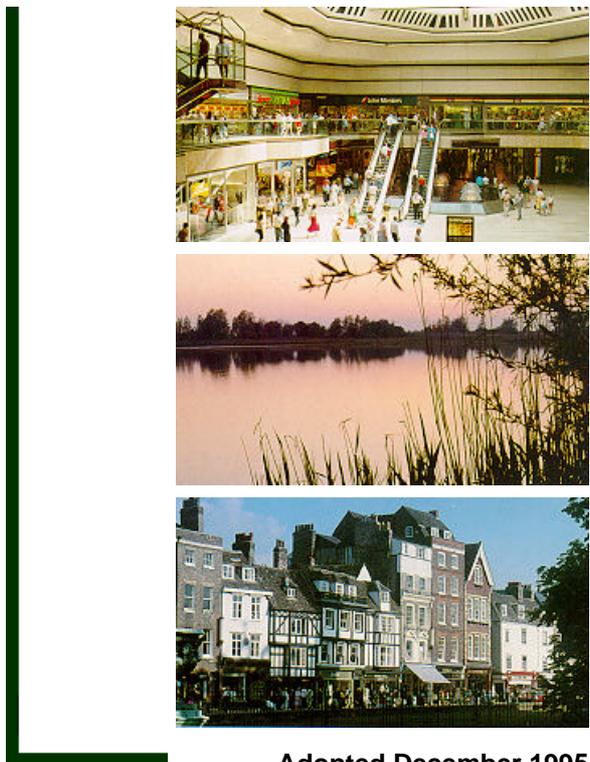


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CAMBRIDGESHIRE STRUCTURE PLAN 1995



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PREFACE

This document contains statutory policies and proposals for development and land use change in Cambridgeshire for the period 1991 - 2006. It sets the framework for District Councils in reviewing their Local Plans. It gives public utilities and other service providers a suitable context for their investment plans, and it gives the private sector firm guidance on where new development will be acceptable. This 1995 Structure Plan replaces the former 1989 Adopted Structure Plan.

The replacement Structure Plan was adopted by the County Council on 20th December 1995 and it became operative on that date.

The policies in capital letters and the key diagram [*not reproduced in this (web) form*] are called the "Written Statement". Together they constitute the Structure Plan which is a statutory document. The lower case text, which is called the "Explanatory Memorandum" is not formally part of the Plan, but contains important background materials and justification for the policies.

Irrespective of the outcome of Local Government Review, the Structure Plan will remain the statutory strategic planning document for the whole area of the County. In the event of Peterborough gaining Unitary Authority status, there would be joint responsibility for maintaining and updating the Structure Plan.

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1. Introduction

Chapter 1 INTRODUCTION

Statutory Framework

1.1 The County Council is required by law to prepare, and thereafter keep up-to-date, a Structure Plan for the County. The statutory framework is provided by the *Town and Country Planning Act 1990* as amended by the *Planning and Compensation Act 1991*.

1.2 The Act is supplemented by regulations governing particular aspects of the legislation, principally the *Town and Country Planning (Development Plan) Regulations 1991*. In addition, guidance is given on the form, content, preparation, submission and approval of plans in the form of Circulars and Planning Policy Guidance notes (PPGs). The latest guidance on all these aspects is contained in PPG12 *Development Plans and Regional Planning Guidance (1992)*.

Previous Plans

1.3 The original Structure Plan was approved by the Secretary of State and became operative on 3 September 1980. It was superseded when the subsequent Structure Plan became operative on 11 April 1989. The 1989 Plan itself was superseded by the current replacement Structure Plan on 20th December 1995.

The Need for Replacement

1.4 A number of changes led to the need for the replacement Plan. Amongst the most significant are the following:

- (i) RPG6 *Regional Planning Guidance for East Anglia* issued in July 1991;
- (ii) new forecasts, including changes arising from the 1991 Census results;
- (iii) *This Common Inheritance*, the White Paper outlining Britain's environmental strategy, published in September 1990;
- (iv) changes in economic conditions since the former Plan was submitted to the Secretary of State in May 1987.

Key Stages in preparing the Plan

1992 (December) - Consultation Draft
 1993 (January - March) - Public Consultation
 1993 (December) - Deposit Draft
 1994 (January - February) - Deposit Period
 1994 (September - October) - Examination in Public (EiP)
 1995 (February) - EiP Panel Report
 1995 (May - July) - Proposed Modifications
 1995 (December) - County Council Adoption and Plan becomes operative

The Scope and Purpose of the Plan

1.5 The Structure Plan provides a strategic framework for development and the use of land in the County, indicating how the balance has been struck between development and conservation, and how development will be served by transport and other infrastructure.

1.6 The Structure Plan does not deal with matters of detail and does not provide a precise programme for public investment. However, the Plan does provide a context for the preparation of future public expenditure programmes and this will prove all the more important at a time when public resources are limited. Detailed matters will be dealt with in local plans prepared mainly by the District Councils within the framework provided by the Structure Plan.

1.7 The Structure Plan forms a part of the Development Plan for Cambridgeshire. The Development Plan also includes adopted statutory District Local Plans, the *Cambridgeshire Aggregates (Minerals) Local Plan (1991)*, and the *Cambridge Green Belt Local Plan (1992)*. (It also includes former approved County Development Plans where adopted statutory Local Plans have not superseded them).

The National and Regional Context

National Policy

1.8 Government advice on land-use planning is given in a series of Planning Policy Guidance notes (PPGs). They are revised and updated when necessary to provide the principal background to new policy formation. They include the following:

PPG1 *General Policy and Principles (1992)*
 PPG2 *Green Belts (1995)*
 PPG3 *Land for Housing (1992)*
 PPG4 *Industrial and Commercial Development and Small Firms (1992)*
 PPG6 *Town Centres and Retail Developments (1993)*
 PPG7 *The Countryside and the Rural Economy (1992)*
 PPG8 *Telecommunications (1992)*
 PPG9 *Nature Conservation (1994)*
 PPG12 *Development Plans and Regional Planning Guidance (1992)*
 PPG13 *Transport (1994)*
 PPG14 *Development on Unstable Land (1990)*
 PPG15 *Planning and the Historic Environment (1994)*
 PPG16 *Archaeology and Planning (1990)*
 PPG17 *Sport and Recreation (1991)*
 PPG21 *Tourism (1992)*
 PPG22 *Renewable Energy (1993)*
 PPG23 *Planning and Pollution Control (1994)*

1.9 A major change in national policy guidance since approval of the 1989 Structure Plan has been the increased importance given to protection of the environment. The Government's White Paper *This Common Inheritance (1990)* sets objectives and targets to be translated into action by public and other bodies and emphasises the role of land-use planning, both in improving the local environment and in helping to avoid global environmental problems. Following on from the White Paper, PPG12 gives specific guidance on "sustainable development" and states that environmental considerations should be taken into account in drawing up all policies. PPG13 *Transport (1994)* gives clear advice about the role of land-use planning in reducing the need to travel and minimising reliance on the private car.

Regional Policy

1.10 Regional policy for East Anglia is contained within RPG6 *Regional Planning Guidance for East Anglia* issued by the Secretary of State for the Environment in 1991 and provides the framework for the review of the Structure Plan. The regional guidance indicates that the need to achieve "environmentally sustainable" growth is an overall objective for East Anglia. RPG6 sets out the scale of growth for the three East Anglian Counties of Cambridgeshire, Norfolk and Suffolk.

1.11 Additionally, guidance is given on:

(i) **the development framework** of the region and how road improvements are in part intended to reduce the remoteness of the less prosperous areas. The framework provides for some dispersal of investment in jobs from the most prosperous areas in the west, and Cambridge in particular, to those areas in the east and north of the region where improvements in trunk roads and other resources are expected to increase their attractiveness for economic development and growth;

(ii) **retail development**, where an important aim is to increase the vitality and diversity of existing main centres and market towns of the region;

(iii) **land resources**, where the intention is to protect the most valuable and versatile agricultural land, and enhance the appearance of the countryside, whilst taking account of the possible effects of European Community (EC now European Union) and national policies on agriculture and farming practice;

(iv) **sport and recreation**, where further land resources are likely to be required - particularly for outdoor recreation; policies should have regard to the regional strategy of the Eastern Council for Sport and Recreation: *Sport in the East - A Strategy for the Nineties (1988)*;

(v) **minerals and waste disposal**, where policies should indicate where there are presumptions for and against mineral working to allow for maintenance of reserves and avoid sterilisation of resources. The geology of the region dictates that sand and gravel are the main form of mineral extracted, and considerable quantities of crushed rock are imported. Plans should have regard for the need to minimise transport and environmental costs associated with both mineral extraction and waste disposal.

1.12 The *Regional Strategy for East Anglia (1989)*, produced by the Standing Conference of East Anglian Local Authorities (SCEALA), formed the basis of advice to the Secretary of State for the Environment on regional planning. The Regional Strategy, as revised in 1992, explains more fully the policies for the region in the context of the current regional planning guidance. The Strategy has been taken into account in preparing this review of the Structure Plan.

1.13 Regional policy for the South-East also has some relevance, because some parts of Cambridgeshire - particularly the south and west - are affected by the migration and commuting patterns of the London area. There is a long-standing concern by the Cambridgeshire local authorities that South-East strategic planning fails to accommodate adequately the demands of its own region, and this contributes to pressures in some areas beyond the South-East, including parts of Cambridgeshire. RPG9 *Regional Planning Guidance for the South-East* was published in 1994. The guidance points to a change in the balance of development in the South-East, with an increase in the attractiveness of the eastern half of the Region whilst environmental constraints will tend to limit the scope for growth in the more congested areas to the west and south of London. An annual average provision of 57,000 dwellings is envisaged for the period 1991-2011.

Consultation with Adjoining Authorities

1.14 The County Council has consulted with the County and District Councils that border Cambridgeshire on the policies and proposals of this Plan, and taken account of comments made by those authorities. Cambridgeshire is also regularly consulted on adjoining Structure and Local Plans, offering comments wherever the Council's interests or strategic policies may be affected. Generally the intention is to foster understanding of Cambridgeshire's policies, and to promote the harmonisation of strategy between neighbouring regions, Counties and Districts in their plans.

The Plans of Statutory and Other Agencies

1.15 The proposals in this document take account of the plans of the main statutory and other bodies, such as the National Rivers Authority, the Health Authorities and British Rail. Whilst these plans have helped to inform the review, the Structure Plan has been formulated as a positive strategy, rather than as a passive response to the current intentions of service providers. The Structure Plan should provide the long-term guidance for other agencies when they review their plans and programmes.

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Chapter 2 THE COUNTRY STRATEGY

2.1 The Country Strategy is expressed through the policies of the Plan, which will guide the process of development and change in the County over the next fifteen years. This Chapter sets out the overall strategic framework. It includes aims and principles which will influence the character of Cambridgeshire into the 21st Century. The implementation, monitoring and review of the Strategy are also considered.

The County of Cambridgeshire

2.2 Cambridgeshire extends from the chalk hills on the borders of Hertfordshire in the south, to the flat fertile Fens which run into Lincolnshire and Norfolk to the north and east. The County is highly productive in agricultural terms. Waterways and river valleys play a significant role in the landscape which is very lightly wooded.

2.3 There are two main centres: historic Cambridge and recently expanded Peterborough. Elsewhere, economic and social life is centred on the nine Market Towns of the County.

2.4 The position of Cambridgeshire on the edge of the South East Region (although it is part of East Anglia) and at the focus of national communication routes, has contributed to the development pressures that have made it the fastest growing County in the UK. Whilst such development has helped the economy to prosper, it has resulted in major environmental conflicts.

Consistency with previous Structure Plan

2.5 The 1989 Structure Plan, which covered the period 1986 - 2001, aimed for a slower overall rate of growth than was experienced in earlier decades. The rate and nature of growth was to be particularly carefully controlled in the south and west, where development pressures were greatest, whilst opportunities for economic development were to be maximised in the north and east, to overcome social and economic disadvantages. High quality agricultural land and other non-renewable resources were to be protected, and the urban and rural environments were to be conserved and improved. The Structure Plan Review (1992-1995) has highlighted the need to build on the existing strategy in the following ways:

- (i) increasing the emphasis on the safeguarding of the environment, and defining environmentally sustainable development;
- (ii) providing a more coherent framework for the selective dispersal of jobs away from Cambridge, and towards the north and east of the County;
- (iii) better integration between policies for development and for transportation, particularly the encouragement of public transport;
- (iv) providing housing which local people can afford;
- (v) conserving water resources and water in the environment, which are likely to become increasingly difficult to maintain in Cambridgeshire.

2.6 The revised Cambridgeshire Strategy incorporates these elements into its stated aims and principles. The period covered by the Strategy is rolled forward five years to 1991 - 2006.

