

Huntingdonshire Local Plan Examination

Statement for Matter 3: Development Strategy

On behalf of Crest Nicholson Regeneration and
the Defence Infrastructure Organisation

ID: 898485

1) What is the basis for the overall strategy for development and the broad distribution of growth set out in Policy LP2? What options were considered and why was this chosen? Is it justified?

1.1. This Pre-Hearing Statement has been prepared by Savills (UK) Limited on behalf of Crest Nicholson Regeneration and the Defence Infrastructure Organisation (DIO). In partnership with the DIO, Crest Nicholson are promoting the opportunity for a new garden village at the Airfield and are seeking the allocation of 'Phase 1' for approximately 1,000 units in this emerging Local Plan. Phase 1 can deliver:

- Around 1,000 homes, including affordable homes and MoD housing for the expansion of employment at RAF Wyton;
- A new neighbourhood centre, to include a small convenience food-store, and uses such as a café and/or pub;
- Leisure use, such as a tennis club or gym;
- Play-area and quality public realm and open space;
- A nucleus for the new community, which can grow organically into the District Centre for the wider scheme at a later stage; and
- A new primary school and site for a secondary school.

1.2. The Airfield has not been included as a strategic growth location in the Plan and consequently, given the sustainability credentials of the site and its ability to help meet Huntingdonshire's housing needs, we do not consider that the proposed Plan can be found sound.

1.3. Turning to the Council's Development Strategy, paragraph 4.8 of the Plan sets out how it has been shaped for the District as follows:

"Social and economic priorities have influenced the development strategy through concentrating new growth in areas accessible to services, facilities and employment opportunities. Environmental priorities have influenced it through factors such as re-using previously developed land where it was sustainably located and through the avoidance of Grade 1 agricultural land."

1.4. Whilst we welcome this strategy in principle, this has not been implemented in practice.

1.5. Firstly, Policy SP2 does not explicitly reference previously developed sites and acknowledge the important role suitable and deliverable brownfield sites play and can play in meeting the District's housing, employment and community needs over the plan period. The policy should be amended and the strategy reconsidered with a focus towards the development of previously developed land.

1.6. Secondly, we do not consider that the development of Phase 1 at Wyton Airfield has been appropriately assessed as an option for development.

1.7. Wyton Airfield was identified in earlier drafts of the Plan as a suitable strategic expansion location for up to 4,500 dwellings and other associated uses. The allocation was removed from the Plan following the findings of the Strategic Transport Study (May 2017) which concluded that the road infrastructure to support the delivery of 4,500 homes, new employment and other uses, and the current funding requirements to improve it, is not deliverable within the plan period.

- 1.8. In light of this, Crest revised their development strategy to focus on the delivery of Phase 1 which is deliverable without the need for significant upgrades to road infrastructure (see our response to Question 20). Phase 1 is sustainable in its own right, and can be delivered within the plan period as a standalone community albeit it remains the intention to deliver the wider site upon securing funding for the necessary road infrastructure.
- 1.9. Following the removal the wider allocation from the Plan, the Council did not assess Phase 1 as an option for development. Consequently, until Phase 1 has at least been appropriately assessed in the Council's evidence base, the Plan cannot be found sound.
- 1.10. Wyton Airfield is a large and growing employment centre located on brownfield land. The airfield is located adjacent to Wyton-on-the-Hill and should be considered a sustainable extension to the village and airfield. Key attributes of the site, which are set out in further detail in our Regulation 19 response (Appendix 1), include:
- Redevelopment of Government owned, previously developed land;
 - Directly neighbouring a large employment area at RAF Wyton which has committed funding for expansion;
 - Provision of new MoD housing for the expansion of employment at RAF Wyton;
 - Substantial benefits to the existing community of Wyton-on-the-Hill;
 - Minimal impact on the natural and historic environment; and
 - Contribution towards Huntingdonshire's short-term housing supply and affordable housing requirements.
- 1.11. Not only can the allocation of Phase 1 of this site help to meet the District's housing needs, it can also help meet an identified local need. It is our view that the significant benefits of Phase 1 and the invaluable contribution new development will make to RAF Wyton and the existing community of Wyton-on-the-Hill have not been fully considered and appreciated by the local authority.
- 1.12. RAF Wyton is one of the leading and fastest growing military bases in the country. It is a Joint Force Command Station and home to the Joint Force Intelligence Group and the National Centre for Geospatial Intelligence, which provide intelligence support to the Armed Forces deployed on operations around the globe.
- 1.13. In consequence, RAF Wyton has seen significant inward investment in recent years. It currently employs in the region of 1,500-2000 people. Following the forthcoming closure and relocation of the Defence Geographic Centre at RAF Feltham, funding has been secured to relocate 500 civilian jobs, and their families, to RAF Wyton by 2021.
- 1.14. Currently, RAF Wyton woefully underprovides on-site services and amenities to its current workforce, and will be unable to cope with further demand following the airbase's expansion. Moreover, shops and cafes are located 'within the wire' meaning that those without security clearance, the majority of Wyton-on-the-Hill residents, are unable to access their neighbouring amenities.
- 1.15. The new civilian employees will not be offered housing at the Airbase meaning by 2021, there will be a significant increase in trips to the airbase during peak hours, as well as a large additional demand on the local housing market. New housing at Wyton Airfield, including market, affordable as well as rented housing will sustainability support the airbase's expansion.

- 1.16. As the airbase expands, without the provision of new and additional amenities, services and nearby housing, the airbase as well as Wyton-on-the-Hill, will gradually become less sustainable communities. By providing a new district centre as part of Phase 1, this will provide new services and facilities that will serve the existing community of Wyton-on-the-Hill, employees at RAF Wyton, in addition to new residents. This will ensure the long term sustainability and success of the growth at Wyton, serving the growing communities needs as well as the current deficit of facilities being provided on the airbase and to the Wyton-on-the-Hill community.
- 1.17. The community of Wyton-on-the-Hill sits adjacent to RAF Wyton and is home to a large number existing employees. Since its creation in 2010, it has seen very little investment (although a new Primary school is now under construction) and it has few services and facilities to serve its community. Whilst the base itself has some facilities, these have limited opening hours and are not available to those who do not work on the base. As part of consultation exercises undertaken by Crest, it has been mentioned numerous times that Wyton-on-the-Hill residents are poorly served and that there is a lack of facilities on the base itself.
- 1.18. New services and facilities brought forward as part of Phase 1 will serve the existing community of Wyton-on-the-Hill and RAF Wyton, in addition to new residents.

3) Is the approach to the scale and type of development set out in Policies LP2 and LP7 justified?

- 1.19. Policy LP2 states the development strategy for Huntingdonshire will; “concentrate development in locations which provide, or have the potential to provide, the most comprehensive range of services and facilities” and “provide opportunities for communities to achieve local development aspirations for housing, employment, commercial or community related schemes”.
- 1.20. Thus, as noted above, whilst the approach in principle is welcomed this does not follow with the scale and type of development proposed. The development of an early Phase 1 scheme can provide an important role in servicing MoD requirements and the existing community of Wyton-on-the-Hill.
- 1.21. Until Phase 1 has been appropriately assessed, it is not considered that the scale and type of development proposed in the Plan is justified.

4) What is the scale of development actually planned (including commitments) in and is this in line with the distribution set out in Policy LP2?

- 1.22. The Council has not clearly set out its housing supply distribution and the distribution of existing completions (3,675 dwellings) and small sites with planning permission (444 dwellings) is not provided within the Council's Evidence Base. This said, based on the information provided in the Annual Monitoring Report (December 2017), approximately 55% of new development is distributed to St Neots East and Alconbury Weald, whilst 30% of new development is proposed in the main towns of Huntingdon, St Neots, St Ives and Ramsey. The remainder of development is distributed across the District's villages.
- 1.23. We welcome focus on strategic growth locations Alconbury Weald and St Neots East. Development has commenced on both sites and thus it is likely they will deliver a significant proportion of the District's homes within the plan period. As a strategic location for growth, Wyton Airfield also has the ability to deliver new homes in the District.
- 1.24. As noted in our response to Matter 4, it is not considered the Council's Objectively Assessed Housing Need has been appropriately assessed and consequently additional sites should be allocated to address this shortfall.
- 1.25. It is not considered that main towns can accommodate more strategic growth to that already proposed to meet the District's housing needs. St Neots will see the most growth of any town in the District and it not considered appropriate for the town to accommodate any more growth within this plan period. It is not considered that further development in Ramsey will support the local needs of District given that it is perhaps more closely related to the Peterborough Housing Market Area than the Cambridge Housing Area.
- 1.26. Huntingdon and St Ives are both constrained by physical infrastructure and the flood zone. Wyton Airfield is located between the two settlements and thus it is in a prime location to serve both settlements (to clarify it is in Flood Zone 1).

