From: [redacted]
To: Control, Development (Planning)
Subject: Formal Objection to Planning Application 25/00892/OUT – Proposed Development off Peterborough Road, Farcet
Date: 06 February 2026 20:29:16

Dear Sir/Madam,

I am writing to express my strong objection to the proposed residential development referenced above. As a resident with firsthand knowledge of the area, I have reviewed the submitted documents with great care and have deep concerns about the consequences this scheme would have on Farcet and its surrounding communities. While growth is inevitable, it must be balanced, sustainable, and aligned with both community capacity and character - this proposal is none of those things.

Infrastructure Already at a Breaking Point

Farcet and nearby areas such as Yaxley and Stanground are already struggling with overstretched services. GP surgeries face long delays, and local schools are combining year groups due to capacity limits, with no indication of expansion in the pipeline. There's also a pattern of failure in drainage infrastructure, including sinkholes and road collapses. These issues are not theoretical - they are part of our lived reality. Adding 185 homes would only make them worse, without any clear mitigation measures in place.

The National Planning Policy Framework (NPPF) advocates for development that is supported by adequate infrastructure (Paragraph 8). This application falls short of that fundamental requirement.

Road Safety and Traffic Hazards

Peterborough Road is already under pressure. The proposal's access point lies on a bend with limited visibility - a dangerous location for any new junction. No traffic management features such as lights, calming measures, or cameras have been proposed, despite MVAS data showing over 7,000 vehicles travel through Farcet daily.

The road itself is unstable, with documented cases of subsidence. Vibrations from current traffic are already felt in nearby homes. Increased usage would only escalate this risk. Residents living near the proposed junction would face significant danger accessing their driveways, and the absence of safe pedestrian infrastructure places children and vulnerable individuals at serious risk.

This directly contradicts NPPF Paragraphs 110 and 111, which require developments to maintain highway safety and mitigate impacts on the surrounding network.

Disproportionate and Unfitting in Scale

Farcet is identified as a "small settlement" in local planning documents. Growth in such areas is expected to be minimal and focused on infill. Yet this proposal would increase the village's housing stock by 25% - a dramatic and disproportionate expansion that clashes with both the Local Plan and national rural development guidance.

The application does not meet the criteria for infill and would set a troubling precedent for unchecked sprawl in unsuitable locations.

Erosion of Village Identity and Encroachment from Cardea

This development would not only enlarge Farcet beyond its defined boundaries but would effectively merge it with the neighbouring urban area of Cardea. The distinction between village and town would be lost, blurring the rural character that defines Farcet.

Such coalescence is explicitly discouraged in planning policy, as it undermines settlement identity, encourages urban sprawl, and weakens the cohesion of existing communities.

Threat to Local Wildlife and Natural Habitat

Residents are deeply aware of the ecological value of the proposed site. It serves as a green corridor and supports species such as grass snakes, great crested newts, and a wide array of birdlife. Despite the developer's claims, local surveys paint a very different picture - one of biodiversity that would be irreparably harmed by development.

This would be in violation of Paragraph 180 of the NPPF and obligations under the Natural Environment and Rural Communities Act 2006, which require a net gain in biodiversity, not its destruction.

Crime Risk and Poor Design Quality

Cambridgeshire Constabulary has identified this area as having a medium to high crime risk. Yet the proposed design includes no robust measures to improve safety: no clear lighting strategy, no defensible space, and insecure access layouts. These are not minor design flaws - they go against the core principles outlined in Secured by Design and NPPF Paragraph 130, which state that crime prevention must be integral from the outset.

Inaccurate Information and Ignored Alternatives

The traffic mitigation plan includes a mislabelled Toucan crossing described as part of the “A405” (a road that doesn’t exist in this context). Even if correctly located, this crossing connects to Cardea - not Farcet - and does nothing to resolve congestion around schools or known bottlenecks.

Furthermore, more suitable access options (e.g., via Stanham Way or directly off the A605) have not been meaningfully explored, despite their potential to reduce disruption to Farcet.

No Community Backing

Perhaps most critically, this development has generated widespread local opposition. Residents feel that consultation has been limited and tokenistic, and that their concerns have not been adequately considered. The prospect of rapid population increase, loss of rural character, and strain on public services has created anxiety and disillusionment. Community cohesion will not survive development on this scale without proper planning and consent.

Final Remarks

This application lacks the essential elements of a sustainable, well-integrated development. It places undue pressure on existing infrastructure, presents real safety risks, degrades the environment, and contradicts both local and national planning policy. It also lacks the most important ingredient of all community support.

I strongly urge Huntingdonshire District Council to reject this application in its current form. Future growth in Farcet must be proportionate, well-supported, and aligned with both the village’s character and its capacity.

Yours sincerely,

[redacted]

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