The Cambridgeshire Strategy

The implementation and interpretation of all Structure Plan policies should be undertaken with reference to the Cambridgeshire Strategy (Main Aims and Guiding Principles).

Main Aims and Guiding Principles

The Main Aims of the Cambridgeshire Strategy are to:

- 1. sustain and improve the quality of the environment for the benefit of present and future generations;**
- 2. make adequate provision for housing, jobs, services, and facilities, with priority for population living and working within the County;**
- 3. improve the quality of life in those parts of the County, and for sections of the community, which are relatively disadvantaged;**
- 4. protect high quality agricultural land, and to reduce the rate of consumption of non-renewable resources of all kinds;**
- 5. protect and conserve water resources and water in the environment;**
- 6. conserve and improve the urban and rural environment;**
- 7. encourage energy efficiency.**

In achieving the aims of the Strategy, and in striking a balance between development and conservation, the Guiding Principles are:

1. SUSTAINABLE DEVELOPMENT

The scale and pattern of new development in the County is to be environmentally sustainable. Environmentally sustainable development is defined as development which meets the needs of the present without compromising the ability of future generations to meet their own needs, and which avoids irreparable or long-term damage to the environment.

2.7 The need to conserve the environment and to ensure that development is environmentally sustainable, is reflected strongly in Government policy and planning advice. In particular, the 1990 White Paper *This Common Inheritance*, PPG12 *Development Plans and Regional Planning Guidance (1992)* and RPG6 *Regional Planning Guidance for East Anglia (1991)* all emphasise the central role that protection of the environment is to play in planning policy.

2.8 There are particular concerns about global issues, such as:

- the need to reduce the consumption of resources of all kinds;
- the need to avoid the harmful effects of pollution;
- the need to avoid climatic change and sea level rises caused by the production of greenhouse gases, particularly by promoting energy efficiency.

2.9 It is these concerns which have been stressed recently as legitimate factors to be taken into account in the formation of planning policies. A shorthand term which is now widely used to denote the reconciliation of development needs with the long-term health of the environment is "sustainable development". The definition of environmentally sustainable development given in the Cambridgeshire Strategy (*Guiding Principle 1*) is based on the definition originally proposed by the Brundtland Commission in *Our Common Future (1987)* and repeated in RPG6.

2.10 The policies of the Structure Plan will seek to protect the environment and to achieve sustainable development in a number of ways:

- the restriction on the overall rate of population and housing increase will reduce pressures on the environment;
- the settlement policies will generally limit (although perhaps locally accentuate) the environmental impact of development, and by promoting a concentrated pattern of growth, they will encourage a greater efficiency than dispersed development;
- the transport policies will seek to improve the efficiency of transport in the County by encouraging alternative modes to the private car, such as walking, cycling and public transport, and by integrating transport provision with development proposals;
- specific policies will seek to protect particular resources or aspects of the environment, such as high quality agricultural land, long-term mineral reserves, Areas of Best Landscape, and important wildlife habitats.

2. ECONOMIC DEVELOPMENT AND EMPLOYMENT

The potential for economic development and employment growth in the County is to be fulfilled within a positive guiding framework, which encourages some selective dispersal of investment in jobs from the congested areas in the south and west to centres in the north and east.

2.11 The policies provide clear guidance on the scale, type and general location of the economic growth that is to be encouraged. This will assist firms wishing to know where their needs will be met, and will assist the providers of support services in making investment decisions. There is likely to be an opportunity for most firms wishing to establish themselves, or to expand, within the County.

2.12 The importance of high technology and related industries as an element of the County's economy is recognised in the policies. These industries will be encouraged to establish themselves in appropriate locations throughout the County, including towns in Fenland and East Cambridgeshire, and in Peterborough. In the towns of Huntingdonshire, considerably increased growth pressures are expected as a result of current and planning improvements to the strategic highway network. However, whilst opportunities for employment growth in this District are available, they will be increasingly limited by environmental and physical constraints. It is recognised that the south and west of the County are particularly attractive to high technology. However, there will only be a presumption in favour of a Cambridge Area location when a special need to be within the ambit of Cambridge can be demonstrated. Cambridge is expected to specialise in the research and development aspects of high technology.

2.13 The local authorities in Cambridgeshire are committed to the implementation of a strategy for the dispersal of new industrial growth to centres in the County, other than Cambridge. This is consistent with the proposal in RPG6 for a degree of dispersal from the south and west of the Region to the north and east.

2.14 The local authorities recognise the increasing importance of economic, transportation and institutional ties with Europe and the potential effects on the County. These include trade, movement of goods, development of new services and new applications for technology, and more competition. Of particular importance have been changes in the Common Agricultural Policy and its impact on the countryside. There is a need to support the diversification of the rural economy whilst conserving and enhancing the rural environment.

2.15 Future prospects for growth remain uncertain in 1995. The country is still suffering from the effects of recession. This has an inescapable effect on Cambridgeshire, although the County is relatively buoyant and well represented in the growth sectors of the economy. Recovery is generally anticipated, but the strength and timing is unknown. The long term assumption made in this review of that whilst pressures for growth will resume, they will not be as intense as those experienced in the mid to late 1980s.

3. AREAS OF DISADVANTAGE

The differences in the availability of opportunities, and in the incidence of deprivation, between the south and west of the County and the north and east, is to be reduced by widening the range of job opportunities and maintaining or improving services in the north and east.

2.16 The special problems of the north and east are recognised in the Strategy, particularly high unemployment, the relatively narrow base of traditional employment, lower wage rates and social problems. In so far as it is possible, it is intended to increase the help brought to these areas. The local authorities are co-operating with each other, and with agencies such as the Rural Development Commission, in the implementation of a series of programmes intended to improve infrastructure, to promote employment growth

and maintain or improve community facilities. A parallel increase in population and housing is to be provided for, which will help to stimulate the economy and support local services. In Peterborough, where the Development Corporation was wound up in 1988, and where unemployment is still disturbingly high, there is the potential for the attraction of large-scale employment and for helping firms to grow, building on the excellent infrastructure now in place. In Fenland and East Cambridgeshire similar initiatives and development schemes will be encouraged. However, whilst locally significant, they will tend to be on a smaller scale.

4. THE RATE AND LOCATION OF GROWTH

The continued growth of population, housing and jobs, is to be permitted, but on a selective basis in order to reduce the need for long distance commuting, and to protect the environment in the south and west from inappropriate development.

2.17 In the past twenty years the population of the County has increased by some 150,000 (30%), and the housing stock by over 100,000 (60%). Further housing development and new jobs will be needed simply to cater for natural change in the existing population in the future. The average size of households continues to fall, creating the need for additional homes for any given level of population. Allowance must also be made for a degree of inward migration which is inevitable, and to some extent necessary for a healthy economy. A level of restraint which sought to eliminate inward migration might result in the exclusion of more local people from the housing market.

2.18 However, the high rates of growth quoted above are not anticipated over the next fifteen years, nor are they considered environmentally sustainable. Growth in Peterborough is now less rapid than when promoted by the Development Corporation. In the Huntingdonshire and Cambridge areas, towns and villages have limited capacity for further growth. Development here is often related to out-of-County commuting rather than local requirements, which is not energy efficient. Whilst it is recognised that pressures originating in the South East will continue, particularly as Stansted develops into a major international airport, Cambridgeshire does not have the environmental capacity to act as a safety-valve for other regions.

2.19 A slowing rate of growth will impose a lighter burden on local authority expenditure, making it more feasible for services to the existing population to be improved. The slower the growth, the slower the take-up of finite resources such as the good agricultural land of the County and its minerals. There will be less impact on the physical environment from new housing estates, from commercial development, and from increasing volumes of traffic. Fewer areas of the countryside will be lost to new development, or spoiled by traffic, noise and pollution.

2.20 The level of development provided for in the Plan period 1991 - 2006 is therefore at a lower level overall than in the 1989 Structure Plan (1986 - 2001). This moves towards the Regional Strategy objective of achieving a degree of redistribution towards the north and east of the Region and moderating growth in the west. However, it has been necessary to provide for housing growth above the Regional Planning Guidance minimum target, largely in recognition of the commitments already contained in existing planning permissions and draft local plan allocations. It should be noted that much of the new development is to be located in the north and east of the County, which is part of the target area for Regional dispersal.

5. SETTLEMENT PATTERN

Settlement policies are to encourage concentrated rather than dispersed development, with new housing and jobs in close proximity, and well related to public transport links. Nevertheless, the policies are to allow most communities the flexibility for limited growth.

2.21 A settlement pattern which is concentrated rather than dispersed, well related to public transport, and with housing location closely related to job location, is put forward to meet several objectives. Such a pattern is likely to be more environmentally sustainable than dispersed growth. Journey lengths and the use of the private car will be minimised. A concentrated pattern is likely to be more efficient, both in terms of the capital costs of new infrastructure, and the running costs of services. Access to jobs and services will generally be more convenient, but particularly for the least mobile sections of the community. However, it is recognised that significant changes to the existing well established pattern of travel to work and services by car will probably only be achieved over a long time-scale.

2.22 There is sufficient flexibility in the settlement policies to allow for some growth in most settlements. This gives scope for rural economic development and will assist in maintaining the vitality of small communities. Environmental considerations will be paramount in determining the appropriate scale of rural growth.

6. TRANSPORT POLICIES

Emphasis is to be given to the energy efficient transport of goods and people, and to the effects of movement on the local environment. Public transport will have a special role to play in the transport strategy.

Where investment in roads is necessary, priority is to be given to the main pressure points in the primary road network, to schemes which stimulate economic and employment growth in the north and east, and to schemes which enhance safety and local amenity without causing serious damage to the built environment or the countryside.

2.23 The transport of goods and people, by whatever mode, needs to be efficient and effective. In circumstances where it is likely to be the most energy efficient choice, the availability of public transport is regarded as an essential alternative to the private car, and freight haulage by rail is preferable to haulage by road. The strategy for public transport services will be to maintain the existing pattern of routes which provide a reasonably comprehensive coverage County-wide. Where necessary, services providing important links for social or economic reasons, and which are not fully viable commercially, will be supported. In urban areas, traffic restraint will be considered as part of a package of measures to ensure that public transport can operate efficiently and effectively. Suitable measures to encourage walking and cycling will also be given a high priority.

2.24 The County Council envisages an enhanced role for the railway systems, both for passengers and for freight. Where appropriate, improvements to rail services will be supported. Further reductions in rail services will be resisted.

2.25 Traffic on inter-urban routes in Cambridgeshire has grown by around 60% between 1984 and 1994, which has added to problems of congestion, pollution and road safety. Further growth in demand seems inevitable with economic recovery. However, the environmental impact of both traffic growth and new road investment needs to be very carefully considered, and it is important to recognise that the problems caused by increasing traffic cannot necessarily be dealt with by the provision of new roads. The Government has identified the A1 for particularly urgent attention. In the north and east, considerable improvements have already been made to the road system, but important deficiencies in the highway network remain. Many towns and villages throughout the County suffer safety and environmental problems and relief will be dependent on the provision of bypasses, or the implementation of other environmentally acceptable improvements.

2.26 All County transport expenditure must be assessed in the light of corporate service priorities, in order to achieve the best use of resources overall.

7. RURAL AND URBAN CONSERVATION

The conservation of the countryside, and of the built environment, is to be given a high priority in assessing development proposals, and in assessing the need for positive measures to improve the environment.

2.27 In Cambridgeshire the particular qualities of the environment to be safeguarded include:

- the natural beauty and wildlife interest of the river valleys, including the special qualities of the Ouse and Nene Washes;
- the occurrence of water where it sustains and enhances the environment of our relatively dry County, and the availability of water as a limited resource to supply the needs of a growing population;
- the value of the upland areas, including the chalk and limestone hills, both as visual foils to the flat fenland areas, and as the location of important wildlife habitats;
- the very high quality and versatility of Cambridgeshire's agricultural land which compares favourably with that of any other County;
- the cultural heritage associated with towns and villages throughout the County, and with Cambridge City and its Green Belt.

2.28 The conservation of the environment, linked to improved facilities for recreational enjoyment, is important both for the quality of life in the County and for maintaining its attractions as a location for economic growth.

Rural Areas

2.29 Whilst the Structure Plan is concerned primarily with major provision for large-scale developments, which tend to be urban in nature, it also has significance for rural areas.

2.30 Rural Cambridgeshire includes some relatively prosperous communities which serve as commuter villages for the major towns and cities. These are often the villages under most pressure for more development. Cambridgeshire also contains remote and disadvantaged areas such as the Fens where problems of relative poverty, poor accessibility and rural unemployment are more acute. The provision of affordable housing to meet local needs is an important issue common to many rural communities, as is support for the rural economy and accessibility. Rural areas face further economic difficulties arising from reforms to the EU Common Agricultural Policy and the scaling down of support for agricultural production. The reforms will also have an impact on the appearance of the countryside. However, each community and local area is unique and will have its own individual set of problems.