20) What are the implications/requirements for transport infrastructure and how have these been taken into account? How will improvements be delivered and funded?

- 1.27. As noted above and in our Regulation 19 response, the allocation of Wyton Airfield for 4,500 new homes and associated uses was removed from the Plan following the conclusions of the Strategic Transport Study (May 2017) which found that significant infrastructure was required such as a third river crossing or a complete upgrade to the A141.
- 1.28. The Strategic Transport Study (May 2017) considered the full redevelopment of the Airfield for 4,500 dwellings and the slower build out of the Airfield for 2,880 dwellings. It did not consider the redevelopment of the Airfield for Phase 1 for approximately 1,000 units.
- 1.29. The accompanying Transport Note (June 2018) (Appendix 1) prepared by PBA provides an overview of the Transport Assessment (TA) undertaken for the redevelopment of the Airfield. The approach and methodology to the TA were agreed with Cambridgeshire County Council. The results of the assessment conclude that Phase 1 can be delivered alongside a sustainable transport and highway mitigation package that does not require major strategic transport infrastructure.
- 1.30. The above said, it is Crest's intention, in conjunction with the DIO, to deliver the wider site at the earliest opportunity. Consequently the remainder of the site should be safeguarded for development within this plan period and beyond, in the event road infrastructure constraints enabling development beyond 1,000 units are resolved.
- 1.31. Huntingdon is part of the Cambridgeshire and Peterborough Combined Authority which was formed in March 2017. It is led by the mayor, James Palmer. The Combined Authority is responsible for certain transport operations. In its statutory role as the Strategic Transport Authority, it is currently producing a new Local Transport Plan, to be completed by Spring 2019. In the interim, the Mayor has prepared an Interim Transport Strategy Statement the purpose of which is to guide the development of the new LTP and to provide clear direction to transport projects that are either underway or soon to be developed.
- 1.32. In the Mayoral Interim Transport Strategy Statement, the Huntingdonshire Third River Crossing is identified as a 'priority programme'. It is stated that these projects could be implemented within the next 12 years, i.e. within the emerging plan period. It should be noted that the third river crossing will have far reaching benefits beyond new housing at the Airfield including providing relief to the settlements of Huntingdon and St Ives, and better connections for Fenland with the A14 and beyond.
- 1.33. We are of the view that the emerging Local Plan does not make sufficient, flexible provision for new infrastructure projects coming forward in this high growth, rapidly changing area, including taking account of the intentions of the Strategic Transport Authority. Whilst at paragraphs 4.21-4.25 the Council acknowledge the development potential of Wyton Airfield and commit to working positively with the promoters, we are of the view that this commitment should be confirmed through the safeguarding of the site for development. This way, the site can come forward should infrastructure constraints be addressed and indeed it will provide flexibility within the Plan should any of the sites proposed for allocation fail to be delivered.

Appendix 1

Appendix 1

Response to Huntingdonshire's Local Plan to 2036: Proposed Submission 2017

1. Introduction and Background

- 1.1. These representations have been prepared by Savills (UK) Ltd on behalf of Crest Nicholson Regeneration and the Defence Infrastructure Organisation (DIO) in response to Huntingdonshire District Council's consultation to the Huntingdonshire Local Plan to 2036: Proposed Submission 2017 (Regulation 19).
- 1.2. Crest Nicholson have been appointed by the DIO as the Development Manager for the redevelopment of Wyton Airfield, Cambridgeshire, following the Ministry of Defence's declaration that the Airfield is surplus to requirements. In partnership with the DIO, Crest Nicholson are promoting the opportunity for a new garden village at the Airfield and are seeking the allocation of up to 'Phase 1' for 1,000 units in this emerging Local Plan. Overall, the site has capacity to deliver up to 4,500 dwellings, employment land, retail floorspace and other local services and facilities which will serve not only the development but the wider area.
- 1.3. The Airfield has not been included as a strategic growth location in the Plan and consequently, given the sustainability credentials of the site and its ability to help meet Huntingdonshire's housing needs, we do not consider that the proposed Plan can be found sound. We have responded to the following policies and sections of the Plan accordingly:
 - Policy LP1 (Amount of Development)
 - Policy LP2 (Strategy for Development)
 - Paragraphs 4.21-4.25 (Note on Wyton Airfield)
 - Policy LP10 (Small Settlements)
 - A new policy is proposed for Wyton on the Hill

Background

- 1.4. The Airfield was included as one of three strategic locations for growth in early drafts of the emerging Local Plan and Crest Nicholson had begun the process of preparing an outline application to be submitted in tandem with the emerging Local Plan. However, in early 2017 the District Council took the decision to remove the proposed allocation from the Plan as a result of the findings of the Strategic Transport Study (May 2017) which concluded that the road infrastructure requirements to serve the redevelopment of the Airfield, and the current funding requirements for these in particular, are not deliverable at this time.
- 1.5. Crest Nicholson have subsequently revised their short term strategy for the promotion of this site and are focussing upon the early delivery of an initial first phase for 1,000 units. This early phase of development will then provide important momentum and provide a basis from which the remainder of the comprehensive Wyton scheme could be brought forward in the future either in this Plan or as part of a Local Plan review. In doing so, the wider scheme would make justified contributions in due course towards the strategic road improvements which would serve the wider District.

Phase 1

- 1.6. It is important to note that Phase 1 is sustainable in its own right. It will provide for a sustainable, mixed-use residential led development adjacent to the existing settlement at Wyton-on-the-Hill that does not require major strategic highway infrastructure – the principle reason provided by the Council for the omission of the wider site from the Local Plan.
- 1.7. It is anticipated the Phase 1 opportunity can deliver a new community of:

- *Around 1,000 homes, including affordable homes and MoD housing for the expansion of employment at RAF Wyton;*
- *A new neighbourhood centre, to include a small convenience food-store, and uses such as a café and/or pub;*
- *Leisure use, such as a tennis club or gym;*
- *Play-area and quality public realm and open space;*
- *A nucleus for the new community, which can grow organically into the District Centre for the wider scheme at a later stage; and*
- *A new primary school and site for a secondary school.*

2. Policy LP 1: Amount of Development

Object

This policy is not considered sound as it is not:

- Positively prepared
- Justified
- Effective
- Consistent with national policy

We wish to participate in the hearing session.

Reason

- 2.1. We object to Policy LP 1 as we do not consider provision for 20,100 new homes will meet the District's objectively assessed housing needs (OAN).
- 2.2. We consider that the Huntingdonshire Objectively Assessed Housing Needs April 2017 Report fails to appropriately assess housing need in the Housing Market Area (HMA) in accordance with both the NPPF and NPPG. Consequently, the proposed OAN for the District is too low, and the Council has not identified sufficient housing sites in the Plan to meet its needs.
- 2.3. The NPPG stipulates that the starting point to establish the need for housing is 2014 household projections. This should be adjusted to reflect appropriate market signals and past housing delivery. A worsening trend in any of the assessed indicators - i.e. comparison with longer term trends (both in absolute levels and rates of change) in the housing market area; similar demographic and economic areas; and nationally - will require upward adjustment to planned housing numbers compared to ones based solely on household projections.
- 2.4. The Huntingdonshire OAN Report concludes at paragraph 112 that as the District's average prices and rents follow the England trend 'very closely', the market signals in the District are 'very modest' and suggest a less than moderate level of under provision, relative to need. Consequently, the report concludes that a 5% uplift is appropriate to address market signals.
- 2.5. However, national trends have significantly worsened and cannot be considered 'modest' in the context of affordability. Since 1998, the ratio of average house prices to average earnings has more than doubled. This trend is echoed in Huntingdonshire and in 2016 the average house price was 8.3 times the average salary (Office of National Statistics (ONS)).
- 2.6. The Local Plan Expert Group Report to the Government in March 2016 recommends that as a minimum an uplift of 25% should be applied to local authority housing needs figures where affordability ratios showed house prices are more than 8 times local salaries. This is echoed in the Government's publication of the consultation paper "Planning for the right homes in the right places" in which the Government sets out its standard methodology for calculating housing need and specifically considers an affordability adjustment factor. This report also suggests that where median house prices are 8 times the average salary, a 25% uplift should be applied.

