Dear Sir or Madam,

Re Planning in Principle 26/01956/PIP

I would like to register my objection to this application. I wrote only three months ago to object to an application in this very field and my objections remain the same as nothing has changed.

The application I objected to previously was for one house which has been approved subject to many conditions and now, the landowner is applying for two more. Villagers all feared that this would be the case and now this new application has been submitted.

1. The proposed site is in open countryside. It is in a field outside the settlement of Easton. This is an unnecessary incursion into Open Countryside and under the latest policy framework, it would be hard to justify this development under S5.
2. The proposed site is on an area of soak land, just north of an identified area of flooding. Easton soil is mainly clay based which does not lend itself well to draining at the best of times. In the light of climate change, flash flooding is frequently seen in this area as the soil cannot absorb rainfall after periods of dry weather. It can be reasonably expected that extended periods of dry weather, as we are currently experiencing, will become our normal weather pattern and subsequent rainfall will result in flooding. Indeed, under climate change projection models for 2070 – 2125 utilised by the Environment Agency, peak river flows in Cambridgeshire are expected to rise by 4 – 21%. This will push some edge-of-village land currently designated as Flood Zone 1 (low risk) into expanded Flood Zone 2 or 3 boundaries over the next 60 years. This causes an unacceptable risk to houses in this area. Standing water was visible for a considerable length of time this year in the flood zone, any development of this proposed site would exacerbate the issue and increase the danger of flooding for properties further to the south. I was part of a group of villagers who baled out one property for many hours while flood water entered the cottage.
3. Access to the proposed site would necessitate the removal of a stretch of ancient hedgerow and mature trees. This would remove planting which supports the soak up of excess water during wetter months, as well as supporting a wide range of wildlife.
4. **There are no amenities in Easton.** We have a church, a post box and a bus shelter. All villagers must use their own cars or motorbikes to access everyday amenities such as shops, doctors etc. The existing bus service is under review and may be stopped entirely, leaving only the Tiger bus service which has no timetable but is a request only service.
5. Access to the site is opposite the T junction from Easton Road to The Lane. This T junction is used by buses to reverse into in order to return to the A14 after they have picked up or returned school children each day in term time, and by service buses to do the same. Two school buses visit twice a day – one for the primary school at Spaldwick and the other for Hinchingbrooke Secondary school. Tankers and other associated vehicles visiting the sewage treatment works also use this T junction to turn around so that they can reverse up the track to the works. It is the busiest junction in the village and additional traffic using the access to the site (and it is reasonable to expect that it will be a multi-car household) will only add to a very busy junction.
6. The building of one or three properties on this area of land will not contribute significantly to the housing shortfall in Huntingdonshire, but will constitute a significant, detrimental and irreversible effect on the character of the village.

The application seems to be in contravention to the Huntingdonshire Local Plan 2019 on a number of points.

- Policy LP2 – development should be concentrated in locations which do and could provide the most comprehensive range of services and facilities. **We have extremely limited**

services or facilities.

- Policy LP9 – Reference is made to opportunities for users of the proposed development to access everyday services and facilities by sustainable modes of travel. Easton has no shops, surgeries, public houses so villagers must use their own cars or motor bikes to access these. Walking or cycling along the A14 is extremely dangerous. The by-way and footpath to Spaldwick and Ellington respectively are muddy, slippery and flooded in the wetter months and cannot be reliably used for regularly accessing everyday amenities.
- Policy LP10 – reference is made to developing agricultural land of low value. The farmland in question is productive farmland.

The Emerging National Planning Policy Framework draft policy TR3 refers again to users of development being able to make genuine transport choices and use sustainable travel methods. As previously stated – this is not a realistic or practical option for the residents of Easton.

In addition to the points made above, I have to add that the A14 has become significantly busier and more challenging for drivers in the village. Having no acceleration or deceleration lane, drivers must join traffic travelling at 70 mph or faster, and slow down to approximately 25mph to leave the A14. Both these actions are very dangerous and several accidents and near misses have occurred. It has become more difficult since the recent work which has removed the need for traffic to stop at the lights at Brampton Hut roundabout. There is no longer a break in the flow of traffic and villagers must wait for a considerable length of time before they can join or cross the A14.

Yours faithfully,

[redacted]