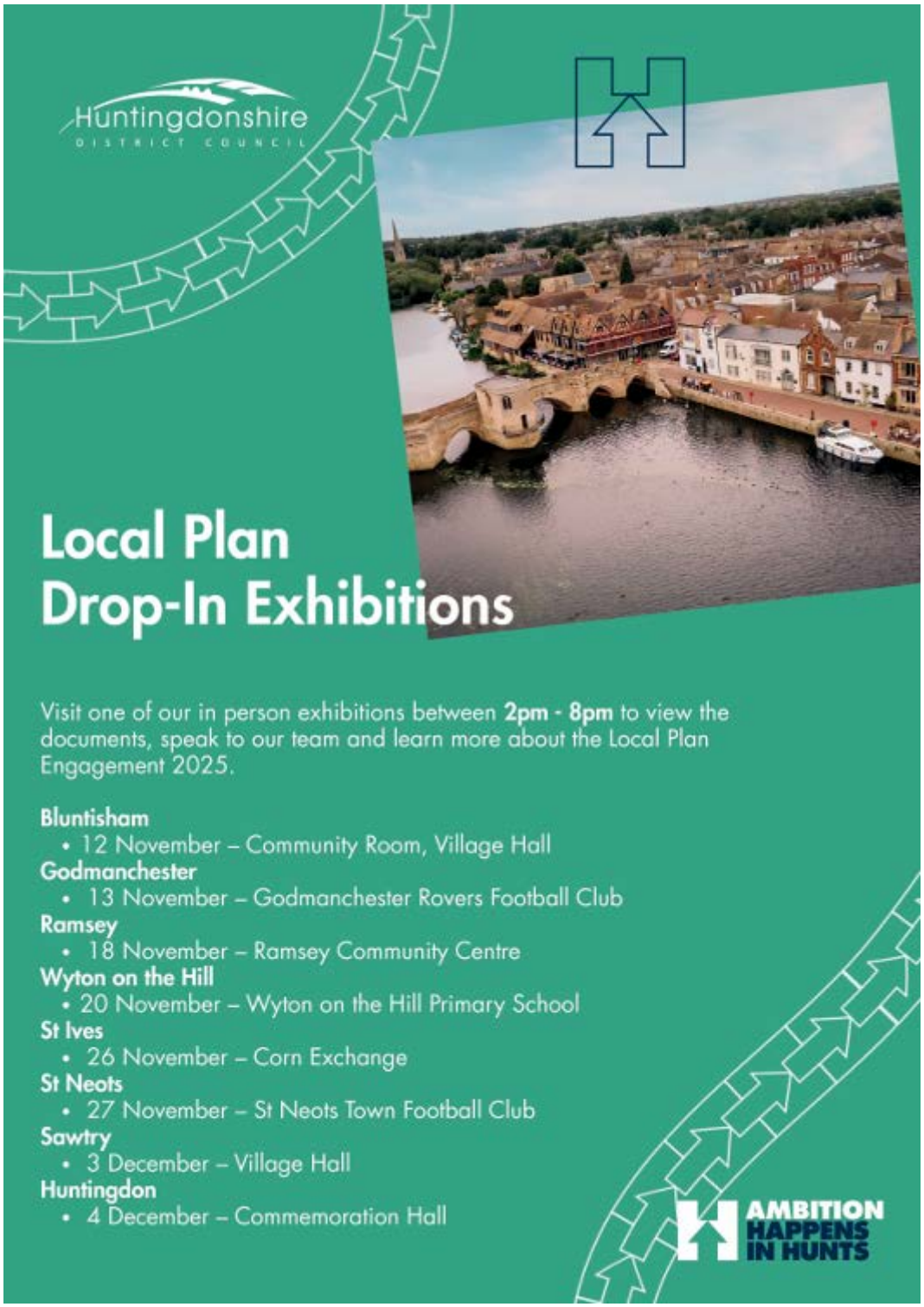
Appendix 3 Consultation Material - Preferred Options Phase