2.31 Policies for development in rural settlements are given in Chapter 3, including those which make a distinction between settlements suitable for growth (*SP3/2*), limited growth (*SP3/3*), and housing groups and infill (*SP3/4*). Affordable housing provision is covered in Chapter 4 (*Policies SP4/3 and SP4/4*). There are specific policies for employment in rural areas in Chapter 5 (*SP5/9, SP5/10 and SP5/11*). Priority for maintaining bus services from rural settlements to the towns is included in Chapter 7 (*Policy SP7/6*) and villages to be bypassed or affected by other road schemes are identified where known (*Policies SP7/16, PS7/19A and SP7/19B*). Agriculture is the subject of Chapter 10 and Minerals and Waste Management are found in Chapter 11. Rural Conservation matters, such as development restrictions in the countryside (*Policy SP12/1*) and protection of landscape and nature conservation sites, are included in Chapter 12. Recreation and tourist activities in the countryside are covered in Chapter 13.

2.32 Detailed planning policies will be set out in District Local Plans within the general framework to be found in the Structure Plan. It should be recognised that rural problems may not always be susceptible to a solution through the planning system alone. Many different agencies will need to work together if the potential benefits for rural areas are to be realised.

Forecasts

General

2.33 The forecasts underlying the Structure Plan are given in Tables 2.1 - 2.3. They relate to population, dwellings and employment. The forecasts have been prepared with the benefit of information from the 1991 Census and take account of estimated changes in the period 1991 to 1994.

Population

2.34 There is a general assumption that the rate of inward migration of population, which has been experienced throughout the County, will reduce in the future. Pressures are not expected to be quite as high as those experienced in the 1980s, mainly as a result of lower rates of job growth. In any event, moderation of growth is in accordance with the regional strategy for East Anglia. The net result, including natural change in the existing population, is a slowing of annual population change from 1.2% a year to 1.0% a year (*Table 2.1*). In relation to each District, assumptions have been made reflecting local circumstances and policy considerations affecting the appropriate scale of house-building. All Districts are expected to accommodate at least the level of growth associated with natural change, as well as a margin of varying significance for continued inward migration.

Housing

2.35 Forecast changes in dwelling stock (*Table 2.2*) are in line with the policy totals for new housing in each District (*Policy SP4/1*) with an allowance for changes of use and demolitions (-1,000). The Policy totals took into account preliminary forecasts of population, households, housing needs, employment prospects and planning commitments before policy judgements were applied. Whilst less pronounced than in the 1980s, considerable housing growth is required to meet the needs of new households forming from the existing population and to cater for housing need (of the order of 30,000 dwellings). The remaining element of housing provision (29,000) is related to anticipated levels of net inward migration.

Employment

2.36 The employment forecasts (*Table 2.3*) take into account the key factors listed below:

(i) **Past trends by main industrial sector** - over the period 1981 to 1991 jobs in the County grew from 258,500 to 311,700. However, the peak occurred in 1989, falling sharply thereafter as the recession took hold. The most significant job growth took place in services, whilst agricultural employment was in decline.

(ii) **National and regional forecasts by sector** - the regional forecasts available to the County Council were produced by Cambridge Econometrics.

(iii) **Local/regional differentials by sector** - the forecasts assume that the County's future share of jobs in East Anglia would increase as it did in the 1980s. Account as also been taken of forecasts for Cambridgeshire undertaken by PA Cambridge Economic Consultants and Cambridge University Department of Land Economy.

(iv) **Policy influences on industrial and commercial location** - policies to resist pressures in the Cambridge Area and to promote employment opportunities in the north and east of the County by "dispersal" are taken into account in the forecasts.

2.37 The results of employment forecasting show a slower growth rate than in the 1980s. The net growth in jobs over 15 years is anticipated to be 50,200. An assessment of the future growth in labour supply for the County overall indicates potential increase of up to 58,000. However, this growth in the labour force implies significant further increases in female activity, which may only materialise if there are sufficient jobs available. This suggests a measure of balance between supply and demand, possibly with a slight increased propensity for out-commuting. Of more significance are variations within the County. Peterborough and Cambridge will remain the dominant centres of employment, with the Cambridge Area in particular exhibiting a high propensity for job growth. Elsewhere, the resident labour force will exceed jobs available and out-commuting is likely to remain a feature of these areas. The local economies in Fenland and East Cambridgeshire will continue to be relatively weak, but if possible it is intended to improve on the level of economic development indicated in the forecasts.

Forecasts

Table 2.1: Population

District	Total Population			Annual Change (%)		TOTAL CHANGE
	1981	1991	2006	1981-1991	1991-2006	1991-2006
Fenland	68,000	75,500	93,500	1.1	1.4	+18,000
Peterborough	133,700	157,000	185,000	1.6	1.1	+28,000
Huntingdonshire	125,400	146,500	165,700	1.6	0.8	+19,200
East Cambridgeshire	54,700	61,200	73,600	1.1	1.2	+12,400
South Cambridgeshire	110,200	122,500	141,500	1.1	1.0	+19,000
Cambridge City	100,500	106,000	118,300	0.5	0.7	+12,300
COUNTY	592,500	668,700	777,600	1.2	1.0	+108,900

Table 2.2: Housing

District	Total Dwellings			Annual Change (%)		TOTAL CHANGE
	<u>1981</u>	<u>1991</u>	<u>2006</u>	<u>1981-1991</u>	<u>1991-2006</u>	<u>1991-2006</u>
Fenland	27,000	32,200	42,200	1.8	1.8	+10,000
Peterborough	51,600	64,400	79,200	2.2	1.4	+14,800
Huntingdonshire	45,800	58,000	70,100	2.4	1.3	+12,100
East Cambridgeshire	21,700	25,600	32,800	1.7	1.7	+7,200
South Cambridgeshire	40,700	48,300	59,500	1.7	1.4	+11,200
Cambridge City	37,800	41,200	44,900	0.9	0.6	+3,700
COUNTY	224,500	269,700	328,700	1.8	1.3	+59,000

Table 2.3: Employment (Labour Demand)

District	Total Jobs			Annual Change (%)		TOTAL CHANGE
	<u>1981</u>	<u>1991</u>	<u>2006</u>	<u>1981-1991</u>	<u>1991-2006</u>	<u>1991-2006</u>
Fenland	25,700	28,600	32,200	1.1	0.8	+3,600
Peterborough	67,900	81,200	95,400	1.8	1.1	+14,200
Huntingdonshire	48,600	59,900	69,300	2.1	1.0	+9,400
East Cambridgeshire	17,600	20,800	23,600	1.7	0.8	+2,800
South Cambridgeshire and Cambridge City	98,700	121,200	141,400	2.1	1.0	+20,200
COUNTY	258,500	311,700	361,900	1.9	1.0	+50,200

Note: For forecasting purposes only the Peterborough Southern Township is included in Peterborough District Figures

Source: Research Group, Cambridgeshire County Council

Implementation

Investment

2.38 The Plan has been drawn up in the light of currently available information about resources and constraints likely to affect development and investment in infrastructure over the next fifteen years. In general there is an incremental approach to growth, utilising spare capacity in infrastructure where possible: roads, public transport, schools, open space, and community buildings for example. However, in many instances new investment will be necessary. This will be the case, even where development is proposed as modest additions to existing towns and villages. Where larger scale developments are proposed, the requirements will be considerable. The provision of affordable low-cost or rented housing, related to identified need, should be included as a component of the infrastructure package. Developers will be expected to provide for such capital investment arising from their developments, which would otherwise fall on the public purse.

Water Services

2.39 Provision for sewage treatment, sewerage, land drainage and water supply is essential for any development to proceed. Inadequacies in this regard could have significant implications for the environment. Preliminary consultations with the National Rivers Authority, and with the water companies have been undertaken to ensure that there are unlikely to be any insuperable constraints, or unacceptable consequences, arising from the implementation of the Plan.

Other Utilities

2.40 Consultations with other utility services (for example gas, electricity, telecommunications) have not indicated any strategic difficulties in supply. However, developers and local planning authorities will need to liaise with the relevant agencies as new proposals for development are formulated.

Monitoring and Review

2.41 The County Council is strongly committed to active monitoring of the Structure Plan and the County Strategy. This will ensure that the assumptions on which it is based, and progress in implementation, are regularly reviewed.

2.42 The Structure Plan is intended to be flexible and can therefore accommodate some degree of change from the initial forecasts and assumptions. However, fundamental changes to the underlying basis of the Plan may result in a need to reassess key aspects, or even the overall strategy.

2.43 Monitoring is therefore an integral part of the strategic planning process. It is necessary to assess whether:

- (i) the basic assumptions on which the Plan is based are still correct;
- (ii) the forecasts need to be reviewed;
- (iii) the policies and proposals in the Plan are being implemented;
- (iv) the policies are proving effective in achieving the Plan's aims;
- (v) additional policies are required.

2.44 The County Council will need to collect together and analyse information from a wide variety of sources to help answer these questions. The Council may carry out its own surveys where necessary or commission research. At the core of the monitoring process basic information will need to be maintained on the following topics:

- (i) the state of the environment;

- (ii) the rate and distribution of population, housing and employment growth;
- (iii) the need for additional shopping facilities;
- (iv) the implementation of transportation proposals, including roads, public transport, and traffic management;
- (v) the implementation of other essential infrastructure provision;
- (vi) rural services and facilities.

2.45 Structure Plan monitoring will not be a self-contained process, but will be designed to serve both County and District authorities and all other public and private bodies involved in the implementation of the strategy. The results of monitoring will therefore be widely circulated. The information will usually be summarised in the form of an Annual Monitoring Report.

2.46 Review is an activity related to, but separate from, monitoring. It is not continuous, but will be necessary when monitoring has shown that the Plan or its implementation is no longer effective. In that case, the County Council will take such measures as may be required to keep the Strategy on course. If necessary, the Plan will be reviewed, in whole or in part. In any case, it is intended that the Plan should be "rolled forward" after about five years to maintain a minimum ten year time horizon.





KEYNOTE SUSTAINABLE DEVELOPMENT POLICY

Policy SP1

ACTIVE STEPS WILL BE TAKEN TO ASSESS THE SIGNIFICANCE OF THE PRINCIPLE OF SUSTAINABLE DEVELOPMENT AS THE CONCEPT AND ITS IMPLICATIONS EMERGE. THOSE IMPLICATIONS WILL BE MATERIAL CONSIDERATIONS IN DETERMINING PLANNING APPLICATIONS AND IN THE FORMULATION OF POLICIES AND PROPOSALS IN LOCAL PLANS.

(i) The economic and social objectives of the Plan cannot be achieved if the environment which sustains our quality of life is not itself sustained. Therefore, Keynote Policy SP1 has been introduced to ensure that sustainability considerations are brought to the forefront in the formulation and assessment of all development proposals and Local Plans. Each Structure Plan policy should be subject to sustainability considerations, whether or not this is explicitly stated in the Policy itself.

(ii) Environmentally sustainable development will be expected to:

(a) minimise adverse environmental impacts where they are inescapable, and include provision for remedial measures to be undertaken by developers;

(b) include positive measures for the enhancement of the environment;

(c) allow for the efficient use of energy, and minimise emissions which contribute to global warming;

(d) minimise the consumption of resources overall, consume renewable resources in preference to non-renewable resources, and incorporate facilities for the recycling of waste products;

(e) maximise the use of existing and committed infrastructure, subject to the overall environmental consequences of the proposal;

(f) be necessary to meet the aims of the Cambridgeshire Strategy;

(g) maintain and improve the quality of life of the people of Cambridgeshire.

(iii) It is expected that further guidance will be included in Local Plans and other policy documents. This will refine the definition and objectives of sustainable development. There will be a distinction between environmental assets which are regarded as inviolable and those which may be considered "tradeable" against other objectives. The relative importance of development proposals and the environmental resource affected should be taken into account.

(iv) It is important that environmental indicator and targets are developed and monitored in order to assess the degree to which objectives are being achieved. Table 1 lists the County Council's environmental sustainability targets. These targets have been selected, following information consultation with districts and relevant organisations, for their relevance to land-use planning, significance for sustainable development and availability of suitable monitoring information. The list is not comprehensive and does not form part of the approved policies. Targets provide a focus to assist judgements on the effectiveness of the Plan. However, full achievement of targets is dependent not only on strategic planning but also the actions and policies of other agencies and organisations.

Environmental Appraisal and Assessment

(v) In line with PPG12 *Development Plans and Regional Planning Guidance (1992)* environmental considerations have been incorporated into the appraisal of policies during the preparation process of this Plan. Policies were appraised against objectives and principles of the Plan, and key elements of the environment.

