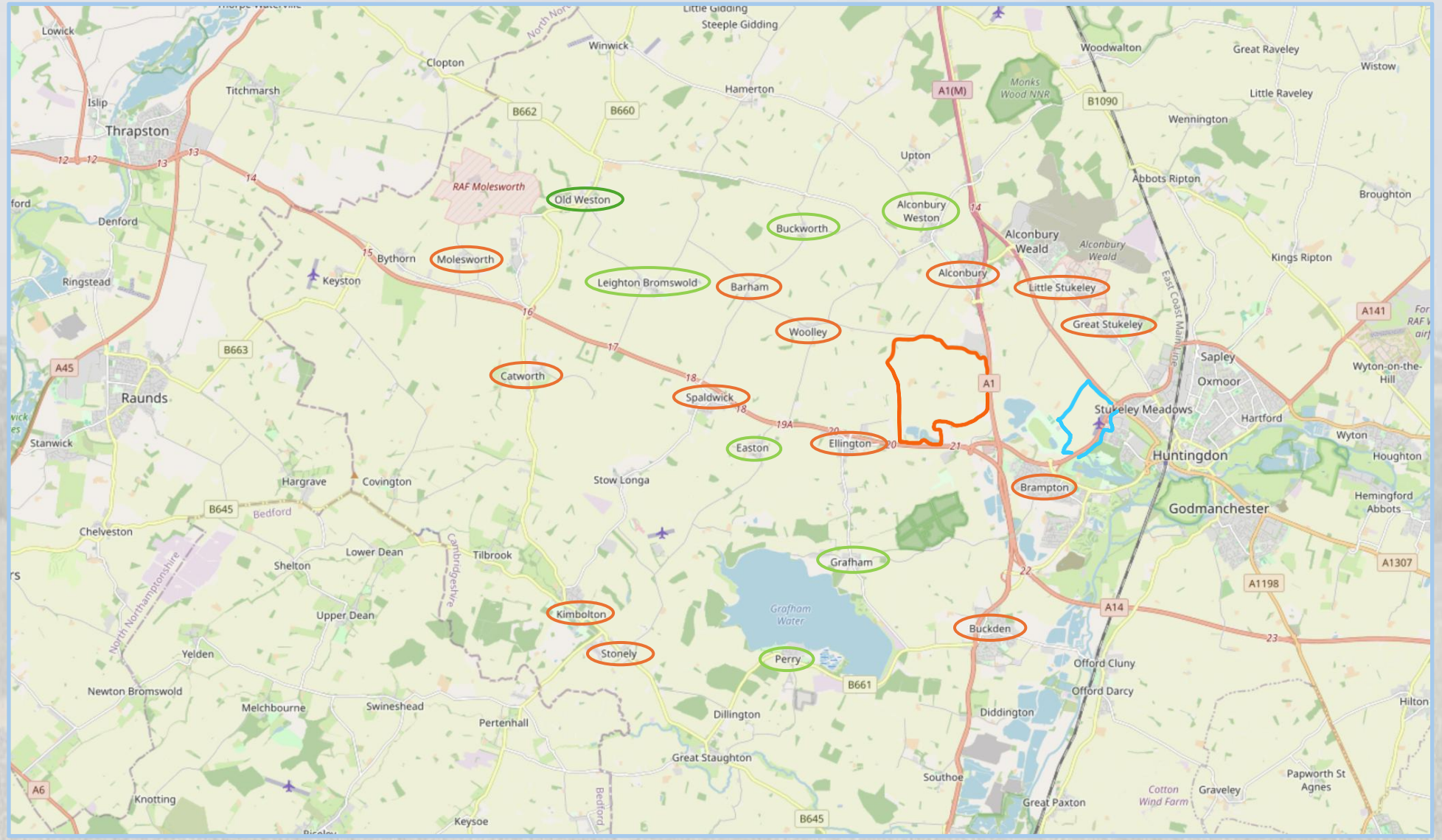
Brampton Cross
Transport Consultation

16 October 2025

Introduction

- **Issues from impacted villages**
- **EE update to include:**
  - Update on traffic data collected from survey conducted in July 2023
  - Progress so far with regards to actions from the relevant stakeholders in respect to Environmental Impact Assessment
  - Update on plans for submission of outline planning application
- **AOB**