Poster



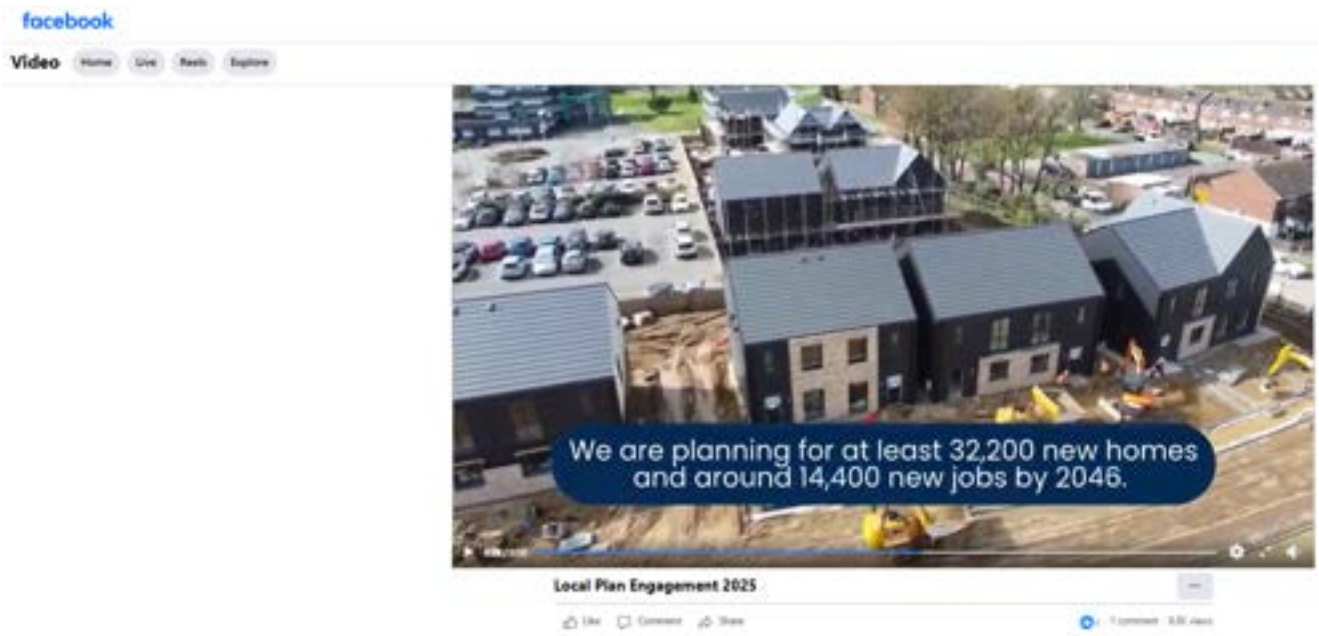
Appendix 3 Consultation Material - Preferred Options Phase