- 2.7. Whilst the Government's proposed methodology for calculating housing need has not been adopted and at this current time carries limited weight, if applied, in Huntingdonshire the indicative assessment of housing need is 1,010 dwellings per annum. This is an increase of 209 dwellings per annum on the Local Plan identified need (801 per annum). This suggests that the current trend identified by the Council is too low.
- 2.8. Thus the view that since local trends follow national trends, market signals in the District are 'modest' is entirely incorrect. With house prices at 8 times above the national salary, Huntingdonshire is clearly an unaffordable District and market signals should be adjusted accordingly.
- 2.9. Further to this, appellants and planning inspectors in recent appeals, the Council, as acknowledged by themselves, has a record of persistent under delivery of housing. The NPPG notes that if the historic rate of development falls below planned supply, future supply should be increased to reflect the likelihood of under-delivery of a plan. The Council has a backlog of 1,149 dwellings (as set out in their Housing Land Supply Position statement, August 2017) and this should also be incorporated into housing targets moving forward.

Proposed changes to the Plan to address issues identified

- 2.10. It is clear that the OAN for the Council has not been appropriately assessed, and consequently insufficient homes have been allocated in the Plan. Additional sites therefore need to be identified.
- 2.11. The allocation of Wyton Airfield for 1,000 new homes, which can be delivered within the Plan period, can address this shortfall.

3. LP2: Strategy for Development

Object

This policy is not considered sound as it is not:

- Positively prepared
- Justified
- Effective
- Consistent with national policy

We wish to participate in the hearing session.

Reason

- 3.1. We object to the Policy LP2 as we do not consider that the proposed development strategy is sustainable and will meet the objectively assessed needs of the District over the plan period.
- 3.2. Wyton Airfield is a government owned brownfield site located in a highly sustainable location adjacent to the existing settlement of Wyton-on-the-Hill and RAF Wyton. As noted in paragraph's 4.21-4.25 of the Plan, the Council has consistently supported the principle of the redevelopment of Wyton Airfield and consider that the redevelopment of this site does provide the opportunity to meet future housing needs in the District.
- 3.3. Wyton Airfield was identified in earlier drafts of the Plan as a strategic expansion location for 4,500 dwellings and other associated uses. However, in early 2017 the Council took the decision to remove the allocation of the site as a result of the findings of the Strategic Transport Study (May 2017) which concluded that the road infrastructure requirements to serve the redevelopment of the Airfield, and the current funding requirements for these in particular, are not deliverable at this time.
- 3.4. On reflection, Crest have acknowledged the Council's reasoning for discounting Wyton Airfield as a strategic expansion allocation, and have revised their development strategy to focus on delivery of an first phase. The first phase, which is sustainable in its own right, can support the growth and needs of the existing RAF Wyton and Wyton-on-the-Hill communities. It is anticipated this first Phase will provide:
 - Around 1,000 homes, including affordable homes and MoD housing for the expansion of employment at RAF Wyton;
 - A new neighbourhood centre, to include a small convenience food-store, and uses such as a café and/or pub;
 - Leisure use, such as a tennis club or gym;
 - Play-area and quality public realm and open space;
 - A nucleus for the new community, which can grow organically into the District Centre for the wider scheme at a later stage; and
 - A new primary school and site for a secondary school.
- 3.5. The benefits of the scheme and the contribution the identification of Phase 1 will make to sustainable development is discussed in further detail below. This early phase of development will provide important momentum and provide a basis from which the remainder of the comprehensive Wyton scheme could be brought forward either in this plan period or following a Local Plan review, should infrastructure challenges be resolved.

Housing Delivery

- 3.6. As discussed in our response to Policy LP1, it is not considered that Huntingdonshire District Council have identified enough homes to meet its objectively assessed needs over the plan period. Consequently, in order for the Plan to be found sound, Huntingdonshire's housing targets should be increased and additional sustainable sites identified.
- 3.7. Phase 1 Wyton Airfield can deliver much needed new homes in the first 1-5 years of the plan period. In tandem with the early delivery of much needed new housing, further work can be undertaken to identify justified strategic road infrastructure requirements required to serve redevelopment of the remainder of the airfield. This approach will garner mutual commitment and prioritise the unlocking of the potential of the remainder of the Airfield, instead of the more reactive approach proposed the Council. Crest Nicholson are committed to the delivery of the whole site whether it be in this Plan period or through the next Local Plan review.

Benefits to the existing community of Wyton-on-the-Hill

- 3.8. The delivery of the Phase 1 scheme will have substantial benefits for the community of Wyton-on-the-Hill which, since its creation in 2010, has seen limited investment and has faced social exclusion issues. The benefits of the scheme to the village have been acknowledged from the start as being an important policy-making reason for redevelopment of the Airfield. Indeed, the contribution the redevelopment of the Airfield could make to Wyton-on-the-Hill is acknowledged throughout the Sustainability Appraisal (December 2017). For example:
- P.135 – Increased growth at Alconbury and Wyton Airfields offers greater opportunities to create a variety of new townscapes. This option provides the greatest opportunity to improve the built form at Wyton-on-the-Hill.
 - P.138 – Higher growth at Wyton Airfield provides greatest opportunities to address social exclusion issues at Wyton-on-the-Hill.
 - P.138 – Increased growth at Wyton Airfield offers greater opportunities to facilitate service provision for Wyton-on-the-Hill.
- 3.9. Wyton-on-the-Hill is identified as a 'small settlement' in the emerging Plan which will result in limited development coming forward in the village, and thus investment. The delivery of 1,000 units at the Airfield will have significant benefits for the village and its improved status should be reflected through its allocation as a Local Service Centre.

Support the expansion of the existing RAF Wyton base

- 3.10. The existing RAF Wyton base is set for a significant expansion of employment over the next 3-5 years, following the MOD's decision to consolidate other operations from outside the District into this site. This employment expansion will require new housing stock, especially to attract civilian personnel within the District, and an offering of on-site amenities for non-military personal which do not currently exist. As such, there is an available and deliverable opportunity to deliver new development to meet this need, as part of the expansion of the existing military community.

Redevelopment of Government owned, previously developed land

- 3.11. The redevelopment and reuse of brownfield sites is a core component of the UK Sustainable Development Strategy integrating a wide range of economic, social and environmental objectives. The NPPF seeks to encourage the effective use of previously developed land and the government's commitment to this is further confirmed in the recently published Housing White Paper: Fixing our broken housing market (February 2017).
- 3.12. This is reiterated in the emerging Huntingdonshire Local Plan itself. For example:
- Objective 1 of the Plan seeks "To maintain a good supply of suitable land for growth in suitable locations and focussing on previously developed land..."
 - Paragraph 4.8 states "Environmental priorities have influenced [the Development Strategy] through factors such as reusing previously developed land where it is sustainably located."
 - Paragraph 4.14 notes "The development strategy builds on the strengths of Huntingdonshire's established settlements together with its stock of previously developed land to promote opportunities to live, work and access services in sustainable locations."
- 3.13. Wyton Airfield is a brownfield site which is capable of meeting a significant proportion of the District's housing needs both in this plan period and in the future. This should be afforded significant weight when identifying suitable housing allocations in the District.

Contribution towards to Sustainable Development

- 3.14. The sustainability credentials of the site are clearly set out in the Final Sustainability Appraisal Report. In addition to the site's brownfield site status, key attributes include:
- Minimal impact on the natural and historic environment;
 - Potential to provide significant areas of open space and community amenities;
 - Provision of new MOD housing for the expansion of employment at RAF Wyton;
 - Contribution towards existing transport routes to better serve the existing communities and employment at Wyton, including towards additional routing and services for the Guided Bus to Cambridge and potentially Alconbury.
 - Contribution towards Huntingdonshire's short-term housing supply and affordable housing requirements.
- 3.15. As Phase 1 for 1,000 new homes or as part of the wider redevelopment for 4,500 dwellings, Wyton Airfield will create a highly sustainable new settlement.