Introduction

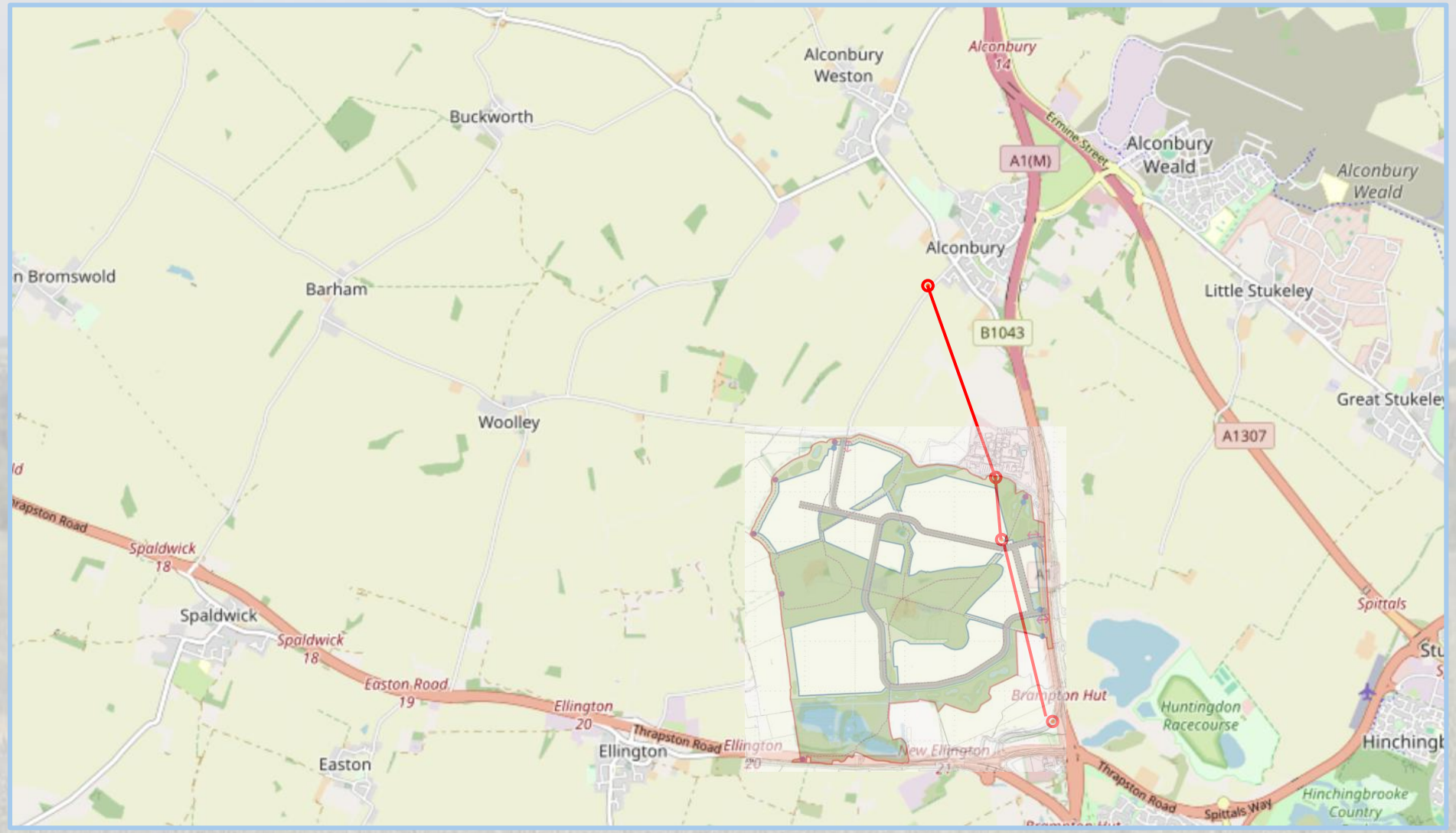


Key

Members of Working Group

Members presenting

Aviation Fuel Network



Brington & Molesworth

- Impact of A14/A1 Closures
  - Like other parishes near the A14/A1, Brington and Molesworth experience severe traffic disruption during accidents or closures
  - When these roads close, all traffic – including HGVs – divert through local roads and villages
- Recent Example: High Street Closure
  - High Street, Brington closed due to UK Power Networks roadworks
  - Despite extra signage, multiple HGVs used the village route overnight when A14 closed
  - If High Street had been fully closed, HGVs would have had to turn around, risking damage to verges, works areas and equipment
- Concerns from Brington & Molesworth Parish Council
  - When the A14 (especially eastbound) is closed, HGVs routinely ignore official diversions
  - Drivers show disregard for damage, noise and environmental impact on the villages
  - We urge National Highways to take action to prevent HGVs from passing through Brington in future
- Traffic Volume Data
  - National Highways confirmed 25,000 vehicles per day in each direction on A14 at Brington (≈50,000 total per day)
  - A14 originally designed for ≈ 20,000 total vehicles per day
  - No current plans to update despite repeated local inquiries

Catworth Parish Council – A14 Corridor Concerns

- Major development pressures:
  - Industrial/distribution growth at Thrapston
  - Logistics pressures near Brampton Hut
  - Housing expansion around the Stukeleys and Huntingdon
- Critical route:
  - A14 junctions 13 to 22 – only strategic link serving these developments
  - Already experiences serious incidents and full closures
- Evidence of impact:
  - STATS19 data (2017-2025) and police reports show multiple collisions and closures
  - Diversions send HGV and through traffic through Catworth and Spaldwick
  - Results in safety hazards, loss of amenity and infrastructure damage
- Council requests:
  - Cumulative traffic impact modelling for all developments
  - Developer funding for A14/A1 junction upgrades and village mitigation
  - Agreement on permanent diversion routes and HGV bans on suitable village roads
  - Provision of safe active travel routes

Spaldwick

Traffic Impact

- Drainage roadworks (March 2025, Catworth) caused significant traffic diversion through Spaldwick
- High Street traffic volume increased from ~1,600 vehicles per day to ~4,500 vehicles per day
- This pattern recurs regularly whenever there are issues on the A14
- Example: accident at Catworth, westbound A14, on 15 August 2025
  - 3,062 vehicles entered Spaldwick via High Street
  - 2,305 vehicles exited via Thrapston Road
- Key issue: Spaldwick is repeatedly used as a bypass route during A14 disruptions

Spaldwick

Traffic Impact – 15 August 2025

Spaldwick

Flooding Concerns

- Severe flooding in December 2020 affected Spaldwick
  - Service station submerged
  - A14 westbound slip road blocked
- National Highways aware of ongoing drainage issues along the A14
- Proposals exist for drainage improvement, but
  - No funding allocated
  - No fixed dates for work
- High concern: risk of floodwater impact from Ellington Brook drainage issues

