Our Ref: 25/01092/CONSUL
Your Ref: 25/00892/OUT
Officer: Mrs Molly Hood-Munday

PETERBOROUGH CITY COUNCIL

Place and Economy Directorate
Sand Martin House
Fletton Quays
Peterborough
PE2 8TY

Telephone 01733 747474

27th February 2026

Mr Lewis Tomlinson
Huntingdon District Council
Pathfinder House
St Marys Street
Huntingdon
PE29 3TN

Dear Mr Tomlinson,

RE: 25/00892/OUT

Proposal:	Outline application with all matters reserved except for access via Peterborough Road for the demolition of 107 Peterborough Road, and the development of up to 185 dwellings (Use Class C3), public open space and associated infrastructure
Site address:	Land West Of Peterborough Road Farcet

In the letter from 23rd January an objection was raised by Peterborough City Council due to outstanding concerns regarding highway impacts, with objections from our Local Highway Authority.

Since these comments, further information was provided to PCC on the 17th February and a meeting was held on Wednesday 25th February. The information PCC has reviewed includes:

Technical Note PCC Highways Comments Response dated 13th February 2026

Recommendation: No objection subject to recommended pre-commencement conditions

As is demonstrated in the earlier 'Technical Note – PCC Highways Comments Response Rev B', Junction 3 of the study area (Junction 68), the Peterborough Road (S) arm is shown to reach 95% of theoretical capacity in 2035 with the background growth and committed developments, whereas once the development trips are added this is shown to increase to 107% of theoretical capacity. This is considered to be a severe impact as a result of this development, as 100% is exceeded only once the development trips are added.

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Junction 3: Whittlesey Road Roundabout

Table 1.4 ARCADY Output – Junction 3 – Whittlesey Road Roundabout

Arm	AM			PM		
	Queue (Veh)	Delay (S)	RFC	Queue (Veh)	Delay (S)	RFC
2025 Base						
Peterborough Road (N)	1.2	7.75	0.56	2.0	9.66	0.67
Whittlesey Road	2.0	9.61	0.68	1.6	7.91	0.61
Peterborough Road (S)	3.4	15.03	0.78	2.1	10.27	0.68
A605	2.3	7.08	0.70	2.7	7.41	0.74
2030 Base + Committed						
Peterborough Road (N)	2.2	11.35	0.69	3.0	13.82	0.76
Whittlesey Road	3.1	13.79	0.77	3.5	14.21	0.79
Peterborough Road (S)	6.7	27.07	0.89	4.1	18.75	0.82
A605	3.6	10.10	0.79	4.1	10.60	0.81
2030 Base + Committed + Development						
Peterborough Road (N)	2.6	12.85	0.73	3.8	16.77	0.80
Whittlesey Road	3.3	15.45	0.78	4.3	16.81	0.82
Peterborough Road (S)	18.2	68.17	0.98	5.5	23.34	0.87
A605	4.4	11.79	0.82	4.8	12.11	0.84
2035 Base + Committed						
Peterborough Road (N)	2.7	14.05	0.74	4.1	18.01	0.82
Whittlesey Road	4.3	17.92	0.83	4.7	18.13	0.84
Peterborough Road (S)	11.9	45.26	0.95	6.1	25.48	0.88
A605	4.8	12.57	0.84	5.6	13.88	0.85
2035 Base + Committed + Development						
Peterborough Road (N)	3.3	16.28	0.78	5.4	23.18	0.86
Whittlesey Road	4.6	21.49	0.84	6.2	22.86	0.88
Peterborough Road (S)	55.3	191.96	1.07	8.7	33.35	0.93
A605	5.8	14.94	0.87	6.8	16.43	0.88

Therefore, in respect of Junction 68, when taking details provided within the submitted transport information for the Peterborough Road (S) arm, it is evident that in the am peak hour, the development will generate 101 of the 520 future trips through this arm of the junction. This is 20% of the total predicted additional traffic being generated by this development.

Peterborough Road (S) Two-Way Traffic Flows	**AM**	**PM**
Baseline Traffic (2025)	1746	1333
Future 2035 Traffic (2025 + Background Growth)	1870	1434
Background Growth	124	101
Committed Development	159	193
Proposed Development	101	90
Total Development (Committed + Proposed)	260	283
Total Growth (Background + Committed + Proposed)	520	566
% of Estimated Growth (Background + Committed + Proposed) that is Proposed	**20%**	**16%**

Previously PCC provided a scheme in which the applicants could contribute towards to mitigate the development. However, the applicant now presents their own improvement scheme to the Peterborough Road (S) arm to alleviate the impact to the junction identified.