Reasons for exclusion from the Local Plan

- 3.16. Paragraph 151 of the NPPF requires that Local Plans are prepared with the objective of contributing to sustainable development. Paragraph 152 states that local planning authorities should seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development and net gains across all three. Paragraph 4.8 of the emerging Local Plan suggests that the Development Strategy has been shaped by these fundamental principles and notes:

"Social and economic priorities have influenced the development strategy through concentrating new growth in areas accessible to services, facilities and employment opportunities. Environmental priorities have influenced it through factors such as re-using previously developed land where it is sustainably located and through avoidance of grade 1 agricultural land."

- 3.17. However, we are of the view that in failing to appropriately consider the allocation of Phase 1 Wyton for 1,000 units, the strategy proposed by the Council is not sustainable and consequently the Plan is not consistent with national policy and cannot be found sound.
- 3.18. As noted above, the redevelopment of the Airfield for 4,500 new homes and other associated uses was included in earlier drafts of the Plan. However, the allocation was subsequently removed following the findings of the Strategic Transport Study (May 2017) which concluded that the road infrastructure requirements to serve the redevelopment of the Airfield, and the current funding requirements for these in particular, are not deliverable at this time. This study looked at the full redevelopment of the Airfield for 4,500 dwellings and the slower build out of the Airfield for 2,880 dwellings.
- 3.19. This Study did not consider the delivery of Phase 1 of the Airfield, nor has the Council provided any evidence elsewhere in the Plan or accompanying evidence base to justify why Phase 1 cannot come forward.
- 3.20. Our representations include the attached Highways Technical Note which provides an overview of the Transport Assessment (TA) undertaken for the redevelopment of the Airfield. The approach and methodology to the TA includes were agreed with Cambridgeshire County Council. The results of the assessment conclude that Phase 1 can be delivered alongside a sustainable transport and highway mitigation package that does not require major strategic transport infrastructure.
- 3.21. It is not unusual for Council's to identify new settlements in Local Plans when funding and infrastructure provision is uncertain. For example, Uttlesford District Council has identified a New Garden Village in the north of the District for up to 5,000 homes but has acknowledged that the delivery of 3,300 plus is dependent on strategic highways improvements which cannot be funded by the development and which are not currently committed. The adopted Joint Core Strategy for Broadland, Norwich and South Norfolk and sites allocated in the Growth Triangle Action Plan were all entirely dependent on funding for the Northern Distributor Road which had not secured funding or planning at the time of adoption.
- 3.22. Indeed, planning permission for 5,000 homes at Alconbury was granted by the Planning Committee before rerouting of the A14 was approved (reference 1201158OUT). As noted at paragraph 8.162 of the Committee Report for the application (21st October 2013), the Highways Agency advised that the quanta of development should not exceed the notional 'Phase 1' of 879 homes until further assessment work had been carried out and approved. This assessment work could only be brought forward once the details of the proposed timing of a major improvement scheme for the A14 were better understood.

Proposed changes to the Plan to address issues identified

- 3.23. It is recommended Policy LP2 is amended as follows:
- Direct substantial new development to ~~two~~ **three** strategic expansion locations of sufficient scale to form successful, functioning new communities.
 - ~~Four~~ **Five** spatial planning areas are designated reflecting their status as the district's traditional market towns and most sustainable centres. These are centred around:



...

Wyton on the Hill and the strategic expansion location of Wyton Airfield.

- ~~Three~~ **Four** local service centres are designated reflecting their concentration of service provision to residents. These are:

...

Wyton-on-the-Hill

4. Paragraph's 4.21-4.25 (Note on Wyton Airfield)

Object

This section of the Plan is not considered sound as it is not:

- Positively prepared
- Justified
- Effective
- Consistent with national policy

We wish to participate in the hearing session.

Reason

- 4.1. The principle of including text within the Local Plan to recognise the potential of Wyton Airfield for redevelopment, within the context of the current situation in which the District Council is not now proposing to allocate the site for development, is welcomed. We consider this to be a positive approach to take in the circumstances in which an allocation of the site is not proposed.
- 4.2. We also welcome the recognition of the substantial amount of work undertaken by Crest Nicholson to prepare an initial masterplan for the site and the commitment within this text to *'continue to work positively with the promoters of the site to secure appropriate sustainable, viable reuse of the site'*, although we note that this will be *'subject to resolution of the transport infrastructure challenges'*.
- 4.3. At Paragraph 4.24, the Council explains the reasoning behind the Council's omission of Wyton Airfield as a Strategic Expansion Location from the Local Plan. This explanation cites the outcome of the Strategic Transport Study, which *'has demonstrated that the road infrastructure requirements to serve redevelopment of Wyton Airfield and the current funding requirements for these in particular, are not deliverable at this time.'* (Savills underlining added). The clear implication of this statement to us is that the Council believes the road infrastructure requirements to serve redevelopment of the Airfield are capable of being deliverable in the future and this is clearly of particular note.
- 4.4. Paragraph 4.22 then recognises the contribution that redevelopment of the Airfield can make to future housing needs and this recognition is particularly welcomed.
- 4.5. In light of the above, whilst we welcome the Council's positive text in relation to the redevelopment of Wyton Airfield in the absence of an allocation of the site as a Strategic Expansion Location, we consider that early delivery of some housing at the site can be achieved at this time. As such, we consider that the Local Plan to 2036 should propose an allocation of the site as a Strategic Expansion Location. This should include the provision of Phase 1 for a 1,000 units whilst the remainder of the site should be safeguarded for development, within this plan period and beyond, in the event that the road infrastructure constraints enabling development beyond 1,000 units are resolved.
- 4.6. With the reinstatement of a Strategic Expansion Policy at the Airfield, the 'Note on Wyton Airfield' text would become redundant, and would therefore need to be omitted, accordingly. However, this text is positive in sentiment and this and some of its content could be relevant to 'carry over', to support a reinstated Strategic Expansion Location policy at the Airfield.

Proposed changes to the Plan to address Issues Identified

- 4.7. Wyton Airfield should be allocated in the Plan as a Strategic Expansion Location. This should include provision for Phase 1 for 1,000 units whilst the remainder of the site should be safeguarded for development within this plan period and beyond in the event that the road infrastructure constraints are resolved.
- 4.8. This will effectively make paragraphs 4.21 4.25 redundant and they can be removed from the Plan.

5. Policy LP10: Small Settlements

Object

This section of the Plan is not considered sound as it is not:

- Positively prepared
- Justified
- Effective
- Consistent with national policy

We wish to participate in the hearing session.

Reason

- 5.1. We object to this policy on the basis that Wyton-on-the-Hill has not been identified as a potential Local Service Centre.
- 5.2. The settlement is identified as a 'Small Settlement' in the Plan which does not reflect the role it could play in servicing the community if an allocation for the redevelopment of Wyton Airfield is secured. As noted in our response to Policy LP2, development at Wyton Airfield will significantly enhance the sustainability of the settlement and provide much needed investment into the area. The delivery of Phase 1 for 1,000 units at the Airfield will provide new amenities for Wyton-on-the-Hill including:
 - A new neighbourhood centre, to include a small convenience food-store, and uses such as a café and/or pub.
 - Play-area and quality public realm and open space.
 - A nucleus for the new community, which can grow organically into the District Centre for the wider scheme at a later stage.
 - A new primary school.
- 5.3. Since its creation in 2010, Wyton-on-the-Hill has seen very limited investment. Its allocation as a small settlement will further restrict future investment. The village plays an important role in servicing the adjacent RAF Wyton which has recently been identified for further investment by the MOD bringing additional jobs to the area.

Proposed changes to the Plan to address issues identified

- 5.4. Following the identification of Wyton-on-the-Hill as a strategic expansion location, Policy LP10 should be amended to include a footnote for Wyton-on-the-Hill which states *"Land adjacent to Wyton-on-the-Hill is allocated as a strategic expansion location; once this development is implemented the expanded settlement will attain the status of a Local Service Centre."*

6. New policy Wyton-on-the-Hill

Comment

We propose a new policy is included within the Plan for Wyton-on-the-Hill.