Kimbolton & Stonely

- Proposal of up to 15,000 jobs welcome but major traffic concerns
- Rural location with limited public transport
  - Most employees will drive by car
  - All visitors and logistics for those businesses will increase volume of traffic
  - Significant increase in traffic on A14 and local roads
- Kimbolton & Stonely already used as a rat run during A14 incidents
  - This development will worsen congestion
- Access routes to Kimbolton already an issue:
  - Catworth – narrow, dangerous road
  - Stow Longa – narrow road with broken surface
  - Kimbolton – sharp bends and peak-time bottlenecks
  - Lorries and buses cause long tailbacks
- Parish Council calls for major A14 upgrades before development proceeds

Ellington & Ellington Thorpe – Primary Concerns

- Traffic and Transport
- Flooding
- Visual Impact
- Benefits unclear

- Feedback from Ellington Parish Council resident engagement
- Letters sent to Concilio and Endurance Estates on 24 July 2025

Ellington & Ellington Thorpe – Primary Concerns

Traffic and Transport

- Incremental traffic and challenges of site access
- A14/Brampton Hut capacity and junction 21
- Rat runs through villages
- Use of junction 20 by HGVs
- Safety issues on A14 from junction 21 to 13
- Cumulative impact of other local developments
- No Active transport access from Ellington to Huntingdon ie Cycleway

Ellington & Ellington Thorpe – Primary Concerns

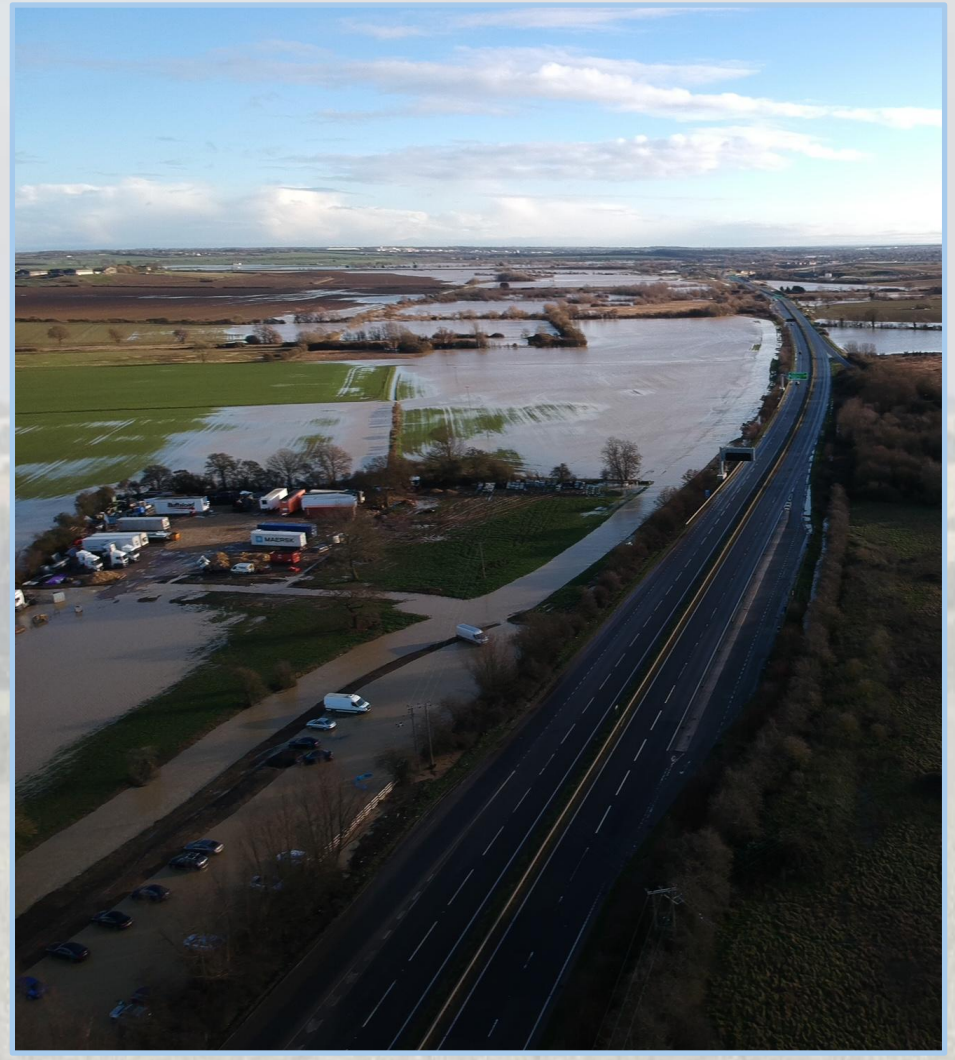
Flooding

Christmas Eve 2020

Ellington & Ellington Thorpe – Primary Concerns

Flooding

- Already significant flooding issues around Ellington
- Buffaload site badly flooded and preventative measures taken since 2021
- Knock on impact on other villages – Brampton, Alconbury from development
- Valley contour exacerbates flooding issue
- Area already captures significant water & need for retention ponds – where?