In terms of roundabout junction capacity modelling, an RFC of 0.85 is at practical capacity, with an RFC of 1.00 or above it exceeds theoretical capacity. Any arm of a roundabout shown to be operating at an RFC of 0.85 or above is considered to be 'at or over capacity'. Therefore, any exceedance of this 0.85 figure should be viewed as requiring mitigation, due to the potential safety implications of an at or over capacity junction.

Peterborough Road (S) is shown to tip over an RFC of 1.00 in the AM (and worsen in the PM) as a direct result of this development without the proposed Peterborough Road (S) mitigation. However, with the proposed mitigation as per drawing 24484-MA-XX-DR-C-0109-P01 in Appendix A of Technical Note PCC Highways Comments Response (TN13) dated 13th February 2026, the Peterborough Road (S) approach RFC is maintained below 0.85 on this arm.

However, the following detailed information has not been demonstrated for the scheme and therefore PCC would either like to see this information prior to determination or secured via a pre-commencement agreement:

- Fully dimensioned drawings of the proposed mitigation scheme (to comply with DMRB CD 109 and CD 116 requirements)
- Stage 1 Road Safety Audit in accordance with DMRB GG 119
- Swept path analysis for all movements from the amended Belle Vue junction with Peterborough Road (B1091)

Officers note that the remaining arms (Peterborough Road (N) – PM, Whittlesey Road – PM & A605 – AM and PM) are still shown to operate above an RFC of 0.85 in both network peak hours as a direct result of this development. The development has not supplied any further mitigation for these junctions, however; Officers note that the RFC for these junctions is within a range of 0.86-0.88 and not as significant as the Peterborough Road (s) arm.

The proposed mitigation could resolve the most critical impact of the proposed development on the Peterborough Road (S) approach, subject to securing further detail design and delivery of this scheme by the developers, Peterborough City Council would no longer object to the application on the grounds of a severe residual cumulative impact on J68 of the PCC highway network.

Condition 1:

Prior to first occupation of the dwellings, the toucan crossing of Peterborough Road shall be installed and operational, in accordance with the principles shown on 24484-MA-XX-DR-C-0107 P07.

Reason: In the interests of highway safety and to encourage the use of active travel modes, in accordance with NPPF.

Please note this will require a legal agreement under S278 of Highway Act 1980 with Peterborough City Council (as Local Highway Authority) which will include the requirement for Road Safety Audits of the proposed crossing to be undertaken.

Condition 2:

Prior to commencement of development a scheme for the junction improvements at Peterborough Road (S) (B1091) arm of J68 which is in broad accordance with the principles of drawing 24484-MA-XX-DR-C-0109-P01 in Appendix A of Technical Note PCC Highways Comments Response (TN13) dated 13th February 2026 shall be submitted to and agreed in writing with Peterborough City Council. The scheme shall include but not be limited to:

- Detailed drawings of the proposed works to the Peterborough Road (S) (B1091) arm of J68 in accordance with the principles shown on drawing 24484-MA-XX-DR-C-0109 - P01
- All movements swept path analysis of the amended junction of Belle Vue with Peterborough Road (B1091) including the largest fire service vehicle passing a car.
- Stage 1 Road Safety Audit.

The works shall be completed in accordance with the approved details, prior to first occupation of any dwelling on the site.

The works must be completed in full prior to the first occupation of the development.

Reason: In the interests of highway safety in accordance with the NPPF.
Note: This will require a legal agreement under S278 of Highway Act 1980 with Peterborough City Council (as Local Highway Authority) which will include the requirement for Road Safety Audits of the proposed crossing to be undertaken.

Informative Associated with highway works conditions:

1. Off-site Highway Works – Section 278 Highways Act 1980
   The development involves works within the public highway. Such works must be the subject of a legal agreement under Section 278 of the Highways Act 1980. It is essential that prior to the commencement of the highway works, adequate time is allowed in the development programme for; approval by the council of the design, contractors, technical vetting, safety audits, approval of temporary traffic management, booking of road space for off-site highway and service works and the completion of the legal agreement. Works must not commence until the legal agreement is in place and road space booked. Application forms for S278 legal agreements are available on our website at the following link:- https://www.peterborough.gov.uk/council/planning-and-development/highway-control/ Should you require any assistance please email HDTeam@peterborough.gov.uk.

Kind regards

Molly Hood-Munday

Principal Planning Officer