Poster - exhibition dates



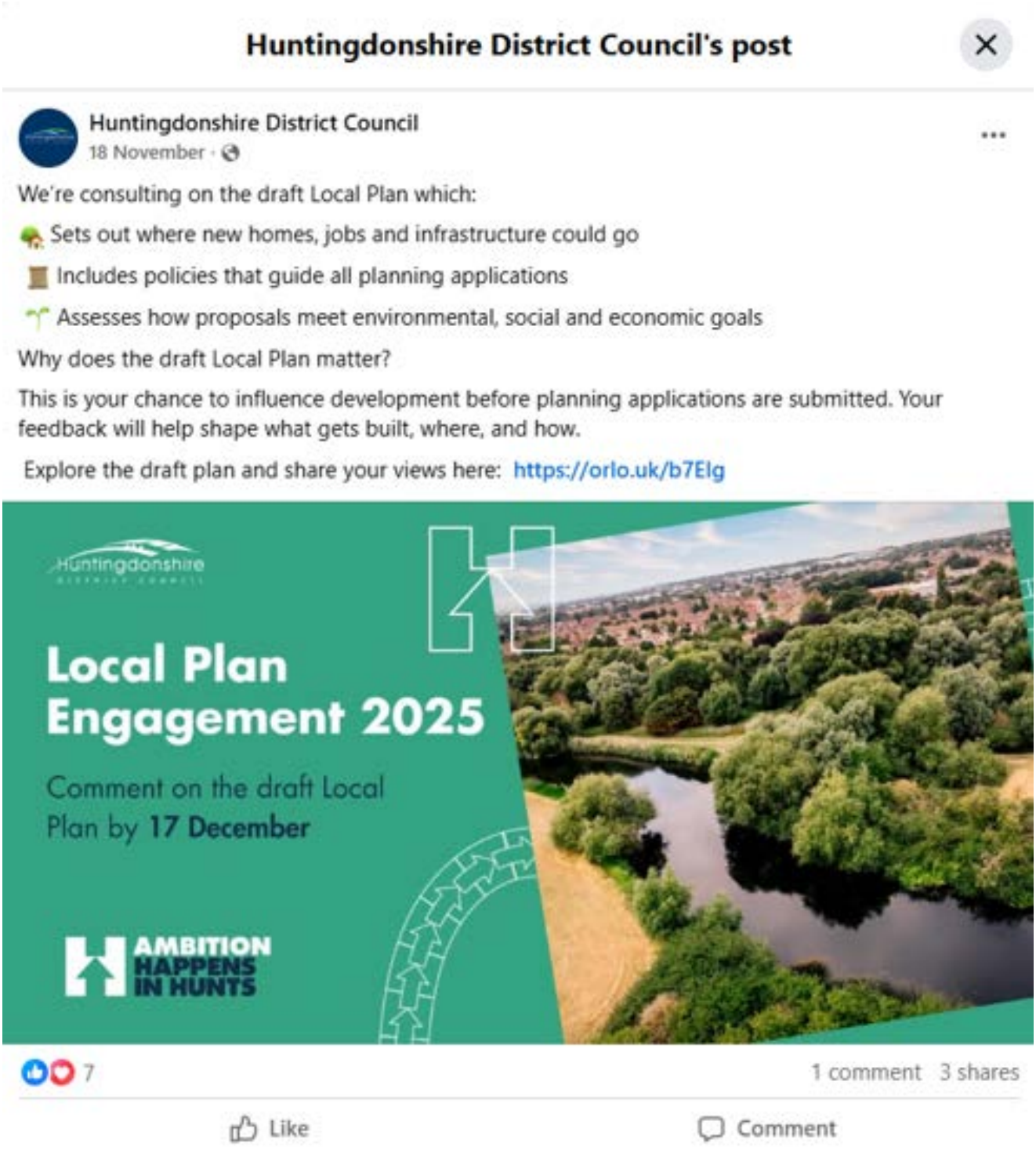
Appendix 3 Consultation Material - Preferred Options Phase

Example Facebook Post



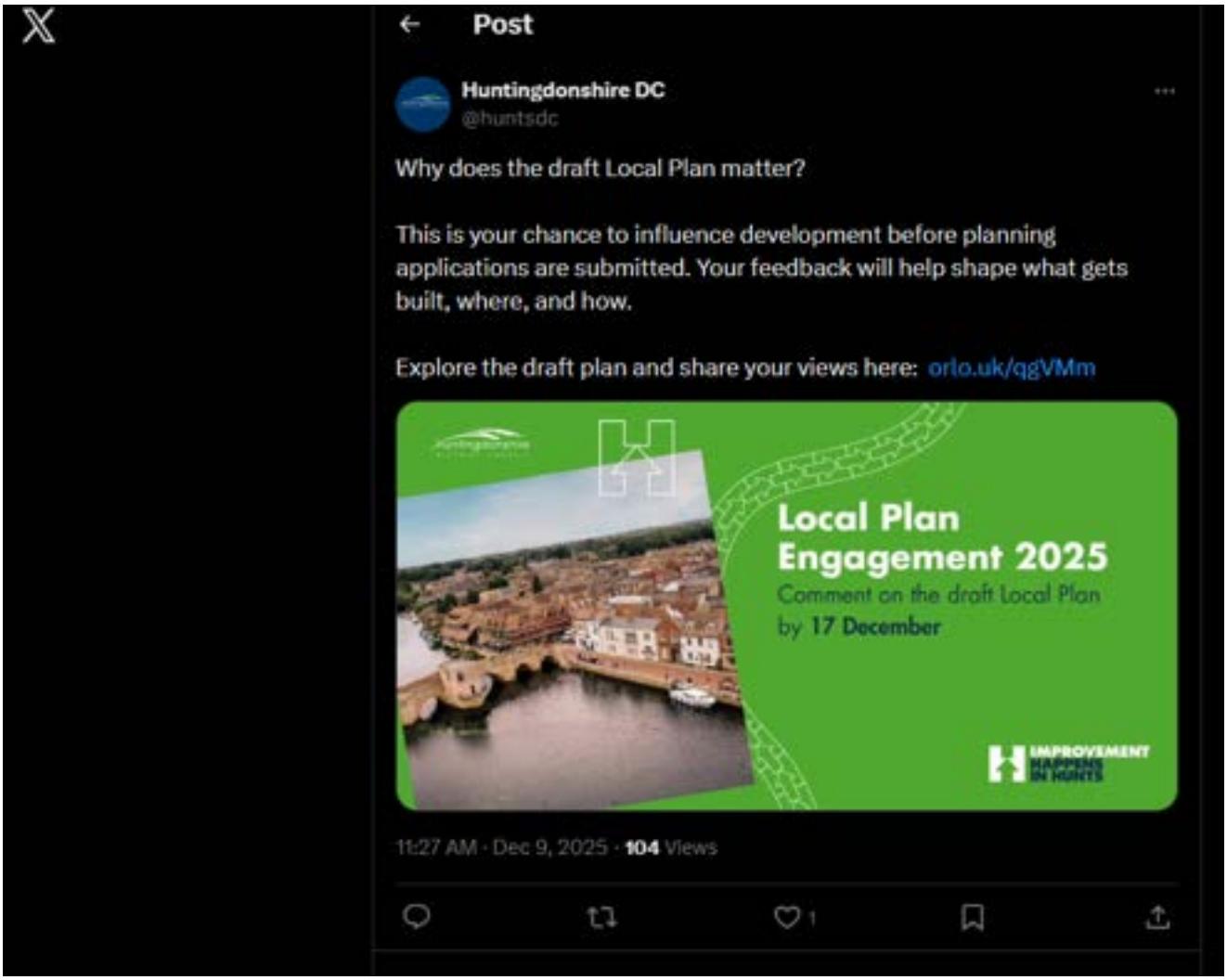
Appendix 3 Consultation Material - Preferred Options Phase