Ellington & Ellington Thorpe – Primary Concerns

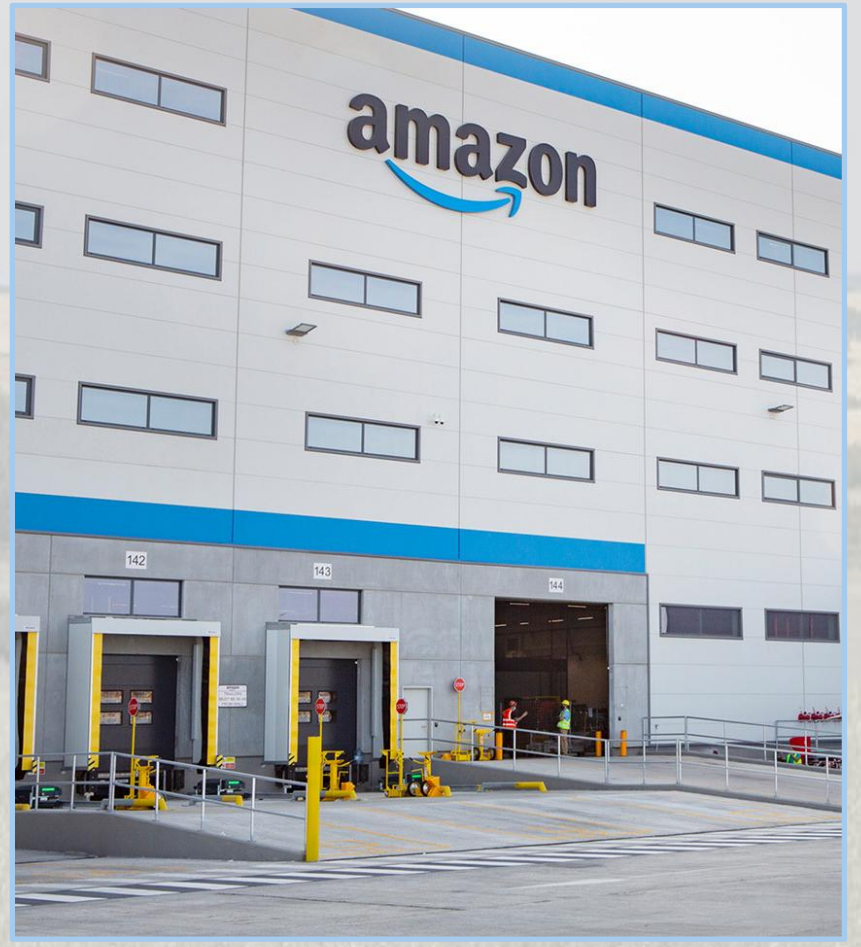
Visual Impact

- Size & nature of development
- Height of Buildings
- Light and noise pollution
- Encroachment into the A14 valley
- Urban sprawl from Huntingdon along A14
- Change of nature of area

Ellington & Ellington Thorpe – Primary Concerns

Benefits Unclear

- Nature of jobs created for local young people
- Lack of robust integrated housing, associated school and community medical provision and transport strategies
- Scope creep to low skill, low job, warehouse usage with high HGV access
- S106 agreements agreed and implemented prior to any build start



Ellington & Ellington Thorpe – Summary

- Already insufficient transport infrastructure – roads, rail, public transport, active transport
- Significant flood issues already impacting local area well above expected levels
- Visual impact and change to a rural area
- Lack of clarity on benefits for community

Buckden

- Major traffic issues for Buckden on the northbound and southbound carriageways of the A1 and the B661 Perry Road
- Current Black Cat roundabout ongoing roadworks has resulted in more accidents and incidents around the roundabout and the A1 before and after the village
- Future developments, both commercial and residential, will cause major traffic volume increases on both A1 carriageways at Buckden roundabout, as well as the B661 and within the village itself

Buckden – A1 traffic flow

Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2024	Automatic counter	7	116	32260	42	9200	4442	46059
2023	Estimated*	7	111	30854	40	8618	4271	43894
2022	Automatic counter	8	113	30401	40	8340	4363	43258
2021	Manual count	9	107	28420	40	8209	4580	41356
2020	Automatic counter	13	127	24662	64	7128	4127	36108

Department for Transport - road traffic statistics - start point: B1048 Hail Weston - end point: Buckden Road, Brampton

* Estimated using AADF from previous year on this link

Buckden – impact of major road construction

- **The A14 construction**
  - Buckden suffered a great deal of increased traffic movements
  - Parish Council did not receive data from National Highways to support this claim
  - It was so very noticeable from 2016 onwards locally while under construction
  - **A14** closures today cause even more traffic disruption on the A1 and Buckden