Reason

- 6.1. As we note in our responses to Policy LP 2 and paragraph's 4.21-4.25, it is clear that the Council considers that the Wyton Airfield can provide the opportunity to make a positive contribution to meeting the future housing needs of the District. We consider that early development of housing at the Airfield is deliverable and it is within this context that we propose that the Local Plan to 2036 includes an allocation of the site as a Strategic Expansion Location. This should include the provision of Phase 1 for a 1,000 units whilst the remainder of the site should be safeguarded for development, within this plan period and beyond, in the event that the road infrastructure constraints enabling development beyond 1,000 units are resolved.
- 6.2.
- 6.3. More specifically, we are of the position that a first phase of redevelopment of the Airfield can be delivered with upgrades to the existing infrastructure capacity and without major road infrastructure mitigations. As part of the work we have already undertaken in preparing proposals for comprehensive redevelopment of the site, we have found that a Phase 1 scheme of 1,000 new homes can be delivered through improvement of existing local road infrastructure and also public transport infrastructure particularly by way of improving linkages to the Cambridgeshire Guided Busway.
- 6.4. This is backed up by a Full Transport Assessment and further details are contained within the attached Highways Technical Note. This concludes that Phase 1 can be delivered alongside a sustainable transport and highway mitigation package that does not require major strategic transport infrastructure.
- 6.5. In terms of sustainability, a community of the scale of the first phase proposed would be commensurate with the network of other rural settlements in the central Huntingdonshire area, to the north of Huntingdon and St Ives. These settlements are already recognised by current and emerging Local Plan policy to be sustainable locations for growth in their own right. Services and facilities would also be delivered early to support the new community, and indeed the existing community of Wyton on the Hill and RAF Wyton as a major employer. We therefore see no reason why a first phase of development would not be sustainable, in its own right.
- 6.6. Taking the opportunity that is presented for sustainable and early housing delivery, in committing to a first phase of development through the Local Plan, we also see various opportunities and advantages of mutual benefit (as discussed in further detail in our response to Policy SP2), as follows.

Housing Delivery

- 6.7. As discussed in our response to Policy LP1, it is not considered that Huntingdonshire District Council have identified enough homes to meet its objectively assessed needs over the plan period. Consequently, in order for the Plan to be found sound, Huntingdonshire's housing targets should be increased and additional sustainable sites identified

- 6.8. Phase 1 Wyton Airfield can deliver much needed new homes in the first 1-5 years of the plan period. In tandem with the early delivery of much needed *new housing*, further work can be undertaken to identify justified strategic road infrastructure requirements required to serve redevelopment of the remainder of the airfield. This approach will garner mutual commitment and prioritise the unlocking of the potential of the remainder of the Airfield, instead of the more reactive approach proposed the Council.

Benefits to the existing community of Wyton-on-the-Hill

- 6.9. The delivery of the Phase 1 scheme will have substantial benefits for the community of Wyton-on-the-Hill which, since its creation in 2010, has seen limited investment and has faced social exclusion issues. The benefits of the scheme to the village have been acknowledged from the start as being an important policy-making reason for redevelopment of the Airfield.

Support the expansion of the existing RAF Wyton base

- 6.10. The existing RAF Wyton base is set for a significant expansion of employment over the next 3-5 years, following the MOD's decision to consolidate other operations from outside the District into this site. This employment expansion will require new housing stock within the District and an offering of on-site amenities for non-military personal which do not currently exist. As such, there is an available and deliverable opportunity to deliver new development to meet this need, as part of the expansion of the existing military community.

Redevelopment of Government owned, previously developed land

- 6.11. The redevelopment and reuse of brownfield sites is a core component of the UK Sustainable Development Strategy integrating a wide range of economic, social and environmental objectives. The NPPF seeks to encourage the effective use of previously developed land and the government's commitment to this is further confirmed in the recently published Housing White Paper: Fixing our broken housing market (February 2017).
- 6.12. Wyton Airfield is a brownfield site which is capable of meeting a significant proportion of the District's housing needs both in this plan period and in the future. This should be afforded significant weight when identifying suitable housing allocations in the District.

Contribution towards to Sustainable Development

- 6.13. The sustainability credentials of the site are clearly set out in the Final Sustainability Appraisal Report. In addition to the site's brownfield site status, key attributes include:
- Minimal impact on the natural and historic environment;
 - Potential to provide significant areas of open space and community amenities;
 - Provision of new MOD housing for the expansion of employment at RAF Wyton;
 - Contribution towards existing transport routes to better serve the existing communities and employment at Wyton, including towards additional routing and services for the Guided Bus to Cambridge and potentially Alconbury.
 - Contribution towards Huntingdonshire's short-term housing supply and affordable housing requirements.

- 6.14. As Phase 1 for 1,000 new homes or as part of the wider redevelopment for 4,500 dwellings, Wyton Airfield will create a highly sustainable new settlement.

Proposed changes to the Plan to address issues identified

- 6.15. Within the context of the above, we propose that a new policy SEL 3 'Wyton on the Hill' is included within the Draft Local Plan.

"SEL 3

Wyton on the Hill

An area of up to 70 hectares of land at Wyton Airfield, Wyton on the Hill is allocated as a first phase of redevelopment at Wyton Airfield, to be sustainable within its own right. The remainder of the site will be safeguarded for future development, should the identified road infrastructure constraints enabling development beyond 1,000 units be resolved. Phase 1 of the redevelopment is allocated for a mix of uses to comprise:

- 1) a total of between 500-1,000 homes;
- 2) approximately 10 hectares of employment land;
- 3) a local centre to include retail floorspace ;
- 4) educational and community facilities appropriate to the scale of development to include a new primary school and day care / nursery provision;
- 5) strategic infrastructure incorporating publicly accessible natural green space and other open space appropriate to the agreed scale of development;
- 6) transport infrastructure improvements proportionate to the scale of development including linkages to the Cambridgeshire Guided Busway. Travel planning and provision for walking and cycling infrastructure will also form part of the strategy for mitigation and transport impacts;
- 7) integrated water strategy dealing with all related aspects of the proposed development including flood risk, surface water management and use of water.

Successful development of the site will require;

- a) comprehensive masterplanning to be undertaken by the site developer with public engagement with the cooperation of the Council;
- b) integration of development with the existing Wyton on the Hill uses and adjoining houses;
- c) the arrangement of different uses in a manner that minimises the need to travel and includes a transport network that promotes sustainable travel modes;
- d) satisfactory resolution of additional traffic impact having regard to a transport assessment and travel plan;
- e) a range of densities of development
- f) the provision of a masterplan to illustrate the conceptual appearance of the development proposal;
- g) a mixture of uses to be incorporated, including social and community facilities to meet the needs arising from development;
- h) the location design of a neighbourhood centre providing shops and related activities;
- i) landscape design recognising vistas, boundaries and green infrastructure networks, paying particular attention to the relationship with nearby settlements;
- j) a comprehensive approach to providing publicly accessible green and open space throughout the development;
- k) creation or enhancement of priority habitats in accordance with an ecological assessment;

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- l) flood risk assessment and provision of sustainable drainage systems;*
- m) the Environment Agency and Anglian Water Services satisfaction that waste water flows from the development can be accommodated".*

Appendix 2



Wyton Airfield, Huntingdonshire

Phase 1 Transport Assessment, 1,000 Homes
Non-Technical Summary

On behalf of



Project Ref: 30459/5525 | Rev: 0 | Date: June 2018

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For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Executive Summary

Peter Brett Associates (PBA) undertook a full Transport Assessment (TA) of the proposed residential led, mixed-use development at Wyton Airfield, Huntingdonshire in 2016/17. The Transport Assessment includes the detailed assessment of the transport effects of Phase 1 which includes up to 1000 homes and supporting facilities including a primary school.

A detailed assessment has been undertaken to understand the transport effects of phase 1 of development at Wyton Airfield. The approach and methodology were agreed with Cambridgeshire County Council (CCC) through an extensive scoping process.

The results of the assessment conclude that phase 1 development can be delivered alongside a sustainable transport and highway mitigation package that does not require major strategic highway infrastructure. The proposed transport package includes the following measures and improvements (and is illustrated in **Figure 7.1**).

- Walk and cycle routes providing connections to the existing areas of Wyton on the Hill, Houghton and Wyton, Huntingdon and St Ives,
- Bus routes to Huntingdon (including the railway station), St Ives and St Ives park and ride which provides a connection to Cambridge,
- Three site access junctions onto the A141,
- Upgrades to 13 junctions to accommodate predicted traffic generated by the development.