Facebook Example Post 2 - 18/11/2025



Appendix 3 Consultation Material - Preferred Options Phase

Example X post



Glossary

Duty to Cooperate - The duty to cooperate was introduced by the Localism Act 2011, and is set out in section 33A of the Planning and Compulsory Purchase Act 2004. It placed a legal duty on local planning authorities and county councils in England, and prescribed public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of local plan and marine plan preparation in the context of strategic cross boundary matters. (Source: NPPG, Paragraph: 029, Reference ID: 61-029-20190315)

EEA - Established Employment Area

EENA - Economic and Employment Needs Assessment, an evidence base for the local plan

General Consultation Bodies - a term defined in The Town and Country Planning (Local Planning) (England) Regulations 2012 for consultation bodies that the local planning authority may consider appropriate to consult

LAA - Land Availability Assessment an evidence base for the local plan assessing the sites submitted in the Call for Sites

Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 - Sets out information on the preparation of the local plan and who should be consulted, extract below:

Preparation of a local plan

18.—(1) A local planning authority must—

(a)notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and

(b)invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.

(2) The bodies or persons referred to in paragraph (1) are—

(a)such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;

(b)such of the general consultation bodies as the local planning authority consider appropriate; and

(c)such residents or other persons carrying on business in the local planning authority's area from which the local planning authority consider it appropriate to invite representations.

(3) In preparing the local plan, the local planning authority must take into account any representation made to them in response to invitations under paragraph (1).

Specific Consultation Bodies - Named organisations set out in The Town and Country Planning (Local Planning) (England) Regulations 2012

Statement of Community Involvement - A Statement of Community Involvement sets out how Local Planning Authorities such as Huntingdonshire District Council (the Council/HDC) will engage with the community on planning matters. The requirement to produce a Statement of Community Involvement (SCI) is set out in regulation 18 of the Planning and Compulsory Purchase Act 2004 and also referred to in regulation 13 of the Neighbourhood Planning Act 2017 (these Acts can be amended through the production of other legislation, so it is always useful to find the most up to date versions). Further guidance on SCIs is also set out in National Planning Practice Guidance in the Plan-Making section.

Glossary

Statement of Consultation - Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), asks that the Council provides a document to demonstrate how the plan has been shaped this is known as the Statement of Consultation. The Statement of Consultation is a record of the consultation and public engagement carried out as part of the development of a Local Plan. It also includes summaries of the main issues raised by the public and statutory consultees, how comments have been taken into account, and any actions the Council has taken as a result.