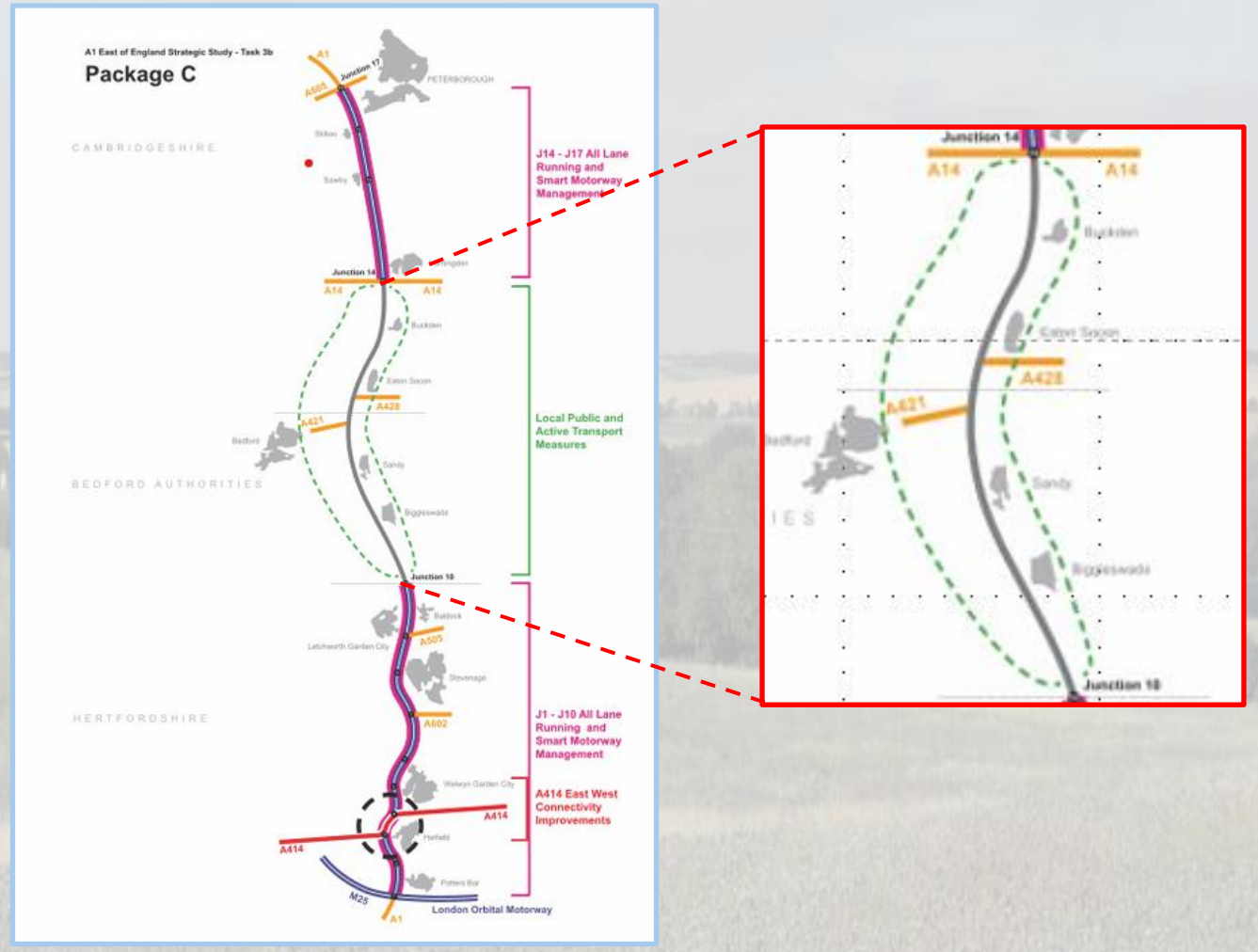
Buckden – impact of major road construction

- **Black Cat roundabout upgrade at A428/A1** currently underway
  - Very noticeable on increased volumes of traffic at **Buckden Roundabout**
  - **A14** and other diversions cause the village and the **B661** Perry Road to become completely congested
  - Offord Railway crossing becomes completely congested and this closes frequently for railway maintenance
  - **All resulting in Buckden being regularly gridlocked**
- The number of commercial proposals along the A14 including Brampton Cross, Hinchingbrooke Logistics Park and Boxworth, plus the Thrapston area being extended and the possibility of the Wyton Defence Hub will further impact Buckden
- **Buckden will feel completely cut-off and isolated by the sheet volume of traffic movements along the A1 southbound and northbound**

Buckden – approved housing developments and other plans close to A1

- **Buckden**: 180 homes built; 300 approved by HDC; further 250 under consideration
- **Alconbury Weald**: next stage of major housing development
- **Tempsford** (Bedfordshire border): new town of 40,000 homes; East-West rail line and new Tempsford Station
- **St Neots**: Wintringham development ongoing; possible Priory Road expansion; Little Paxton (Bloor Homes) ongoing and potential new area under review
- **Kimbolton**: one site of 23 homes; two more possible sites (190 and 65 homes)
- **New Town near Milton Keynes:** planned 29,075 homes
- **UK Universal Studios:** proposed site along A421 near Bedford linking to A428 (Cambourne-Cambridge corridor)
- **All developments expected to significantly impact traffic at Buckden Roundabout**

Buckden – A1 strategic study



Taken from the **DfT and Highways England A1 East of England Strategic Study - Stage 3 Report dated 2014**

The green dotted route on the west side of this A1 feasibility which was considered in 2014.

Buckden are concerned with continued building of commercial and housing along this major road network route will further impact the villages of Southoe and Buckden.

This part of Cambridgeshire and the A1 North & South links the A14 West into Northamptonshire and East towards Cambridge and to Suffolk.

Buckden – Air Quality and Noise Pollution

- **Ongoing issue:** air quality and noise pollution have long affected Buckden
- **Increased Traffic:** Department for Transport data (2020-2024) shows rising traffic volumes on the A1 and at Buckden roundabout
- **A14 Re-route Impact:** the new A14 layout has led to significantly higher traffic volumes, worsening air and noise pollution
- **Local effect:** previously quieter areas now experience greater environmental disturbance

Buckden – Major Concerns

- Increased A1 traffic movements on the carriageways Northbound and Southbound causing gridlock on the Roundabout – impacts Buckden High Street both ends and also the B661 Perry Road
- Access for Emergency Services using the A1 in each direction, as well as access into our village
- Access onto B661 and in reverse to the A1
- Emergency Calls to incidents in other villages beyond Buckden when negotiating the Buckden Roundabout