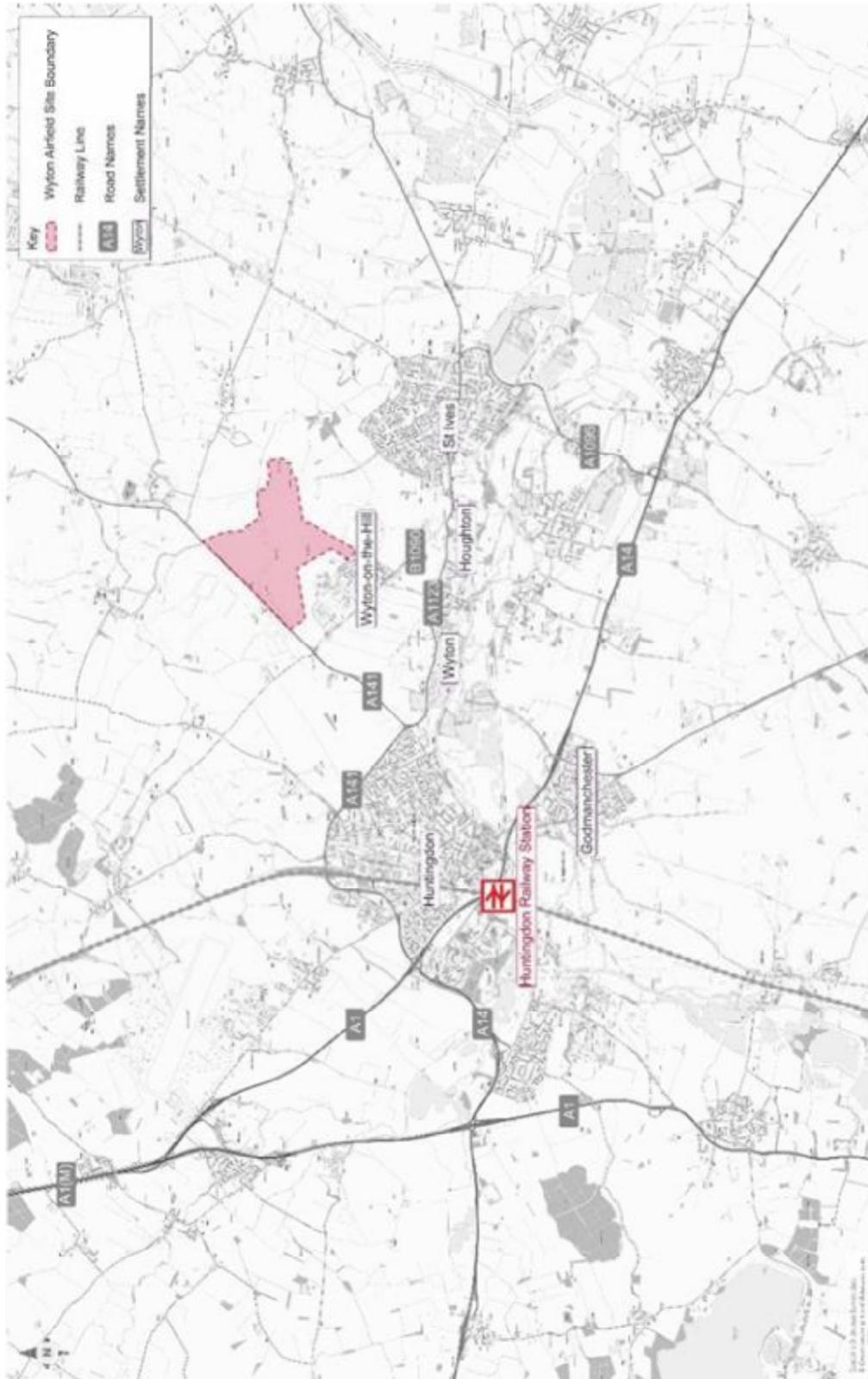
This report provides a non-technical summary of the Phase 1 TA.

1 Introduction

1.1.1 Peter Brett Associates (PBA) undertook a full Transport Assessment (TA) of the proposed residential led, mixed-use development at Wyton Airfield, Huntingdonshire in 2016/17. The Transport Assessment includes the detailed assessment of the transport effects of Phase 1:

- 1,000 homes
- 1,238 m2 GFA B1a office
- 3,713 m2 GFA B1c/B2 light/general industry
- 7,015 m2 GFA B8 storage and distribution
- One primary school, to accommodate the development only (equivalent of 1.3 FE, 280 pupils)
- 3,000 m2 gross food store, plus a petrol filling station (for robust assessment)

Figure 1.1: Site Location Plan



- 1.1.2 The travel demands generated by this development have been predicted based upon an intensive scoping process with Cambridgeshire County Council (CCC) including meetings, conference calls, iterations of correspondence and extensive technical work. The methodology of assessment and parameters/assumptions related to the travel demands were all agreed with CCC.
- 1.1.3 The TA reviews the transport effects and identifies mitigation for a development of up to 1000 homes, in the context of the wider proposals for 4,500 homes, 53,900m² employment, two primary schools, a secondary school, 100 bed care home, 3,000m² food store, 3,500m² ancillary retail A1-A5 and community facilities.
- 1.1.4 This report summarises the work undertaken for the phase 1 assessment and demonstrates that this would be deliverable without the need to deliver major strategic highway schemes.

2 Transport Assessment Approach

- 2.1.1 PBA worked with CCC to agree the scope of the TA over a period of around two years. Through meetings, conference calls and iterative correspondence with supporting evidence, studies and assessment, the methodology of assessment and parameters/assumptions related to the travel demands were agreed with CCC.
- 2.1.2 Following a benchmarking exercise carried out in October 2015, it was agreed that the Cambridgeshire Sub Region Model (CRSM) was not suitable for use for the purposes of testing the development proposals at Wyton Airfield. It was confirmed that it would not be updated and available for use (to developers) in the timescales needed. It was agreed that a traditional method of assessment (including an OmniTRANS assignment tool) should be undertaken to forecast the transport impacts of development at Wyton Airfield.
- 2.1.3 The parameters/assumptions related to the travel demands were firstly agreed, following staged agreements on traffic growth, distribution, internalisation, mode share, retail diverted and pass by trips and education trips which were captured in technical notes and finally encompassed in a comprehensive scoping report. The base junction models were also reviewed and agreed with CCC.
- 2.1.4 The committed development at Alconbury Weald is being progressed under a 'Manage and Monitor' approach. The Alconbury Weald Phase 1 transport mitigation has been tested and approved, but the transport mitigation for Phase 2 onwards will be subject to further Transport Assessment(s).
- 2.1.5 CCC advised that the most appropriate way forward, with the lack of details of the Alconbury Wealds associated transport mitigation, would be for PBA to determine the mitigation measures required to deliver both the Wyton Airfield and Alconbury Weald (Phase 2 onwards) developments, and then identify Wyton Airfield's proportional contribution to an identified package of measures.
- 2.1.6 It was agreed that the TA would seek to determine a mitigation package for a 'realistic worst-case' scenario in terms of travel demand by car to identify a capped level of off-site mitigation. A 'Monitor and Manage' approach would then enable the mitigation to be reduced or delayed within the development programme, if, for example: there is greater uptake of public transport than predicted, greater active travel due to greater awareness of health and wellbeing benefits, or external influences, such as: technology advances and continued travel trends of younger generations relying less on the car.
- 2.1.7 The scope was issued to Highways England in September 2016 for comment. Highways England (HE) confirmed that they do not have any restriction on development being occupied before the A14 Huntingdon to Cambridge Improvement Scheme is completed. HE has confirmed that the development is unlikely to be reliant on the Improvement Scheme, but if there were concerns, a mechanism could be agreed to allow the development to come forward in advance of the completion or part completion of the Improvement Scheme, but a formal response on the TA is still awaited.

3 Existing Networks and Baseline Conditions

- 3.1.1 A detailed review of the baseline conditions was undertaken to understand the current transport situation in the local area. This included reviewing the following:
- Local facilities and key origin destinations, in particular Huntingdon and St Ives.
 - Pedestrian and cycle network surrounding the site and connecting into Huntingdon, St Ives and Houghton and Wyton,
 - Bus services within the vicinity of the site, including the Cambridgeshire Guided Busway (CGB) and St Ives park and ride,
 - Rail services from Huntingdon Station,
 - Existing highway network around the site and connecting the site to Huntingdon, St Ives, the A14 and A1, including the A14 Cambridge to Huntingdon improvement scheme.
- 3.1.2 Junction traffic flow and queue surveys were undertaken in April 2015 on ten junctions within the vicinity of the site, to complement a further nine junctions that were surveyed as part of Alconbury Weald and Houghton Grange planning applications. Automatic traffic counts (ATCs) were also undertaken on the day on the MCTC surveys and for a week-long period to check that the traffic flow surveys represented typical traffic conditions.
- 3.1.3 Junction capacity models were created to reflect the existing operation of the junctions to allow further assessment work to be carried out. All models were checked and reviewed by CCC and agreed for use for the assessment.