(vi) Environmental Impact Assessments are mandatory for all types of project listed in Schedule 1 of the *Town and Country Planning (Assessment of Environmental Effects) Regulations 1988*. Additionally, as advised in DoE Circular 15/88 *Environmental Assessment*, local planning authorities will require assessment of environmental effects for projects listed in Schedule 2.





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TABLE 1: TARGETS FOR ENVIRONMENTAL SUSTAINABILITY

Ref	Target	Cambridgeshire Level
	<i>Air</i>	
TA1	Reduce urban air pollution and keep levels of main air pollutants within EU guide values at all times	NO2: 24 monitored sites exceeded guide values in Cambridge City (1994)
	<i>Water</i>	
TW1	Increase the % of river miles classified in the higher categories of river quality (NRA classification system being modified)	44% Class 1 (1993)
TW2	Avoid contamination of ground-water from new development in Source Protection Zones	1 source significantly contaminated in last 5 years
	<i>Energy</i>	
TE1	Reduce CO2 emissions arising from energy use (including transport) in Cambridgeshire to 1990 levels by the year 2000; and achieve a 30% reduction from the 1990 levels by the year 2005	Estimation of County total 6.7 millions tonnes CO2 (1990)
TE2	Increase the amount of electricity generated from renewable sources to:- 10 MW by 2001 & 20 MW, or more, by 2006	1.75 MW (1994)
	<i>Waste</i>	
TD1	Reduce the percentage of controlled waste disposed of to landfill by 10% by 2006, (subject to alternative environmentally satisfactory measures of disposal) whilst minimising the overall growth of controlled waste.	70% (1994) controlled waste disposed to landfill
TD2	Increase the proportion of waste that is recycled, reclaimed and recovered as follows:	23% (1994) 8.6% (1994)

	- controlled waste to 30% by 2000	
	- household waste to 25% by 2000	
	<i>Transport</i>	
TT1	Increase the proportion of all travel by public transport, walking and cycling, and reduce the level of car-driver journeys to work to 53% by 2001, 47% by 2011 and to 40% in the long term	Car-driver journeys to work - 57% (1991)
TT2		Provisional estimate 9.4 kms (1991)
TT3	Reduce the average length of journey to work by 1% per annum	4,367 (1994)
	Keep the road accident casualty figure to below 6,700 per annum by the year 2000 (currently subject of review)	

TABLE 1: TARGETS FOR ENVIRONMENTAL SUSTAINABILITY

Ref	Target	Cambridgeshire Level
	<i>Built Environment</i>	
TB1	Improve the environment of existing townscapes and the design quality of new development	No assessment
TB2	Conserve the built heritage and in particular:	
	- avoid the loss of Listed Buildings or key features of Conservation Areas:	Listed Buildings: 8,108 (1994) Conservation Areas: 209 (1994)
	- keep the % of Listed Buildings at Risk below the national average and in the long term reduce it to 4%	Cams: 6.8% (1993) Nationally: 8% (1990)
TB3	Keep the % of new houses built in the cities and market towns to at 60-65% until 2006, then increase that minimum to 70% in the long-term	67% (1986-1994) of all new houses built in the County
	<i>Archaeology</i>	
TAR1	Ensure all significant sites are properly managed and protected from damage (subject only to cases of clearly over-riding need)	SAMs - 250 (1994) County Guardianship Scheme - 25 sites
	<i>Rural Environment</i>	
TR1	Reduce the annual loss of open countryside to built environment by at least 30% compared with past rates (1981-91)	To be compiled
TE2	Avoid loss or damage to designated or otherwise	Ramsar Sites: 5, SPAs: 2, NNRs: 9, SSSIs: 100, LNRs: 8 (1995)

significant features and sites of nature conservation or heritage interest	Countryside Heritage Sites in process of identification by County Council
Improve the quality and extent of "key" habitats so as to enhance character of distinctive landscapes:	
I) increasing woodlands by 8% every 5 years;	Woodland: 6,176 ha (1990)
ii) arresting the decline and maintaining the recovery of hedgerows, ponds, wetlands & wet grasslands	Hedgerows: 8,000 kms (1990) Ponds: no figures Wet Grasslands: 6,291 ha (1992)
Protect the County's biodiversity by:	e.g. Rare or threatened species:-
- avoiding loss of rare or threatened species found within the County;	Fen Ragwort, Cambridge Milk Parsley, Fen Raft Spider, Swallowtail Butterfly, Reed Leopard Moth, Great Crested Newt, Stone Curlew, Dormouse, Otter
- maintaining and improving the populations of species characteristic of Cambridgeshire's habitats	e.g. Characteristic species:- Lapwing, Snipe, Black-Tailed Godwit, wildfowl and wader species

Key for Table 1: SAM: Scheduled Ancient Monument

SPAs: Special Protection Areas - internationally important areas designated to protect bird species & the habitats on which they depend

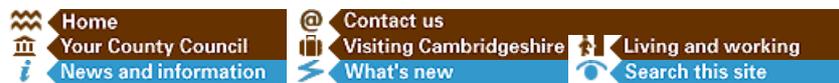
Ramsar Sites: internationally important wetland sites NNRs: National Nature Reserves

SSSIs: Sites of Special Scientific Interest LNRs: Local Nature Reserves

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Chapter 3 SETTLEMENT

3.1 This Chapter presents the County strategy for the future development of towns, villages and rural areas. The settlement policies will provide a framework for development control and the preparation of Local Plans, and guide the investment programmes of developers and of public and private agencies responsible for the provision of services and community facilities. The policies apply generally throughout the County; more detailed policies relating to specific areas are contained in Chapters 14-18.

Objectives

3.2 **The objectives of the settlement policies are:**

- (i) to keep down the need to travel, particularly commuting, and thereby keep travel costs and the use to energy to a minimum;**
- (ii) to keep down the cost of providing essential public services. It is generally more costly per person to provide services in many scattered villages than in a few selected locations;**
- (iii) to make it possible for more people to reach a fuller range of services than can be found in most small villages;**
- (iv) to conserve the character of the villages and the countryside and to minimise disturbance to agriculture;**
- (v) to maintain the community vitality of smaller settlements.**

Settlement Policies

3.3 The policies in this Chapter provide for new development to be concentrated in selected settlements. This is necessary to achieve the Main Aims and is compatible with the Guiding Principles, particularly Number 1, Sustainable Development, and Number 5, Settlement Pattern.

3.4 The policies relate to the following groups of settlements:

- (i) The Major Centres and Market Towns
- (ii) Rural growth locations
 - (a) Rural Growth Settlements (estates)
 - (b) Limited Rural Growth Settlements (small estates)
- (iii) Other settlements
 - (a) group and infill only
 - (b) infill only

Most new jobs, housing and population growth will be confined to the first group, in the main towns, but modest growth is anticipated in some of the rural settlements with relatively good communications and a range of local services. In all other settlements housing will be limited to groups or infilling rather than estates and only small-scale commercial development will be acceptable.

3.5 In this context, the following definitions will apply:

Large Residential development entailing the construction of a new road or roads,

Housing other than a short cul-de-sac linked to the existing system.

Estate: *(Relevant to Policy SP3/2)*

Small A housing estate of 30 dwellings or less but larger than a housing group.

Housing *(Relevant to Policy SP3/3)*

Estate:

Housing Normally up to 8 dwellings forming a planned entity using either an

Group: existing frontage or grouped around a short cul-de-sac. A housing group

may exceptionally consist of up to 15 dwellings where it is contained

within the framework of a village as defined in the Local Plan, and make the best use of a particular site.

(Relevant to Policies SP3/2, SP3/3 and SP3/4)

Infilling: The filling of an undeveloped plot n an otherwise built-up frontage by

no more than two dwellings. (It cannot be assumed, however, that a small

gap will be allowed to be filled if it forms an essential feature in the

village scene).

(Relevant to Policies SP3/2, SP3/3, SP3/4 and SP3/7)

3.6 Groups or small estates will often be on internal sites within a settlement. However, limited peripheral growth may occur on sites well related to the physical framework and defined by the local planning authority to be within the settlement development boundary. The development of such sites may be appropriate where the character of a settlement precludes further internal development. It will provide the opportunity in some cases to reduce the length of "built edge" adjoining agricultural land and to avoid building on internal spaces which are important to village character. However, it should also be borne in mind that many of the most valuable features of the countryside are found adjacent to the villages and Policies SP12/6, SP12/7 and SP12/10 need to be taken into account.

Major Centres and Market Towns

Policy SP3/1

NEW DEVELOPMENT FOR JOBS AND DWELLINGS IN CAMBRIDGESHIRE WILL BE PRINCIPALLY CONCENTRATED AT THE FOLLOWING MAJOR CENTRES AND MARKET TOWNS:

(i) CAMBRIDGE AND PETERBOROUGH

(ii) HUNTINGDON, ST NEOTS, ST IVES, ELY, MARCH, WISBECH, RAMSEY1, WHITTLESEY2 AND CHATTERIS

THE ABILITY OF THESE PLACES TO SERVE THE SURROUNDING RURAL AREAS WILL BE SUPPORTED BY PROTECTING THEIR COMMERCIAL ROLE, AND BY MAINTAINING TRANSPORT LINKS TO THEIR CATCHMENT AREAS.

1 AT RAMSEY NO FURTHER PERMISSIONS FOR ESTATES WILL BE GRANTED BEFORE SIGNIFICANT IMPROVEMENTS TO THE B1040 BETWEEN RAMSEY AND THE FEN LINK ROAD (A141) HAVE BEEN SECURED AND PROVISION MADE FOR A RAMSEY RELIEF ROAD

2 AT WHITTLESEY NO FURTHER PERMISSIONS FOR ESTATES WILL BE GRANTED BEFORE SIGNIFICANT IMPROVEMENTS TO THE A605 FROM WHITTLESEY TO PETERBOROUGH HAVE BEEN SECURED

3.7 The towns and cities in Policy SP3/1 have been selected because they are major centre of over 15,000 population (Cambridge, Peterborough, St Neots, Huntingdon, St Ives, Wisbech and March) or, in the case of smaller towns because they are to play a key role in the economic development of the north and east of the County (Ely, Ramsey, Whittlesey and Chatteris). It is anticipated that 60-65% of the new housing growth will take place in the Major Centres and Market Towns over the Plan period (*see Target for Environmental Sustainability TB3*). Certain settlements may be included by District Councils as part of adjacent Market Towns for policy purposes. These settlements will be indicated in Local Plans.

3.8 At varying levels the towns and cities are already the main centres for employment and the focus of commercial and social activities for their surrounding areas. They are the places where new jobs are most likely to arise from expansion of existing activities and where new employers can most readily be supported by established infrastructure and a labour pool. Concentration of new housing and jobs in these centres will enable more people to live within easy reach of a good range of employment opportunities and community facilities and services. It will help to counteract increasing travel distances, especially for work journeys, and at the same time provide a better basis for the maintenance and development of public transport.

3.9 The scale of proposed residential development at Ramsey and Whittlesey would exacerbate existing traffic problems on the B1040 and A605 respectively. Therefore, further residential permissions would not be acceptable until road improvements to alleviate these problems have been secured, if necessary with contributions from developers.

New Settlements

3.10 A major element of the development strategy is the creation of a New Settlement on the A428 west of Cambridge. This will assist in accommodating pressures in the Cambridge Area and will provide a positive opportunity to create an attractive new residential and working environment. It will be regarded as a Rural Growth Settlement in the terms of Policy SP3/2.

Rural Growth

3.11 Rural settlements with a good service base, or which are accessible to nearby urban facilities, are most likely to be appropriate for housing and employment development. District Councils have already identified in Local Plans those settlements suitable for growth, based on former Structure Plan policies. The relevant criteria for selection are set out in Policies SP3/2 and SP3/3, which will be taken into account in future Local Plan reviews.

3.12 Additional population and employment in these settlements will strengthen their service base and support public transport to the benefit of the existing and new population. It would be an advantage if selected settlements were accessible by rail. The appropriate level of growth will vary according to the character and potential of particular settlements, but is likely to lie in the range 200-400 dwellings.

Policy SP3/2

RURAL GROWTH SETTLEMENTS WILL BE IDENTIFIED IN LOCAL PLANS. WITHIN THESE SETTLEMENTS:

(i) HOUSING ESTATES WILL NORMALLY BE PERMITTED, IN ACCORDANCE WITH STRUCTURE AND LOCAL PLAN POLICIES;

(ii) HOUSING GROUPS AND INFILLING WILL NORMALLY BE PERMITTED WHERE SUITABLE SITES EXIST;

(iii) INDUSTRIAL OR COMMERCIAL DEVELOPMENT WILL NORMALLY BE PERMITTED, SUBJECT TO POLICY SP5/9.