Buckden

HGV fire on 15 September 2025 on the A1 at Buckden … and the aftermath

A1 closed during the incident with 5 fire engines attending the incident

HDC were tasked with the clear-up. The still smouldering HGV was escorted to under the A14 before Brampton village as a holding point whilst the fire fighting continued

Buckden

HGV fire on 25 September 2025 on the A14

A14 closed for 20 hours
6 fire engines were in attendance

Brampton Parish – Traffic and Local Road Infrastructure

- Key Concerns
  - Site is a known pinch-point for incidents and diversion traffic affecting local roads[1], adding 40–60min to journey times in peak periods[2].
  - Local network already under pressure with work being done for Hinchingbrooke Logistics Park, Grafham Road development, et al.
  - Risk of increased HGV and employee trips without robust travel plan, leading to congestion, severance, and safety issues around Brampton[1].
- Proposed Mitigations
  - Require full Transport Assessment using latest VivaCity/count data and sensitivity tests for A14/A1 incidents as per Cambs CC transport policies.
  - Phase occupation to delivery of highway capacity/safety measures; protect village streets with TROs, HGV routing, and construction traffic plans.
  - Active travel & bus-first design: safe links to Brampton, segregated walking/cycling, secure cycle parking, and funded bus services.
  - Demand management: parking restraint, car-share, shuttle to rail/park-and-ride, delivery consolidation.

Sources: 1, CPCA LTCP (2023–25 updates); 2, National Highways real-time feeds.

Brampton Parish – Light Pollution and Visual Impact

- Key Concerns
  - Potential upward light spill and skyglow affecting rural edge and dark skies west of Brampton[1].
  - Building massing/height may intrude on key heritage assets in Brampton, significantly the Grade listed Pepys House which risks having its historic character and experiential authenticity diminished by the loss of a rural backdrop[2].
  - 24/7 operation/security lighting risks ecological disturbance along habitat corridors[3].
- Proposed Mitigations
  - Adopt 'right light, right place, right time' guidance from the government: full cut-off luminaires, warm CCT, adaptive dimming/curfew, etc.
  - Set building height/massing to minimise skyline intrusion, using landscape buffers/earth mounds, and verify using visualisations.
  - Dark corridors: no-spill lighting adjacent to habitats, task-based lighting with PIR controls.
  - Section 106 off-site heritage-landscape obligation to maintain and enhance the rural context of Pepys House, thereby offsetting the visual and lighting impacts on this heritage asset (and also assist biodiversity and flood mitigation – more to come…)

Sources: 1, Campaign to Protect Rural England light pollution map; 2, Historic England, the Pepys House Charity; 3, GOV.UK Planning Practice Guidance (Light), Landscape Institute's GLVIA3.

Brampton Parish – Nature and Biodiversity

- Key Concerns
  - Lessons from A14 scheme: mitigation failures (tree losses, under-delivery) show risk if long-term management and monitoring are weak[1].
  - Only a third of ecological enhancements promised by developers have been fulfilled to date[2].
- Proposed Mitigations
  - Prioritise on-site habitat creation using Statutory Metric with habitat retention hierarchy, ensuring secure 30-year management (as per DEFRA and Natural England).
  - Ensure phased delivery, monitoring, and public reporting to avoid A14-type failures.
  - Map and protect priority habitats and species corridors, integrating SuDS as multifunctional habitats, potentially building this into S106 off-site heritage-landscape obligation surrounding Pepys House.

Sources: 1, *The Guardian* (July '25), Brampton Tree Planting Association; 2, Royal Town Planning Institute briefing (Dec '24)

Brampton Parish – Flood Risk

- Key Concerns
  - Site lies near the Great Ouse and Alconbury Brook catchments, which trigger regular Flood Alerts affecting Brampton[1].
  - Higher water levels at the Ouse/Alconbury Brook confluence zone prevent drainage from Brampton Brook into the Ouse, and often feed water from the Ouse *back* into Brampton Brook, resulting in flooding in North Brampton with exceedingly extended drainage time[2].
  - Recent major flood events have revealed that developments in nearby areas can change the local composition of fluvial, pluvial, and/or groundwater in unexpected ways, resulting in areas newly susceptible to flood risks, and extended drainage for areas previously susceptible[3].
- Proposed Mitigations
  - Incorporate high-quality SuDS (attenuation basins, swales, permeable paving) with exceedance routes and adoption/maintenance plans.
  - Catchment-based measures: work with IDB/EA and local Flood Groups to slow the flow upstream and restore floodplain where possible.
  - Include a 4-acre offline balancing pond south of Pepys House with a non-return control at the Ouse, plus controlled gravity outfall when Ouse recedes, as part of the S106 off-site heritage-landscape obligation surrounding Pepys House.

Sources: 1, EA Flood Alerts (Great Ouse & Alconbury Brook); 2, Environment Agency, Brampton Flood Group, Alconbury Flood Group; 3, Brampton Flood Group.