4 Agreed Methodology

4.1.1 The following elements of the TA were agreed with CCC for the various land uses across the site:

Person Trip Generation

- Based on the TRICS v7.2.2 database, Department for Transport (DfT) National Travel Survey (NTS), 2011 Census data.
- Trip demands and patterns for the total residential person trips were considered by trip purpose based on the DfT NTS:
 - Employment
 - Education
 - Escort Education
 - Retail
 - Other Personal Business and Escort
 - Visiting Friends / Entertainment / Sport
 - Holiday / Day Trip / Other
- The NTS data incorporates all education types into one group. These were separated into primary, secondary and tertiary education (using the 2011 Census data and NTS) to provide a more accurate and robust assessment.

Person Trip Internalisation

- Based on 2011 Census data, DfT NTS, Planning, Economic and Commercial Retail Need Assessment (PERCNA), Department for Education data
- No residential person trips with a retail trip purpose were internalised to provide a 'worst case' assessment.
- As a worst case, no internalisation was applied to residential trips with the purpose of 'visiting friends, entertainment and sport' or 'other personal business and escort'.

External Person Trip Distribution

- Based on 2011 Census data, sites/development areas identified in the draft Huntingdonshire and South Cambridgeshire Local Plans, DfT NTS, PERCNA, Huntingdon Retail Study.
- Residential trips with a secondary education or secondary escort education trip purpose were all assessed as external to the site, as the secondary school is not expected to be open until phase 2. This provided a robust assessment for phase 1.

External Person Trip Mode Share

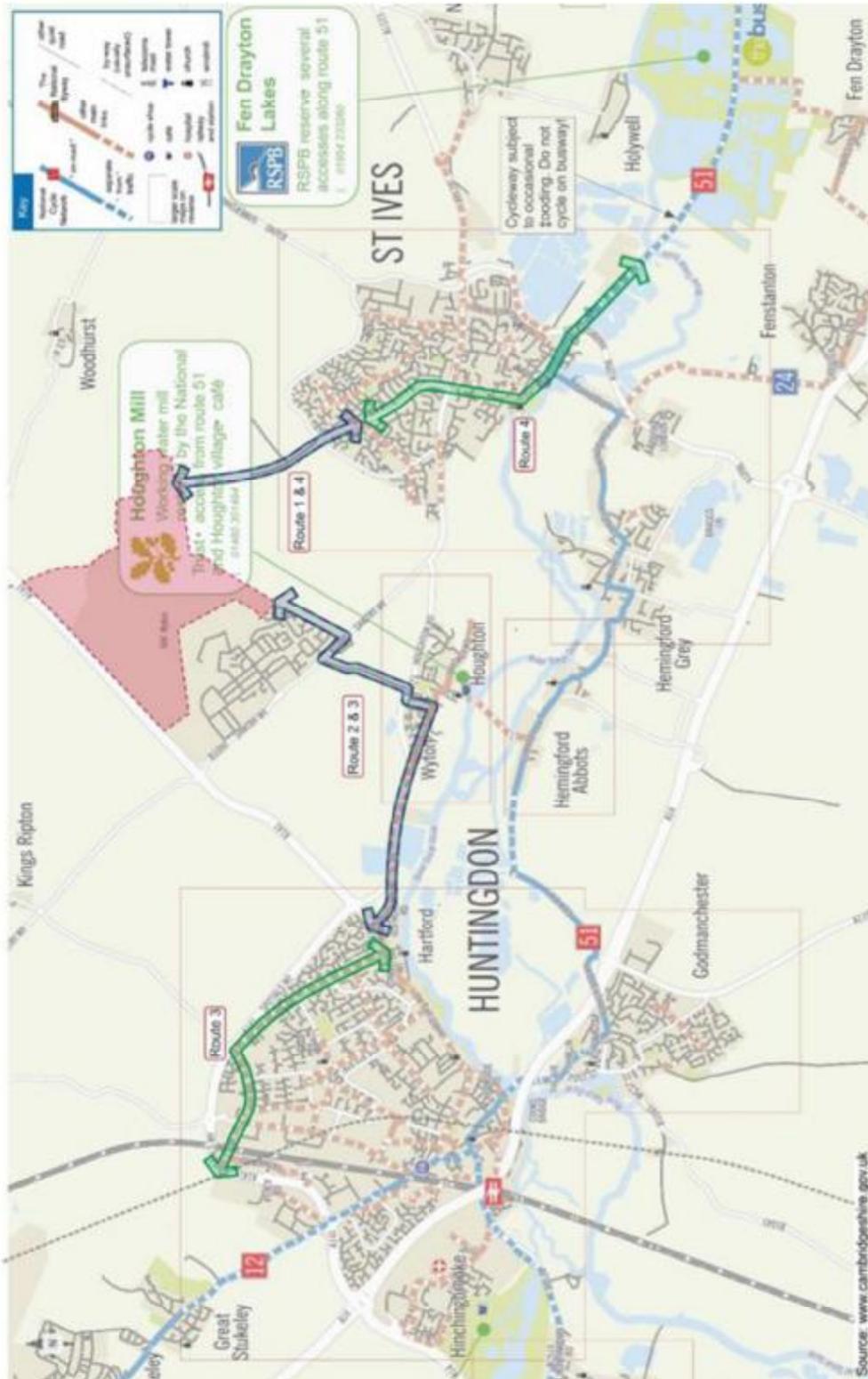
- Based on 2011 Census data, Cambourne Village College / St Ivo School / Thorndown School / Wheatfields school travel plan data, TRICS v7.2.2 database, Alconbury Weald Transport Assessment.
 - As a worst case for phase 1, all secondary escort education trips were assumed to be car driver trips, whilst all secondary education trips were assumed to be car passengers.
- 4.1.2 It was agreed with CCC that the amendments from the full development methodology provided a 'worst case' assessment in terms of highway impacts.
- 4.1.3 The resultant development vehicle trips were assigned to the local highway network using an all-or-nothing OmniTRANS assignment tool, as agreed with CCC.

5 Sustainable Transport Strategy

Walk and Cycle

- 5.1.1 The development will be designed to be highly permeable for pedestrians and cyclists, to encourage active travel within the proposed community.
- 5.1.2 On-site walk and cycle routes will be designed to provide high quality connections between the different land uses across the development. A series of appropriately wide, lit and overlooked foot and cycleways will be designed to follow desire lines and provide safe routes between homes, schools and shops.
- 5.1.3 These routes will also connect to strategic walking and cycling routes on the periphery of the development, providing a comprehensive network of walk and cycle routes with a seamless connection across the site to link to routes towards key destinations such as St Ives and Huntingdon.
- 5.1.4 A walking and cycling assessment identified key off site walking and cycling routes to/from the development which were agreed with CCC. The agreed routes are walking routes to St Ives, Wyton on the Hill, Houghton, Wyton and Huntingdon and cycle routes to all of these plus Alconbury Weald and Cambridge (via the guided busway). The routes are shown in **Figure 5.1**.