THE SELECTION OF RURAL GROWTH SETTLEMENTS AND THE DETERMINATION OF AN APPROPRIATE SCALE AND RATE OF GROWTH, WILL TAKE PLACE ACCORDING TO THE FOLLOWING CRITERIA:

(a) SELECTED SETTLEMENTS SHOULD HAVE A GOOD RANGE OF FACILITIES, NORMALLY INCLUDING FOOD AND NON- FOOD SHOPPING, A PRIMARY SCHOOL, GOOD ACCESS TO SECONDARY EDUCATION, A POST OFFICE, A BANK, A DOCTOR'S SURGERY, A LIBRARY, PUBLIC HALL AND GOOD PUBIC TRANSPORT, AND BE GENERALLY WELL RELATED TO EXISTING ROAD NETWORK;

(b) GROWTH CAN BE ACCOMMODATED WITHOUT DETRIMENT TO VILLAGE CHARACTER OR AREAS OF ENVIRONMENTAL SENSITIVITY;

(c) GROWTH CAN BE ACCOMMODATED IN CONFORMITY WITH THE OTHER POLICIES OF THIS PLAN.

Policy SP3/3

LIMITED RURAL GROWTH SETTLEMENTS WILL BE SELECTED BY THE DISTRICT COUNCILS THROUGH THEIR LOCAL PLANS. WITHIN THESE SETTLEMENTS:

(i) SMALL HOUSING ESTATES WILL NORMALLY BE PERMITTED WHERE APPROPRIATE, OR LARGER ESTATES WHERE SUITABLE SITES ARE IDENTIFIED IN LOCAL PLANS;

(ii) HOUSING GROUPS AND INFILLING WILL NORMALLY BE PERMITTED WHERE SUITABLE SITES EXIST;

(iii) SMALL-SCALE INDUSTRIAL OR COMMERCIAL DEVELOPMENT WILL NORMALLY BE PERMITTED, SUBJECT TO POLICY SP5/9.

THE SELECTION OF LIMITED RURAL GROWTH SETTLEMENTS, AND THE APPROPRIATE SCALE AND RATE OF GROWTH, WILL BE DETERMINED BY THE DISTRICT COUNCILS IN THEIR LOCAL PLANS, ACCORDING TO THE FOLLOWING CRITERIA:

(a) SELECTED SETTLEMENTS WILL HAVE A RANGE OF FACILITIES, INCLUDING SHOPPING, A PRIMARY SCHOOL, A POST OFFICE AND PUBLIC TRANSPORT;

(b) GROWTH CAN BE ACCOMMODATED WITHOUT DETRIMENT TO VILLAGE CHARACTER OR AREAS OF ENVIRONMENTAL SENSITIVITY;

(c) GROWTH CAN BE ACCOMMODATED WITHOUT CONFLICTING WITH OTHER POLICIES OF THIS PLAN PARTICULARLY THOSE RELATING TO THE NATURAL ENVIRONMENT, AGRICULTURE AND THE GREEN BELT;

(d) GROWTH IS CONSISTENT WITH IMPROVEMENT OF COMMUNITY LIFE.

3.13 Many settlements in the County, whilst not suitable for the scale of growth envisaged in the Rural Growth Settlements, are appropriate for smaller scale development in housing and jobs. The scale of growth in any particular Limited Rural Growth Settlement will be determined by the District Councils, but is not normally expected to exceed 200 dwellings. Such development can be to the benefit of local communities provided that

it is sympathetic to village character, takes into account environmental considerations and avoids the loss of high quality agricultural land. The availability of facilities and services within selected settlements, or adjoining centres, should be taken into account to ensure reasonable access for the additional population.

3.14 The definition of "small housing estate" is given in paragraph 3.5. Larger housing estates might, exceptionally, be considered on suitable sites where they help support local facilities or provide for special of local needs housing.

Other Settlements

Policy SP3/4

IN ALL OTHER SETTLEMENTS (NOT COVERED BY PRECEDING POLICIES) HOUSING ESTATES WILL NOT BE PERMITTED, AND FURTHER DEVELOPMENT WILL BE LIMITED TAKING ACCOUNT OF:

(i) THE PHYSICAL AND ENVIRONMENTAL CAPACITY FOR GROWTH WITHIN SUCH SETTLEMENTS;

(ii) THE AVAILABILITY AND CAPACITY OF COMMUNITY FACILITIES, PUBLIC TRANSPORT, AND OTHER INFRASTRUCTURE;

(iii) THE NEED TO SUPPORT THE QUALITY AND VITALITY OF COMMUNITY LIFE.

THE DISTRICT COUNCILS MAY IDENTIFY IN THEIR LOCAL PLANS:

(a) VILLAGES SUITABLE FOR INFILLING AND GROUPS OF HOUSING;

(b) VILLAGES WHERE HOUSING DEVELOPMENT WILL NORMALLY BE RESTRICTED TO INFILLING ONLY;

(c) GUIDELINES FOR INDUSTRIAL AND COMMERCIAL DEVELOPMENT, WHICH WILL NORMALLY BE PERMITTED IN THESE VILLAGES ON A SMALL SCALE.

3.15 Policy SP3/4 allows for some development in all settlements not covered by Policies SP3/1, SP3/2 and SP3/3. However, development will be subject to the limitations set out above. This is necessary to achieve the best use of existing facilities, to safeguard agricultural land, and to conserve the character of rural villages.

3.16 The Policy makes provision for District Councils to select settlements where they consider housing groups are appropriate, and the remainder where infilling only will be permitted. Generally, the selection of settlements for housing groups will not be appropriate in settlements with poor community facilities and public transport. The definitions of "housing group" and "infilling" are given in paragraph 3.5.

3.17 It should be noted that paragraph 3.6 refers to the possibility that District Councils may identify suitable sites for limited peripheral growth on the edge of settlements but within the defined physical framework of the village.

3.18 It must be recognised that no special effort can be made by the local authorities to enhance the level of fixed local services and community facilities in groups and infill only villages, except to overcome serious deficiencies for the existing population. However, the needs of rural areas will be given special consideration by local authorities in planning their own services, and in influencing rural agencies and other service providers. Support for community self-help in rural areas will be continued, and, where possible, increased. Community use of public sector facilities will be encouraged (*see paragraph 8.16*).

3.19 It is important that there is some new housing available for people living and working in small villages. Therefore, housing groups of estates may be permitted in special cases to meet an identified local housing need. This approach is consistent with Government guidance contained in PPG3 *Land for Housing (1992)* (*see also Policy SP4/4*).

3.20 The Policy for new employment in the villages covered by Policy SP3/4 is intended to meet local demands, without creating growth of population. Therefore, small-scale industries or offices may be accepted, especially where they make use of existing buildings and provide jobs for local people. But new industrial or office development mainly dependent on non-local labour, or with significant growth potential, will not normally be permitted.

3.21 It is particularly important that the quality and vitality of life is improved in small villages. Special consideration should, therefore, be given to the effect of new development on community life.

Settlement Growth, Development Locations and Travel Needs

Policy SP3/5

THE CHOICE OF SETTLEMENTS FOR FURTHER EXPANSION, AND THE LOCATION OF NEW DEVELOPMENT WITHIN SETTLEMENTS, WILL AIM TO MINIMISE THE NEED TO TRAVEL, PARTICULARLY BY CAR, AND TO LIMIT TRAFFIC CONGESTION BY:

(i) SEEKING TO BALANCE THE AVAILABILITY OF HOMES, JOBS AND SERVICES WITHIN EACH LOCAL COMMUNITY;

(ii) CONCENTRATING EMPLOYMENT INTENSIVE DEVELOPMENT, NEW SHOPPING AND KEY SERVICES IN LOCATIONS DESIGNED TO GIVE EASE OF ACCESS BY PUBLIC TRANSPORT, AND FOR CYCLISTS AND PEDESTRIANS;

(iii) LOCATING HIGHER DENSITY RESIDENTIAL DEVELOPMENT IN PROXIMITY TO CENTRAL AREAS OR PUBLIC TRANSPORT NODES OR CORRIDORS (*see Policy SP4/2*);

(iv) AVOIDING DEVELOPMENT RESULTING IN TRAFFIC GROWTH WHICH OVERLOADS THE LOCAL ROAD NETWORK.

3.22 The private car contributes one-fifth of all greenhouse gas emissions. Encouraging travel to work and other facilities by public transport, cycling and walking will help meet the Government's intention of stabilising carbon dioxide output at 1990 levels by the year 2000.

3.23 District Councils in preparing Local Plans should give preference to choosing settlements for new development in relation to the overall Cambridgeshire Strategy of sustainable development and energy conservation. New development should be directed towards areas where it will have the least adverse impact on the environment, reinforcing the requirement to strike an appropriate balance between development and conservation. Development should be located where the potential to maintain or improve the public transport system is greatest, with the aim of reducing use of the private car, and by closely locating jobs, housing, services and facilities reducing the need to travel. Consideration should be given to increasing the concentration of development at or near public transport nodes or within corridors capable of being well served by public transport (*see PPG13 "Transport", 1994*). Whilst it is intended that there would be some opportunities for employment in most villages, it would not be realistic or desirable to seek to provide a precise numerical balance between homes and job in every settlement.

3.24 District Councils will be encouraged to identify suitable sites for additional dwellings in inner areas of towns and, in particular, to make use of derelict or under-used sites (*subject to the requirements of Policy SP3/7*). The maintenance of housing within easy reach of town centres enables people to live within walking distance of shops and other facilities. This is both convenient for residents, particularly for elderly or disabled people (*see Policy SP8/3*), and helps maintain the vitality of inner areas. The change of use from housing to non-residential use in these areas should generally be discouraged. Additional housing in the inner areas of Cambridge and Peterborough could also help to maintain the vitality of local facilities and shops, improve the environment by developing sites previously occupied by traffic generating uses, encouraging walking, cycling and the use of public transport and reduce the pressure for new provision elsewhere.

Re-using Urban Lane

Policy SP3/6 WHEN SELECTING SITES FOR DEVELOPMENT, EMPHASIS SHOULD BE PLACED UPON RE-USING PREVIOUSLY DEVELOPED LAND WITHIN EXISTING SETTLEMENTS, PARTICULARLY DERELICT OR UNDER-USED LAND, AS A MEANS FOR RELIEVING DEVELOPMENT PRESSURES ON THE COUNTRYSIDE. THE SELECTION OF SUCH SITES WILL BE SUBJECT TO POLICY SP3/7.

3.25 District Councils, in preparing Local Plans and considering planning applications, should give preference to locating new development on land within the built-up area of settlements that is either derelict or under-used. This meets Guiding Principle 1 of sustainable development by reducing the amount of agricultural land taken for development, enabling more compact forms for development, and increasing the potential for eradicating areas of dereliction. However, a balance has to be struck between development needs and conservation (*see also Policy SP3/7*).

Green Spaces Within Settlements

Policy SP3.7 GREEN SPACES SERVING IMPORTANT VISUAL, AMENITY, WILDLIFE HABITAT AND/OR RECREATION FUNCTIONS OR WHICH HAVE VALUE AS POLLUTION-FREE WALKING AND/OR CYCLING ROUTES WITHIN TOWNS AND VILLAGES WILL BE PROTECTED FROM FURTHER DEVELOPMENT HARMFUL TO THESE FUNCTIONS.

3.26 The presumption in favour of using urban land for development should not be allowed to destroy important open areas which relieve the urban landscape, provide places for recreation (either incidental or formal, including sports pitches), act as havens for wildlife, or provide walking or cycling routes. There is a need to achieve a balance between the need to provide for development and the need to protect open space from development. By safeguarding important open spaces within built-up areas, recreation and amenity needs can be accommodated whilst at the same time relieving recreational pressures on the countryside. District Councils in preparing Local Plans and considering planning applications will seek to protect such areas. (*see Policies SP12/13 and SP13/7*).

Crime Prevention

3.27 The design and layout of new development can make crime more difficult to commit and can increase the risk of detection for potential offenders (*see PPG1 "General Policy and Principles", 1992*). Local Plans should include guidelines on the standards which should be adopted to achieve this. In accordance with Department of the Environment Circular 22/88, *Town and Country Planning General Development Order 1988*, local authorities consult the Police Architectural Liaison Officer on planning applications which involve a large number of people or properties, for example new housing, industrial estates, shopping centres, leisure complexes and car parks (*see paragraph 8.26*).

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Chapter 4 HOUSING

4.1 The distribution of new dwellings has a key influence on the scale and location of population growth and on the demand for services and other facilities. Together with employment it is also a major factor in determining patterns of travel. It is essential, therefore, for the Plan to determine in general terms the scale, location and overall density of housing provision, either on new sites or by renewal. This will provide a guide to local plan allocations and development control decisions, and to investment in services and facilities by public and private agencies.