Barham & Woolley – Primary Concerns

- Access and infrastructure Concerns
- Environmental Impact
- Visual Impact
- Rural Character and Heritage

Barham & Woolley – Access and Infrastructure

- Brampton Cross development is naturally car-centric due to its rural location
- West of the A1 - no previous development in this area across the district
- Site proposed will operate 24/7 increasing traffic and noise impact
- Barham & Woolley are small hamlets – should be preserved for future generations
- Both villages already experience severe congestion on narrow rural lanes
- Lanes become diversion routes when the A14 is closed due to accidents or maintenance
- School buses, daily bus services and emergency vehicles face gridlock and delayed access
- Local roads are in poor condition – subsidence, potholes, structural damage
- Increased littering and fly-tipping, polluting verges and waterways

Barham & Woolley – Environmental and Visual Impact

- Site is greenfield, open countryside – visually detrimental to Barham & Woolley
- Development on grade 2 agricultural land causes irreversible loss of the best and most versatile farmland
- Biodiversity threat – presence of protected and diverse species (great crested newts, otters, red kites, bats, deer, hares, badgers, foxes etc)
- Size and scale of development including huge footprint and building heights up to 30m will dominate the landscape, causing significant visual intrusion
- Increased light pollution – especially impactful as the area currently lacks street lighting
- High rainfall run-off from large structures risks flooding Woolley and Woolley Leys both already flood-prone areas
- Threat to historic sites, including ancient remains and a cemetery

Source: HDC Huntingdonshire's Local Plan to 2036 – dated May 2019

Barham & Woolley – Rural Character and Heritage

- Local bridleways and footpaths will lose their rural character due to urban-scale activity
- Projected 15,000 daily employees accessing the site would overwhelm rural infrastructure
- Major disfigurement of the Wolds, a key topographical and visual feature (LP30)
- Cumulative pressure from other large nearby developments:
  - Alconbury Weald
  - Hinchingbrooke
  - Northstowe
  - St Neots
  - Thrapston
  - Bedford
  - Peterborough

- Archaeological evidence – Article: A Route Well Travelled. The archaeology of the A14 Huntingdon to Cambridge Road Improvement Scheme. West et al. Internet Archaeology 67.

Source: HDC Huntingdonshire's Local Plan to 2036 – dated May 2019

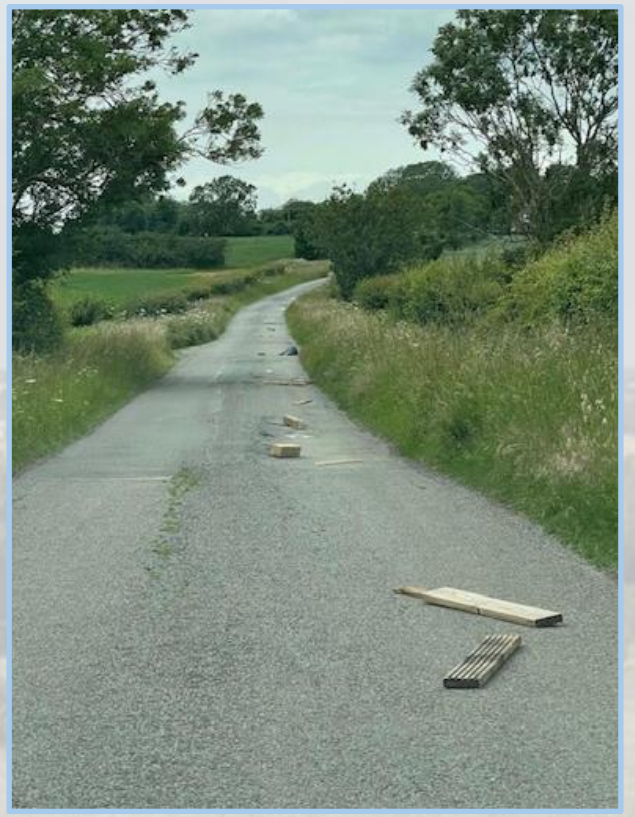
Barham & Woolley – diversion chaos

Video 1
Friday 26 September 2025
16:37

Video 2
Wednesday 11 June 2025
07:12

Barham & Woolley – Fly tipping

30 October 2024
Just before 11:15
on Woolley Road



8 June 2025
reported at 15:03
on Woolley Road

8 June 2025
Between 12:55 and 14:15
on Leighton Road

The Stukeleys

- **Key Concerns**
  - Loss of prime farmland – the proposed development would remove valuable agricultural land
  - Overdevelopment – the area of Huntingdonshire is already under intense development pressure
  - Cumulative Impact – the proposal adds to several large nearby developments:
    - Nook Farm (375 hectares)
    - Hinchingbrooke Logistics Park (120 hectares)
    - Brampton proposal (378 hectares)
    - **Total**: over **2,200 acres** of new development

The Stukeleys

- **Transport and Traffic Issues**
  - Existing traffic problems in The Stukeleys, with commuters using Ermine Street as a shortcut into Huntingdon's business areas rather than the remodelled A1307
  - Increased vehicle movements from:
    - Alconbury Weald residents and workers
    - RAF Alconbury activity
    - New developments adding further strain on local roads
  - Lack of natural or clear access route to the proposed site
- **Regional Transport Context**
  - Cambridgeshire County Council (CCC) Highways recently announced a second consultation on the A141 and St Ives Improvements Scheme
    - Focus on upgrading transport networks for the A141 corridor, including
      - Active travel improvements (walking and cycling)
      - Public transport upgrades
      - Road capacity improvements
    - Consultation period: 8 October to 19 November 2025
    - Funded by the Cambridgeshire & Peterborough Combined Authority
  - The scheme aims to support short, local and environmentally friendly travel – but this development may contradict those aims