Figure 5.1: Walking and Cycling Routes

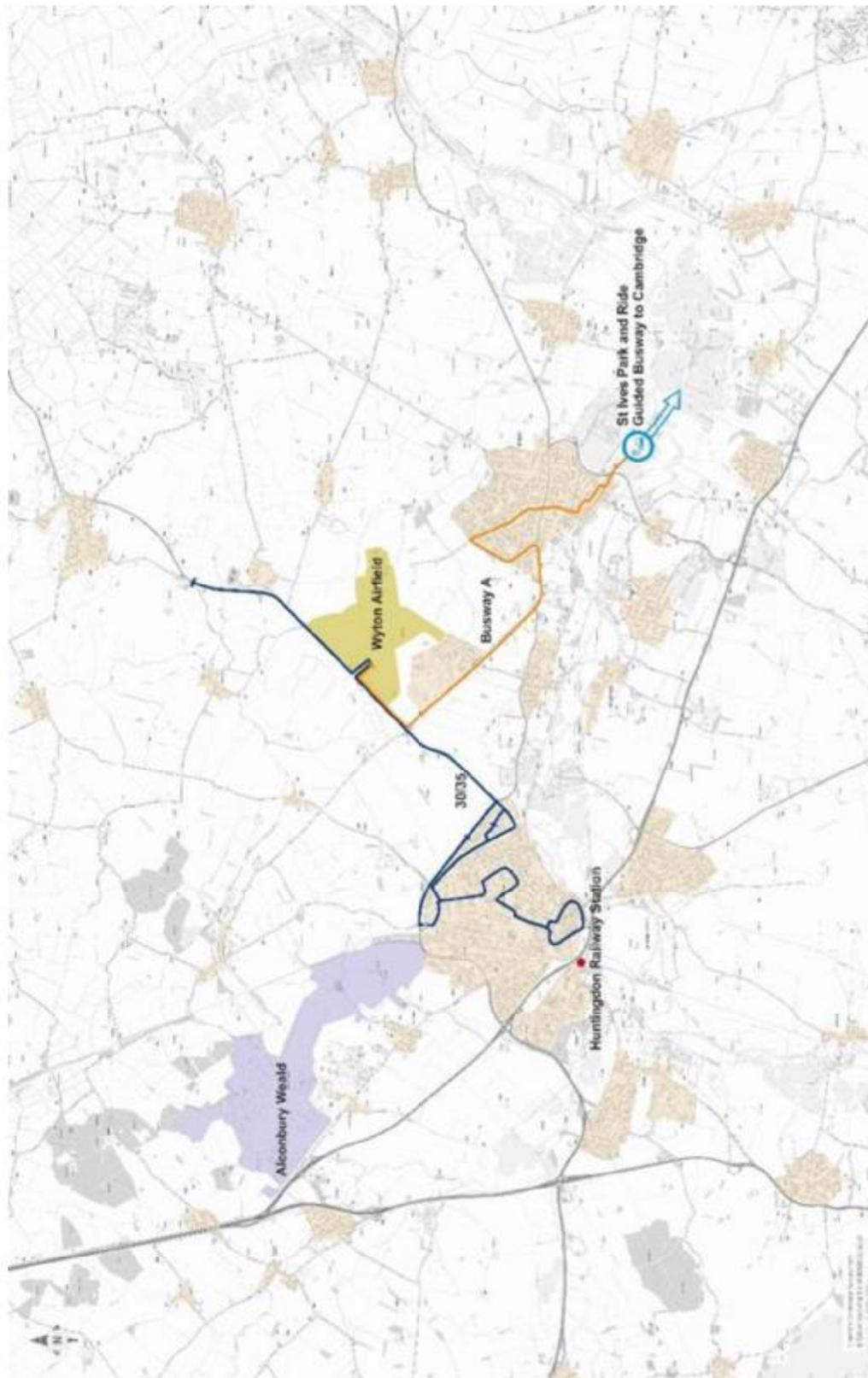


Source: www.cambridgeshire.gov.uk

Public Transport

- 5.1.5 A study area for assessment of public transport routes and provision was identified and agreed with CCC based on the calculated distribution of public transport trips and the routes to/from these locations.
- 5.1.6 A bus route strategy was then produced based on the calculated demands which included the following (illustrated in **Figure 5.2**):
- Busway A to extend its current service into the development site to provide a connection to St Ives and St Ives Park and Ride and subsequently onto Cambridge along the Guided Busway. Evening and Sunday services to be provided on Busway A.
 - Service 30/35 to divert into the site for a short distance off the A141 to serve a parallel route within the development on which the main bus interchange is located. (us passengers from Huntingdon, Warboys, Ramsey and Chatteris would be able to transfer onto Busway Service A for travel to St Ives and Cambridge)
 - Early morning services to be provided on the 30/35 to provide connections to fast trains into London from Huntingdon Railway Station.
 - The main bus route through the site will be via a dedicated, bus only corridor and so bus services will not be delayed by other traffic on this route. This will allow buses to follow a direct and fast route through the development, increasing their attractiveness to passengers.

Figure 5.2: Phase 1 Development Bus Strategy



6 Highway Assessment

Background Traffic Growth

- 6.1.1 The A14 Huntingdon to Cambridge Improvement Scheme has commenced and is due for completion in March 2021. Following advice from CCC, output from HE's traffic modelling of the scheme was used to inform the highway assessment. The scheme is shown to generally reduce traffic levels around Huntingdon, but increase them along the A1096 near St Ives.
- 6.1.2 It was agreed with CCC that traffic flows from committed developments should account for background traffic growth in the area, based upon evidence that traffic has not grown in line with development in Huntingdon and wider evidence of travel trends. Traffic flows forecast to be generated by Alconbury Weald Phase 1 and the Houghton Grange (based upon the available TAs) were included in the baseline highway assessment.
- 6.1.3 Since the production of the TA, additional development sites have been included in the emerging Local Plan, most notably RAF Alconbury (1,680 homes), Ermine Street (1,440 homes) and Giffords Farm (5.6ha of land for 'B' uses except 'B1a' and 'B8'). Therefore, a sensitivity test has been carried out to understand possible traffic growth likely to be associated with these three large developments. Alconbury Weald Phase 2 onwards (4,121 homes and 210,000sqm) has also been committed and detailed migration yet to be determined under a Manage & Monitor approach.

Site Access

- 6.1.4 An indicative site access strategy was determined to consider the phasing of the site access junctions. Three site access junctions were proposed to serve phase 1 of the development, all on the A141:
- Primary Access – All moves signalised junction
 - Secondary Access 1 – Left in / left out priority junction
 - Secondary Access 2 – All moves priority junction
- 6.1.5 The site access junctions were capacity tested to understand their likely future operation and suitability to provide access to phase 1.
- 6.1.6 The assessments showed that the junctions would operate within capacity during both peak hours, based upon the predicted travel demands.

Off Site Junction Capacity Assessments

- 6.1.7 Junctions were identified for detailed capacity assessments for phase 1, informed by the development traffic flow assignments, as calculated using the methodology agreed with CCC. Off-site junction capacity assessments were therefore carried out for the following junctions:
- Spittals Interchange
 - A141 / Ermine Street / Stukeley Road Roundabout
 - A141 / Latham Road / Washingley Road Roundabout
 - A141 / Huntingdon Road Roundabout

- A141 / Kings Ripton Road Signalised Junction
 - A141 / A1123 / B1514 Roundabout
 - A141 / B1090 Roundabout
 - A1123 / Sawtry Way Priority Junction
 - Houghton Grange / Slepe Meadow Site Access Signalised Junction
 - Houghton Road / Hill Rise / High Leys Signalised Junction
 - A1123 / Ramsey Road Signalised Junction
 - A1123 / A1096 / B1040 Linked Roundabouts
 - A1096 / Parsons Green Roundabout
 - A1096 / Meadow Lane Roundabout
 - A1096 / Low Road Roundabout
 - A1096 / Busway Signalised Junction
- 6.1.8 The assessments identified the potential impacts of development at Wyton Airfield and, where required, identified mitigation to support the development.
- 6.1.9 **Figure 7.1** shows the proposed highway package to support phase 1 of development at Wyton Airfield, which would be delivered under a 'Monitor and Manage' approach (as discussed in section 2.6).

7 Phase 1 TA Summary

- 7.1.1 A detailed assessment has been undertaken to understand the transport effects of phase 1 of development at Wyton Airfield. The approach and methodology were agreed with CCC through an extensive scoping process.
- 7.1.2 The results of the assessment conclude that phase 1 development can be delivered alongside a sustainable transport and highway mitigation package that does not require major strategic highway infrastructure. The proposed transport package includes the following measures and improvements (and is illustrated in **Figure 7.1**).
- Walk and cycle routes providing connections to the existing areas of Wyton on the Hill, Houghton and Wyton, Huntingdon and St Ives,
 - Bus routes to Huntingdon (including the railway station), St Ives and St Ives park and ride which provides a connection to Cambridge,
 - Three site access junctions onto the A141,
 - Upgrades to 13 junctions to accommodate predicted traffic generated by the development.
- 7.1.3 The sensitivity tests carried out (as outlined in section 6.1.3) demonstrate that there is opportunity through various transport network upgrades and interventions, alongside the mitigation that will be delivered and/or funded by other emerging Local Plan developments, to accommodate a Phase 1 of 1,000 homes at Wyton Airfield. In particular, the potential realignment of the A141 north of Spittals Interchange could be delivered (if the Transport Evidence/Assessment supporting those developments prove necessary) or land will be safeguarded to facilitate this realignment for future growth requirements.

Figure 7.1: Possible Highway Package to Support Phase1 Development