Objectives

4.2 The housing policies are designed to promote the following objectives:

(i) to facilitate the provision and improvement of housing for local people (including affordable housing) whilst discouraging the growth of dormitory development related to long distance commuting;

(ii) to enable people to live more conveniently in relation to employment locations;

(iii) to control the rate of development both in relation to estimated local need and in phase with the provision of essential services;

(iv) to ensure a range of house types and densities to meet the varying needs and preferences of people in Cambridgeshire.

4.3 The current housing forecasts are set out in details in Chapter 2 (see paragraph 2.35 and Table 2.2). They will be monitored and revised as necessary in the light of experience and any new information that becomes available.

Housing Policies

4.4 The following policies indicate the expected scale of development by District and provide more detailed guidance on the provision of affordable housing, acceptable density of development and gypsy sites.

Scale of Development

Policy SP4/1 PROVISION FOR NEW HOUSING DEVELOPMENT WILL BE APPROXIMATELY AS FOLLOWS:

<u>DISTRICT</u>	<u>1991-2006</u> <u>DWELLINGS</u>
FENLAND	10,200
PETERBOROUGH	9,800

PETERBOROUGH	
SOUTHERN TOWNSHIP¹	5,200
HUNTINGDONSHIRE	12,300
EAST CAMBRIDGESHIRE	7,500
SOUTH CAMBRIDGESHIRE	11,300
CAMBRIDGE CITY	3,700

COUNTY TOTAL	60,000

**THE SUPPLY OF HOUSING LAND TO MEET THE REQUIREMENTS OF THIS
POLICY WILL BE MONITORED ON A CONTINUING BASIS**

¹ **PETERBOROUGH SOUTHERN TOWNSHIP WILL BE LOCATED
PARTLY IN PETERBOROUGH AND PARTLY IN HUNTINGDONSHIRE**

4.5 The total amount of land allocated for housing must be related to RPG6 *Regional Planning Guidance for East Anglia (1991)*. This envisages around 74,000 new dwellings in Cambridgeshire between 1986 and 2006. By 1991, some 27,000 dwellings had already been completed, leaving a residue of 47,000. However, the Structure Plan makes provision for 13,000 dwellings above this figure (see *Table 4.1*) to take account of the following factors:

(i) housing forecasts which suggest that pressures for new housing will be at least 6,000 dwellings above the Regional Guidance total;

(ii) existing commitments in the form of completions, planning permissions, local plan allocations, and the continuing flow of small sites, which in aggregate are estimated to exceed the Regional Guidance figures by 9,800 dwellings.

(iii) the need for additional provision to help meet otherwise unmet needs for low cost or affordable housing, and to contribute to other essential services;

(iv) the need to balance the potential for employment growth in the more prosperous areas with a reasonable level of housing provision;

(v) the location of much of the provision related to housing commitments in the north and east of the County, which are target areas for regional dispersal in any event.

Table 4.1: Housing Provision in Cambridgeshire 1991 - 2006

Type	Location	Built mid 1991 - mid 1994	Committed (Planning Permissions and Local Plans)	Additional	TOTAL
Estate	Urban	5,037	23,511**		
	Rural	2,213	13,368	3,180	47,309
Non-estate*	Urban	744	1,664		
	Rural	1,422	3,437	5,460	12,727

TOTAL	9,416	41,980	8,640	60,036
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Note:

* Non-estate = infill, groups, changes of use and conversions

** includes Peterborough Southern Township

Source: Land Use Monitoring Unit, Cambridgeshire County Council

4.6 Nevertheless, it is essential to reduce previous rates of housing growth to achieve environmentally sustainable growth in Cambridgeshire, and to assist the dispersal of appropriate development to other parts of the region. Therefore, the proposed housing total for the 15 years 1991 - 2006 is 3,000 less than the 1989 Structure Plan target of 63,000 dwellings (1986 - 2001). The proposed average annual rate of net housing growth is 13% lower than that experienced between 1981 and 1991.

4.7 The settlement policies in Chapter 3 set the framework for the location of new housing development. They provide for most new housing to be concentrated near to jobs and services in the Major Centres, Market Towns and Rural Growth Settlements. They also indicate the scale and form of new housing to be permitted in particular groups of settlements. Land will be identified in Local Plans for housing development in appropriate locations. More guidance on the distribution of housing growth within Districts is given in Chapters 14 - 18.

Housing Outside Settlements

4.8 Unless it is essential to the effective operation of local agriculture, horticulture or forestry, housing will not be permitted in the open countryside outside settlements (*see Policy SP12/1*).

Form of Development**Policy SP4/2**

PROVISION WILL BE MADE IN LOCAL PLANS AND THROUGH DEVELOPMENT CONTROL POLICIES TO ENSURE THAT NEW RESIDENTIAL DEVELOPMENT:

(i) MEETS THE NEED FOR A RANGE OF DIFFERENT TYPES AND SIZES OF DWELLINGS WITHIN EACH LOCALITY;

(ii) AIMS FOR A GENERAL RESIDENTIAL DENSITY CONSISTENT WITH ENERGY EFFICIENT LAND USE (NORMALLY AN AVERAGE OF 25 - 30 DWELLINGS PER HECTARE SHOULD BE APPROPRIATE ON GREENFIELD SITES OR ABOVE IN URBAN AREAS);

(iii) ALLOWS FOR SUFFICIENT VARIATION IN DENSITY ABOVE AND BELOW THE AVERAGE TO:

- RESPOND TO THE CHARACTER OF THE LOCAL ENVIRONMENT;

- MEET APPROPRIATE SPACE NEEDS WITHIN DEVELOPMENTS;

- PROVIDE MORE CONCENTRATED DEVELOPMENT CLOSE TO FACILITIES OR TO PUBLIC TRANSPORT ROUTES.

4.9 In The County, generally, there is a need to maintain a variety of sizes and types of dwellings to suit a range of requirements and incomes. There may be a particular need for smaller dwellings in some parts of the County where house-building has been dominated by properties with 3 or more bedrooms. Variety of type and density is also important to avoid monotony in large developments.

4.10 Whilst there is a need to consider higher housing densities in the interests of energy efficiency and optimising access to public transport and community facilities, care must be taken that this is not at the expense of space needs and the quality of the environment. Appropriate form and density will depend upon local circumstances.

4.11 Higher densities are most likely to be suitable in urban areas, or redevelopment sites, in areas where compact forms of development are compatible with their surroundings, and for low cost housing, flats, sheltered housing or hostels. Lower densities, which allow more spacious layouts and greener landscaping, will be more appropriate on peripheral greenfield sites in villages.

4.12 The density guideline of 25 - 30 dwellings per hectare is based on typical greenfield developments containing a preponderance of average family size housing. Net housing density (for the purposes of Policy SP4/2) can be taken to include gardens, play areas, incident open space and internal roads. It excludes perimeter roads, designated areas of open space, shops, schools and other community buildings.

Affordable Housing

Policy SP4/3 PROVISION WILL BE MADE IN LOCAL PLANS TO ENSURE THAT IDENTIFIED NEED CAN BE MET WITHIN HOUSING ALLOCATIONS. SUCH HOUSING MAY NEED TO BE SECURED BY UNDERTAKINGS OR PLANNING AGREEMENTS, AND SHOULD BE SUBJECT TO ARRANGEMENTS TO ENSURE THAT IT IS AVAILABLE FOR SUBSEQUENT OCCUPIERS IN NEED OF LOW COST HOUSING.

4.13 There is likely to be a significant number of households in Cambridgeshire who have difficulty obtaining accommodation on the open market. There is now very little scope for local authorities to build new housing which could be made available as low cost housing. Reliance must therefore be placed on Housing Associations on an private developers who will be expected to contribute, as appropriate, where there is an identified need. Further guidance on this issue can be obtained from PPS3 *Land for Housing (1993)*.

4.14 The County Council has assessed various indicators of unmet housing need including 2,400 concealed households (*1991 Census*), 1,250 homeless and 9,960 on District Council waiting lists and in need (*District Housing Investment Programmes 1992/3*). Whilst it is not possible to quantify accurately the overall level of need, there is sufficient information to suggest that about 13,000 households in the County have a housing need which has not been satisfied. The housing provision made in the Structure Plan is set at a level which is broadly sufficient to meet all their requirements. However, based on observed trends and current experience, less than half of these households appear likely to obtain housing on the open market or in the existing rented sector during the Plan period. Accordingly, provision of affordable housing to meet the needs of the remaining households must be given a high priority (within Structure Plan totals).

4.15 District Councils will need to carry out more detailed assessments of housing needs to underpin local plan policies, and may wish to clarify in the Local Plan what they consider to be local need. They may decide to set an overall target for the provision of affordable housing throughout the plan area, or targets for specific sites based on evidence of local needs and site suitability. Such provision will need to be on a significant scale to make an impact on the scale of unmet need in the County.

4.16 For the purpose of interpreting Policies SP4/3 and SP4/4, affordable or low cost housing is considered to be housing provided at a price or rent below the prevailing market level by virtue of a contribution from the developer, land owner or other body and normally subject to arrangements that will ensure its availability in perpetuity. Some low cost housing may be required for people with special needs, such as the elderly or handicapped if a local need exists for provision of this type, in which case ease of access to local services and facilities will be an important consideration (see *Policy SP8/3*).

Policy SP4/4 EXCEPTIONALLY, WHERE A LOCAL NEED FOR LOW COST HOUSING IS IDENTIFIED IN A SETTLEMENT AND THERE IS NO OTHER SUITABLE WAY OF MEETING THE NEED, PLANNING PERMISSION MAY BE GRANTED FOR HOUSING TO SATISFY THAT NEED ON LAND WHICH WOULD NOT OTHERWISE BE ALLOCATED, PROVIDED THAT ARRANGEMENTS ARE MADE TO ENSURE THAT HOUSING IS AVAILABLE FOR SUBSEQUENT OCCUPIERS IN NEED OF LOW COST HOUSING. PROPOSALS WHICH WOULD CAUSE SIGNIFICANT ENVIRONMENTAL HARM SHOULD BE AVOIDED.

4.17 Where no sites are identified for development in Local Plans, or sites do not have the potential for affordable housing, it may be necessary to release small sites which otherwise would not be considered for development, in order to meet a locally identified need. Such sites cannot be identified in Local Plans, as they must be considered on their merits at the time each proposal is made. Proposals may be particularly sensitive in relation to environmental factors, which must be fully taken into account. The same arrangements for ensuring that the housing remains available for future occupiers should apply as for sites developed under Policy SP4/3. Such sites will only be developed for affordable housing (*for further advice see PPG3 Annex A*).

Rehabilitation of Older Dwellings

4.18 Areas of older housing often fulfil a useful role in providing low priced housing and retaining the character of an area. Local Plans should encourage proposals for the rehabilitation of dwellings rather than their redevelopment where the stock is suitable. Where the housing stock is not in sufficiently good condition, the District Council may, exceptionally, encourage small-scale redevelopment projects in order to obtain better servicing and design standards.

Caravan Sites

Policy SP4/5 RESIDENTIAL CARAVAN SITES WILL BE SUBJECT TO THE SAME SETTLEMENT POLICIES AS PERMANENT HOUSING, REGARD BEING PAID TO THE IMPACT OF CARAVAN SITES ON THE ENVIRONMENT.

4.19 Residential caravans may have a useful role to play in meeting the short term need for low cost housing in some areas. The local authorities will, where there is evidence of need, seek to identify suitable locations for residential caravan sites. Since the establishment of residential caravan sites gives rise to similar needs for services as permanent housing, the limitations on location and scale, set out in the settlement policies, will also apply to such sites. This means, for example, that sites for over 8 (or exceptionally over 15) caravans would only be allowed in settlements in which estate development is allowed (*see paragraph 3.5*). Caravans are also subject to the area control totals for new dwellings given in Policy SP4/1 and the District Chapters. Particular care will be taken to avoid obtrusive siting.

Sites for Gypsy Caravans

Policy SP4/6 ADEQUATE PROVISION WILL BE MADE FOR GYPSIES WHO RESIDE IN OR RESORT TO THE COUNTY. THIS WILL BE ACHIEVED THROUGH THE LOCAL PLAN PROCESS AND THE IDENTIFICATION OF SUITABLE LOCATIONS FOR RESIDENTIAL AND EMERGENCY STOPPING PLACES.

4.20 Although there is no statutory requirement, the County Council considers that adequate site provision should be made for the number of pitches indicated by the Department of Environment's biannual gypsy caravan county. Cambridgeshire has one of the highest populations of gypsies in the country and therefore has to make correspondingly high provision.