The Stukeleys

- **Flooding and Environmental Concerns**
  - Flood risk heightened due to:
    - Changing climate conditions
    - Proximity to Alconbury Brook and surrounding villages (Brampton, Hinchingbrooke, Huntingdon)
  - Engineered flood controls may not be sufficient under extreme weather conditions
  - Environmental impact on existing rural and residential areas must be a prime consideration
- **Planning Policy and Land Use**
  - Discussions held with Newlands, the developments of Hinchingbrooke Logistics Park, highlighted:
    - Concerns raised with Newlands were similar to those for Brampton Cross
    - Developers cited the HDC Structure Plan which indicates a demand for up to 640 hectares of land for logistics use
    - The Stukeleys Parish Council questions whether this should instead be met through brownfield sites rather than greenfield farmland

Alconbury

- We welcome constructive dialogue on this development that benefits Huntingdonshire
- However, the commercial proposal raises serious concerns regarding sustainability, policy compliance and local impact
- Today we are asking:
  - **Where is the evidence?**
  - **How will you mitigate harm?**
  - **Why should this be considered a sustainable development?**

Alconbury

Planning Context

- Site has an historic context as woodland; currently designated as agricultural open countryside; your proposal is a humungous employment park and the **only** context is the physical location next to the A1 and A14
- Questions:
  - Under what planning route are you pursuing this?
  - What landscape or policy assessments have been undertaken following the Environmental Impact Assessment scoping and show compliance with the Local Plan and National Planning Policy Framework?

Alconbury

Economic Need – Where is the Evidence?

- You state the site is needed for “sustainable economic growth” with “strategic links”
- Questions
  - What hard evidence supports that claim?
  - What economic data demonstrates a shortfall in commercial or warehouse space locally?
  - Have you conducted surveys of vacant and available sites in Huntingdon and surrounding areas?
  - Ambiguity around type of business: can you advise what type of business you have been marketing the site to and what type of buildings they require?
- Without this evidence, the **economic justification is unsubstantiated**

John Speed map of Huntingdonshire c 1676

Alconbury

Landscape & Heritage – Irreversible Impact

- Site lies within open countryside and forms part of the historic Weybridge Forest landscape (ref. John Speed map c1676)
- Proposed 30m-high buildings would be visible for miles, causing permanent landscape degradation
- Design and scale are inconsistent with HDC Local Plan policies for rural character and heritage protection
- Questions
  - What verified landscape and heritage impact assessments have been completed?
  - How will you mitigate the visual dominance of industrial-scale buildings?
  - How will the historic woodland and agricultural setting be preserved?

Alconbury

Infrastructure & Transport – Not Fit for Purpose

- The development depends on already failing infrastructure:
  - A1, A14, Brampton Hut and Buckden roundabouts are over capacity
  - Local rural roads are narrow, historic and overburdened with heavy traffic flow
- Questions:
  - What traffic surveys have been undertaken on village roads?
  - How will you prevent HGVs and commuter traffic rat-running through local communities?
  - What mitigation plans exist for junction upgrades and enforcement of weight limits?
- As it stands, the proposal **intensifies existing congestion and safety risks**

Alconbury

Sustainability & Accessibility

- In order to have a sustainable neighbourhood, it should be home-to-destination access by foot or cycle within 20 minutes
- This site fails that test:
  - Remote from employment population centres
  - Not linked to the A141 and St Ives Improvements Scheme currently under public consultation
- Question:
  - How does your Transport Plan align with CCC and HDC transport policy?
- The proposal remains **car-centric**, undermining carbon reduction and net-zero goals

Alconbury

Environmental Responsibility

- Currently greenfield with no prior development – a major loss of biodiversity and natural capital
- Questions:
  - What assessments have you carried out to back up your biodiversity statement?
  - Will you commit to green roofs, native woodland planting and rewilding to offset ecological loss?
  - How will you ensure the entire site achieves net zero energy standards?
  - Post development, how will you monitor flood risk, traffic and environmental performance?

Alconbury

Scale, Context and Design

- The site's scale **exceeds that of nearby Alconbury Weald** – effectively a new town in footprint
- Questions:
  - How does the massing respond to the rural context?
  - Have you modelled visual impacts from surrounding villages and ridgelines?
  - What design strategy ensures buildings integrate into the landscape rather than dominate it?
- Current design represents an **industrial intrusion**, not a contextual extension of a rural countryside landscape

Alconbury

Requirements for Compliance

- A comprehensive landscape and heritage assessment
- A robust economic needs assessment with evidence of local demand
- Transport impact assessment and infrastructure mitigation plans
  - As a minimum, we require improvements to strategic routes and junctions:
    - A14 east and westbound junctions need upgrading from Thrapston to Ellington
    - Brampton Hut roundabout not fit for purpose and needs upgrading
    - A1 Buckden roundabout needs a bypass to match the road infrastructure currently underway with the Black Cat upgrade
  - Local roads and communities need guarantees that they will be protected from HGVs and heavy volumes of traffic, including weight restrictions and ANPR camera installation
  - Integration with the current CCC and HDC transport strategies, including A141 and St Ives Improvements Scheme
- Biodiversity and sustainability strategy, including rewilding and natural woodland restoration
- Commitment to post-development monitoring for flooding, traffic and ecological outcomes

Alconbury

Conclusion – Why Brampton Cross is Unsustainable

The site is:

- Greenfield, grade 2 agricultural land, not allocated for development
- Lacking infrastructure capacity and sustainable transport links
- Without evidence of economic necessity or local employment benefit
- Posing severe landscape, heritage and ecological harm

Until these fundamental issues are addressed, the proposal is unsustainable and unacceptable in its current form

This is our home and a high quality environment. Your proposal needs to maintain that, not lead to degradation of our quality of life

This is your opportunity to go above and beyond with an exemplary site on how to sustainably develop a greenfield rural area