4.21 Residential sites should have good access, be within a reasonable distance of a settlement, with drainage, water supply and telephone. The Department of Environment has suggested a model policy for inclusion in Local Plans, incorporating criteria for the assessment of suitability of sites.

4.22 In addition to long stay residential sites, there is a need within the County for emergency stopping places, which are only used for short periods at particular times of year. The facilities at these sites will be more basic. The locations of the sites need to relate to expected movements of gypsies which, as they are not confined to any one county, would best be co-ordinated on a regional basis. However, where a parish has a residential site, it would not normally be expected to also have an emergency stopping place.

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Chapter 5 INDUSTRY AND BUSINESS

5.1 The scale, type and location of additional jobs in Cambridgeshire will be major factors in determining the rate and location of population change and associated development. The local authorities can influence this growth through their development control powers, by land allocations and by promotional measures. This Chapter sets out the main policies for industrial, warehouse and office development for the County as a whole. More detailed policies are to be found in the District Chapters. In this Chapter the term **the Cambridge Area**, unless otherwise stated, is used to mean the Districts of Cambridge City and South Cambridgeshire together.

Recent Trends and Problems

5.2 With the exception of the most recent economic recession, the Cambridgeshire economy as a whole has been generally buoyant. This is influenced by its location on the fringe of the "South East". In addition, the economy has experienced strong internal growth in high technology and service industries, especially in and around Cambridge. It is, therefore, the south and west of the County that tends to lead the economy and is subject to the most significant development pressures. However, in the north and east pressures are much less strong and unemployment is generally more significant (*see paragraph 5.21 for a definition of "north" and "east"*). The weakness of the economy in these areas has been a long-standing cause for concern which remains despite the improvements in infrastructure and economic development which have been achieved.

5.3 Throughout the 1980s the Cambridgeshire economy has performed well when compared to the national situation. Between 1981 and 1991 the number of jobs in the County is estimated to have increased by 53,000 or 21%. The economy is beginning to emerge from the recession which began in 1990 and has affected all sectors of the economy.

Industrial Structure

5.4 Broad assessments of the County's economy hide marked differences between parts of Cambridgeshire, and within employment sectors. The employment structure varies substantially, whilst employment growth has been concentrated in the service sector. Significant problems associated with under-representation of growth sectors remain in parts of the north and east.

5.5 In the 1980s the major growth in the Cambridgeshire economy was in the service sector. County-wide, services grew by around 40% or 61,700 jobs. Financial and business services were relatively the best performers in the 1980s with a doubling in the numbers of jobs. However, the recession has had a severe impact on the financial sector, and productivity increases linked to restructuring are likely to restrict future job growth.

5.6 All Districts have seen a decline of numbers employed in primary industries during the 1980s. The manufacturing sector appears to have expanded to some extent in Districts such as East Cambridgeshire and Fenland, and more strongly in South Cambridgeshire, whilst Peterborough has shed manufacturing jobs overall.

5.7 In the County as a whole the industrial structure is similar to the national picture. The breakdown by sector and District in 1991 is given in Table 5.1. Key points are:

- the high proportion employed in services in Cambridge City (85%);
- the relative strength of manufacturing in South Cambridgeshire (29%);
- the continuing importance of the primary sector in Fenland (10%) and East Cambridgeshire (12%).

Table 5.1: Employment Estimates, by Sector and District, Cambridgeshire 1991

<u>Sector</u>	<u>Fenland</u>	<u>Peterborough</u>	<u>Huntingdonshire</u>	<u>East</u>	<u>South</u>
<u>Cambridge</u>	<u>County</u>	<u>Great Britain</u>		<u>Cambridgeshire</u>	<u>Cambridgeshire</u>
<u>City</u>		<u>City</u>			
Primary	2,790	2,080	3,170	2,460	2,770
650	13,920				
0.9%	9.7%	2.6%	5.3%	11.8%	5.7%
	4.5%	3.9%			
Manufacturing	6,770	18,230	13,680	3,540	13,950
7,470	63,640				
10.3%	23.7%	22.4%	22.8%	17.0%	28.7%
	20.4%	20.6%			
Construction	2,700	4,340	3,950	2,480	4,160
3,070	20,700				
4.2%	9.4%	5.3%	6.6%	11.9%	8.6%
	6.6%	7.4%			
Services	16,360	56,580	39,090	12,330	27,770
61,400	213,530				
84.5%	57.2%	69.7%	65.3%	59.3%	57.1%
	68.5%	68.2%			
TOTAL	28,620	81,230	59,890	20,810	48,650
72,590	311,790				
100%	100%	100%	100%	100%	100%

Source: Census of Population 1991 and Research Group, Cambridgeshire County Council

Unemployment

5.8 High economic growth in the 1980s accompanied low unemployment rates in the County. In October 1989 an estimated 2.7% of the economically active population were out of work in Cambridgeshire compared to 3.5% in East Anglia and 5.9% nationally. Registered claimant unemployment then rose substantially to 8.1% for the County in October 1992 compared to 7.8% for East Anglia and 10% for the UK but has fallen since. At May 1995 the unemployment rate for Cambridgeshire was 5.9% compared to 6.5% in East Anglia and 8.2% nationally.

5.9 In May 1995 the highest registered unemployment rates were in Peterborough (8.4%) and Fenland (8.2%), followed by Cambridge City (7.2%). Particular blackspots include the urban wards of Peterborough, some areas of Cambridge City and Wisbech. St Neots has also experienced relatively high unemployment. Unemployment remains less of a problem in South and East Cambridgeshire (3.1% and 4.3% respectively) although it rose quickly in the recession. In Huntingdonshire the unemployment rate is 4.5%.

Future Prospects and Employment Projections

5.10 With high job losses in both the manufacturing and service sectors in the recession, the strong relative advantage that Cambridgeshire experienced throughout the 1980s might appear weaker now than in the past. However, the County's employment base is centred on those industries that are best placed to growth in the 1990s. In particular, the reputation of Cambridge as a centre of high technology, and the strong service sector in many parts of the County, point to the likelihood of further growth. Additionally, the County is strategically located on the trunk road network with easy access to London and the South East (M11 and A1), the East Coast Ports and Europe (A14), the East Midlands (A14). The expansion of Stansted Airport (accessible via the M11) will exert considerable influence on the County. Cambridgeshire also benefits from excellent rail connections to London with the main East Coast line, and InterCity trains, running through Peterborough and Huntingdon. The lines running through Cambridge to Kings Cross and Liverpool Street are electrified. Cambridgeshire is also likely to benefit from the opening of the Channel Tunnel with Peterborough being a passenger station to the line running from St. Pancras, and with good access for freight. These factors mean Cambridgeshire is likely to experience further pressures for economic growth later in the 1990s. However, it is assumed that economic development will be less rapid than in the late 1980s.

5.11 Major concern remains about the ability of north eastern locations in the County to benefit from growth. Despite local, central Government and European Union funded initiatives to assist economic development in these areas they are likely to remain in a relatively weak position in the foreseeable future.

Industrial Structure

5.12 Employment prospects for the County are based on growth in the service industries such as distribution, catering, business services, leisure, education and health. Increasingly, workplaces are likely to become more fragmented, with more people working away from traditional employment areas such as those allocated in development plans. This is particularly true of service industries (for example education and health). Forecasts indicate the growth in services could be around 45,000 jobs by 2006 out of a total job growth of 50,000. However, it is important to note that much of the net increase will arise from part time employment.

5.13 Whilst a recovery in manufacturing output is expected, increases in productivity are likely to restrict job growth. Food, drink and tobacco, and textiles, are all expected to continue to shed labour in the 1990s. Some manufacturing sectors such as chemicals/minerals and publishing are more assured of growth once recovery is under way. Overall modest growth in employment in manufacturing is forecast for the period 2001-2006.

5.14 Forecasts indicate continuing losses in primary sector employment of around 18% during the 1990s. Although the absolute numbers may not be particularly high, the effect on rural areas of job losses in agriculture can be significant. The impact of changes in the Common Agricultural Policy (CAP) may bring further decline. The energy industries are expected to lose jobs as productivity rises.

5.15 The armed forces support many local services in the County and changes in defence priorities are likely to continue to have an impact on jobs in the County. The net effect of reorganisations planned in the Huntingdon area, including the establishment of RAF Logistics Command at Wyton and Brampton, and the cessation of USAF flying activities at RAF Alconbury, may result in a small increase in employment (see *paragraphs 16.9 and 16.10 and Policy SP16/4*). It is anticipated that there will be a net increase in civilian jobs and a net loss in armed forces personnel. Development opportunities at RAF Alconbury should also result in new jobs.

Cambridgeshire's Economic Development Strategy

5.16 Variations in economic and employment conditions within Cambridgeshire in the 1980s led the County Council to adopt an *Economic Development Strategy* and undertake a number of initiatives to implement it, many of them jointly with District Councils, the Rural Development Commission and the private sector.

5.17 The County Council's *Economic Development Strategy* was revised and updated in 1994. It promotes a range of economic initiatives throughout the County, but maintains special emphasis on the north and east. The Strategy highlights the need for partnership in local economic development and has as its broad objectives:

- establishing clear policies and planning parameters within which balanced and sustainable economic growth can take place;
- ensuring the provision of a high quality transport network within the County;
- exploiting sources of grant aid for economic regeneration;

- promoting education and training to meet future skill requirements;
- assisting people who have difficulty in gaining employment;
- promoting the County, and in particular the north and east and the target centres to businesses;
- developing and promoting local business information and advice services;
- promoting the County, other than Cambridge, for tourism; and
- encouraging the development of new and existing businesses and improving their competitiveness.

5.18 The Economic Development Budget is used to help finance the implementation of the Strategy. It supports a number of joint initiatives including the Greater Peterborough Partnership (GPP). The GPP covers the northern part of the County. Its role is to attract, co-ordinate and influence the direction of resources to secure sustained economic growth and a prosperous and balance community well into the 21st Century. It works in partnership with the local authorities, the Greater Peterborough Training and Enterprise Council, Commission for New Towns and Greater Peterborough Chamber of Commerce.

5.19 Policies for tourism are regarded as an essential part of Cambridgeshire's economic development strategy. In the Structure Plan the tourism policies are included in Chapter 13 along with recreation and leisure.

Objectives

5.20 The employment policies are intended to promote the following objectives, consistent with the overall Cambridgeshire Strategy:

(i) to promote employment and economic development in the areas of the County with most problems, especially in the north and east, in line with the regional strategy;

(ii) to reduce unemployment throughout the County, but particularly in the areas with the highest unemployment rates;

(iii) to avoid as far as possible the adverse consequences of growth, by imposing selective restraint on new development in those parts of the County where pressures are greatest, whilst ensuring that particular strengths are exploited to the benefit of the whole community;

(iv) to encourage the dispersal and growth of high technology and other industry away from Cambridge by adopting a positive development strategy at specific locations along the main communications corridors running from Cambridge to the north of the County;

(v) to minimise the need for commuting by balancing, as far as possible, provision for housing and employment-generating development in the main planning areas of the County.

Industry and Business Policies

5.21 The overall theme of the policies for industry and business is to provide a positive guiding framework which makes adequate provision for job growth to meet the needs and priorities of the County whilst protecting the environment. An important objective of the framework is that all development must be sustainable as defined in the Cambridgeshire Strategy (*see Chapter 2*). The policies aim to build on selected economic strengths and reduce unemployment. Employment growth is encouraged in the north and east of the County, where unemployment is highest. **The north and east can be defined as Peterborough, Fenland, the Ramsey area of Huntingdonshire, and the Ely and Littleport areas of East Cambridgeshire.** In the economically more buoyant south and west selective restraint on new development is necessary to avoid conflict with other aims of the Plan. An important theme of the Structure Plan is to encourage the spread of jobs and investment away from those areas in the south and west of the County which are congested and likely to come under pressure again when the economy recovers.

5.22 In the Cambridge area, where the pressures for growth are greatest, selective restraint is necessary to protect the unique character of the City and prevent damage to the surrounding villages and countryside. Unrestrained employment growth would exacerbate problems of overheating of the economy, housing shortages and the limited capacity of existing infrastructure. However, the importance of high technology industries in this area is recognised and development which has an essential need to be located within the area will be accommodated. Peterborough will continue to be a major centre for employment growth where a major objective is to build upon the success of new town expansion. In Fenland there is a need to diversify the economic base and provide encouragement for existing and new firms to grow. Huntingdonshire has

experienced high employment growth in the recent past, but this disguises areas of relative disadvantage, such as Ramsey and, to some extent, St Neots. Appropriate policies are therefore required for these areas. The economy of East Cambridgeshire is small but growing, and continued diversification will be encouraged.

Provision for Industry and Business

Policy SP5/1

ADDITIONAL ALLOCATIONS AND PLANNING PERMISSIONS FOR NEW EMPLOYMENT LAND WILL BE LIMITED BECAUSE THE CURRENT PROVISION IN LOCAL PLANS IS CONSIDERED TO BE BROADLY SUFFICIENT TO MEET THE NEEDS OF INDUSTRY, WAREHOUSING¹ AND OFFICES, INCLUDING HIGH TECHNOLOGY, FOR THE PERIOD UP TO 2006.

IF ADDITIONAL LAND IS REQUIRED, FOR EXAMPLE TO REPLACE LOSSES OF ESSENTIAL EMPLOYMENT LAND, THIS SHOULD HAVE REGARD TO ENVIRONMENTAL AND INFRASTRUCTURE CONSIDERATIONS AND SHOULD AIM TO REDUCE PRIVATE CAR COMMUTING DISTANCES BY LOCATING DEVELOPMENT PREFERABLY ON DERELICT OR UNDER-USED LAND WITHIN OR AT THE EDGE OF URBAN AREAS WHERE ALTERNATIVE MODES OF TRANSPORT ARE AVAILABLE OR CAN REASONABLY BE PROVIDED (see policies SP3/1, SP3/5 and SP3/6).

IN ORDER TO MINIMISE THE GROWTH OF COMMUTING AND ECONOMIC OVERHEATING, PROPOSALS FOR THE REDEVELOPMENT OR CHANGE FROM USE OF EXISTING OR ALLOCATED EMPLOYMENT SITES WITHIN THE CAMBRIDGE AREA TO OTHER USES SUCH AS HOUSING OR COMMUNITY FACILITIES WILL BE ENCOURAGED AS APPROPRIATE. NEW DEVELOPMENT OR REDEVELOPMENT FOR EMPLOYMENT USES (INCLUDING LAPSED PLANNING PERMISSIONS) IN THE CAMBRIDGE AREA SHOULD ONLY BE PERMITTED WHICH HAS A CLEAR NEED TO BE LOCATED CLOSE TO THE CITY IN ORDER TO SERVE LOCAL EMPLOYMENT REQUIREMENTS OR TO CONTRIBUTE TO THE CONTINUING SUCCESS OF CAMBRIDGE AS A MAJOR CENTRE FOR RESEARCH AND HIGH TECHNOLOGY DEVELOPMENT (see policies SP5/4, SP18/4, SP18/5, SP18/6, SP18/7 and SP18/17). PROVISION FOR INDUSTRY AND BUSINESS WILL BE CONSTRAINED CLOSE TO THE LEVEL OF EXISTING COMMITMENTS AND LOCAL PLAN ALLOCATIONS AS FOLLOWS:

SOUTH CAMBRIDGESHIRE² 140 HECTARES (346 ACRES) INCLUDING A MAXIMUM OF 45,000 SQ.M. (484,000 SQ.FT.) OF OFFICE FLOORSPACE; AND

CAMBRIDGE CITY² 50 HECTARES (124 ACRES) INCLUDING A MAXIMUM OF 85,000 SQ.M. (915,000 SQ.FT.) OF OFFICE FLOORSPACE.

¹ "Warehousing" excludes retail warehousing and warehouse clubs. Policies for retail warehousing and warehouse clubs are included in Chapter Six - Shopping.

² Figures for Cambridge City and South Cambridgeshire relate strictly to administrative area, thus the Cambridge Science Park should be treated as predominantly within South Cambridgeshire. The guideline figure for South Cambridgeshire does not include the A428 new settlement.

5.23 All Districts have adequate supplies of land to meet development needs for industry, warehousing and office uses (including high technology) up to 2006 (see Table 5.2). These provide a wide range of sites in terms of size, quality and location. Policy SP5/1 covers the Use Classes B1-B8, research establishments outside these Use Classes are not covered by the guidelines but on Policy SP18/6. High levels of outstanding planning permissions and local plan allocations, and economic forecasts, which are at best, moderate, mean that the need for additional sites to come forward in the period is not compelling. Any additional sites should be in sustainable locations. The anticipated take-up rates are Fenland 65 hectares (Ha) (160 acres), Peterborough 230 Ha (570 acres), Huntingdonshire 175 Ha (430 acres), East Cambridgeshire 60 Ha (150 acres), Cambridge City 45 Ha (110 acres), South Cambridgeshire 130 Ha (320 acres). In addition to the high level of commitments there are large amounts of vacant industrial, warehousing and office floorspace following the recession. The local planning authorities should take into account this vacant space and encourage its occupancy for industry or business or other appropriate uses.

5.24 The level of commitments in each District Council area are considered sufficient for the period up to 2006 and will:

- (i) provide at least the scale of development envisaged in the current Structure Plan (1986 - 2001), except in the Cambridge Area where the policy of employment restraint remains;
- (ii) accommodate a continuation of the completion rates experienced between 1986 and 1991, although this is well in excess of likely future rates;
- (iii) provide a range of sites to meet the variety of needs.

5.25 This approach is considered to be consistent with the employment strategy for the County and will be sufficient for the likely needs during the Plan period taking into account:

- (i) expected increases in labour supply;
- (ii) current rates of unemployment in each area;
- (iii) forecasts which indicate much job growth is likely to occur in sectors not requiring allocated industrial/office sites;
- (iv) the intention to keep employment in reasonable balance with the scale of population and housing growth.

5.26 Increases part-time working, spare capacity in existing plant, shift working, employment growth outside recognised industrial areas, and the effects of the introduction of new technologies on employment, floorspace and site requirements, all make it increasingly difficult to relate predicted job growth directly to any future land requirement.

5.27 Due to the policies of restraint operating in the Cambridge Area, guidelines have been set for Cambridge City and South Cambridgeshire which will be regarded as clear maxima. Specific targets have been set for office floorspace within the land requirement due to concern about the over-rapid rate of office development (*see also Chapter 18*). Any new development/ redevelopment for employment uses must demonstrate a clear need to be located in or close to Cambridge. As opportunities for employment growth are already very well provided for in relation to new housing provision, Policy SP5/1 encourages redevelopment or change of use of employment sites to other appropriate uses in the Cambridge Area.

5.28 Industrial or warehousing or office proposals which would cause serious pollution, traffic nuisance, noise or visual damage to the environment will not be permitted. Local planning authorities should consult the relevant agencies, such as the Environment Agency, about pollution risks and hazard potential arising from development proposals. Developments involving large numbers of people should not normally be permitted near hazardous installations. It may be appropriate for specific policies on these matters, including control criteria and locational guidance, to be included in Local Plans.

Table 5.2: Employment Land in Cambridgeshire, by District, June 1995

District	Planning	Local Plan	Completions	Total	Completions
Average	County				
completions	permissions	allocations	Actual	commitment	Annual
mid 1986 -	Council	mid 1995	mid 1991 -	1991 -	average
mid 1995	mid 1995		mid 1995	2006	mid 1986 -
projected	estimate of			(a+b+c)	mid 1995
	take up				1991-2006
	1991 - 2006				
	a	b	c	d	e
e x 15	f				

Fenland 80.85 Land Ha	96.89 65	108.57	23.76	229.22	5.39
Peterborough 257.40 Land Ha	224.18 230	170.96	66.10	461.24	17.66
Huntingdonshire 192.75 Land Ha	172.69 175	47.47	39.20	259.36	12.85
East Cambridgeshire 74.10 Land Ha	67.50 60	62.30	19.76	149.56	4.94
Cambridge Industrial 15.90 Land Ha } 45	9.89	20.27	2.61	32.77	1.06
} Cambridge 37.35 Office Land Ha	6.45	1.742	4.72	12.91	2.49
Cambridge Office floorspace 228,855 Sq.m.	23,954 85,000	9,3562	28,547	61,857	15,257
South Cambridgeshire 90.30 Industrial } Land Ha }	99.82	36.32	21.05	157.19	6.02
} 45 South 29.55 Cambridgeshire Office Land Ha	10.13	0	8.65	18.78	1.97
Office floorspace Sq.m. 94,995	23,282 45,000	0	17,586	40,868	6,333

Note: ¹ Provision split into industrial/warehousing land (figure given in Ha) and offices (figures given in sq.m. for floorspace and Ha for land area) for Cambridge and South Cambridgeshire. For the purposes of the Guidelines in Policy SP5/1 the two land areas should be added together. For the rest of the County industrial and offices are combined into one figure.

² Cambridge City allocations includes 4.4 Ha for industry/business use which is subject to the completion of a legal agreement

³ South Cambridgeshire planning permissions include 20 Ha for industry/business use in the A428 new settlement (not included in the Guideline).

⁴ South Cambridgeshire allocations do not include land identified in the Cambridge Northern Fringe Study for essential needs

Source: Land Use Monitoring Unit, Cambridgeshire County Council

5.29 There are a number of air bases and other military establishments within Cambridgeshire representing a consideration investment in infrastructure and premises. If, or as, such establishments become surplus to requirements it is important that they are put to beneficial uses compatible with the interests of the environment. There may be opportunities for a range of uses including employment. Sites may also offer scope for landscape improvements and habitat creation. In these cases it is anticipated that the Ministry of Defence will work together with the local authorities and other relevant agencies to establish an agreed brief for their subsequent development, use, and where appropriate restoration to agriculture (*see Policy SP16/4 on RAF Alconbury*).

Development in the North and East

Policy SP5/2 PRIORITY WILL BE GIVEN TO PROMOTING ECONOMIC AND EMPLOYMENT GROWTH IN THE NORTH AND EAST OF THE COUNTY

5.30 It is an essential theme of the Plan to improve jobs prospects in the north and east of the County (Peterborough, Fenland, the Ramsey area of Huntingdonshire, and the Ely and Littleport areas of East Cambridgeshire). Priority will be given to transport and other infrastructure improvements in these areas. Within budgetary constraints the County Council will provide support with others to initiatives which increase job opportunities. The County Council will co-operate with the District Councils and others such as the Training and Enterprise Councils (TECs) in pursuing these initiatives. It will also work with the Rural Development Commission to promote employment in the rural areas in general, and the Fenland Rural Development Area in particular. Parts of Fenland and East Cambridgeshire were given Objective 5b status in 1994. This designation by the European Commission enables funding to be sought for a variety of projects to help regenerate the economy of the area.

Target Centres

Policy SP5/3 EMPLOYMENT GENERATED DEVELOPMENT, AND OTHER JOB RELATED INVESTMENT, WILL BE ENCOURAGED TO LOCATE IN TARGET CENTRES OUTSIDE THE CAMBRIDGE AREA. THE PRIMARY CENTRES ARE:

- PETERBOROUGH
- ELY (INCLUDING LITTLEPORT, SOHAM AND SUTTON)
- WISBECH
- MARCH

ADDITIONAL TARGET CENTRES ARE:

- CHATTERIS
- RAMSEY
- ST. NEOTS
- WHITTLESEY

WITHIN THE CAMBRIDGE AREA, LAND WILL BE RESERVED FOR DEVELOPMENT WHICH HAS A CLEAR NEED TO BE LOCATED CLOSE TO THE CITY IN ORDER TO SERVE LOCAL REQUIREMENTS OR TO CONTRIBUTE TO THE CONTINUING SUCCESS OF CAMBRIDGE AS A MAJOR CENTRE FOR RESEARCH AND DEVELOPMENT.

5.31 An essential theme of both the County and regional strategies is the dispersal of growth away from those areas in the south and west which experience congestion and are likely to suffer pressures again when the economy recovers. The strategy aims to promote the north and east, and also to protect the environment of the "pressured" areas. Companies currently within the Cambridge Area, which do not have an essential need to be close to the city will, if appropriate, be encouraged to relocate to the target centres. Similarly, companies seeking premises in the Cambridge Area, which do not have an essential need to be close to the City, will be encouraged to locate in the target centres. It is, however, intended that the policies will allow for the continued growth of industries which are needed in the Cambridge Area.

5.32 The strategy takes advantage of an extended network of communications and complementary centres in the County which can both support, and be supported by, the growth of Cambridge as a centre of excellence for certain activities. Policy SP5/3 applies to employment generating development generally. However, high technology research and development is regarded as a particularly important specialism of Cambridge and Cambridgeshire (see *Policy SP5/4*).

5.33 It has become clear that achieving dispersal is not only a matter of creating a supply of low-cost land in other areas of the County. Quality environments must be provided for businesses. Homes, services and training for workers, infrastructure, and leisure facilities are all fundamental to the success of the strategy. The local authorities will, therefore, give priority consideration for a co-ordinated programme of action and promotion to enhance the attractions of the target centres and stimulate economic growth. The involvement of the business community is seen as fundamental to achieving this.

5.34 The primary target centres are those which are in greatest need of job growth and also have prospects of attracting new companies. The additional centres generally require further infrastructural investment before they can contribute substantially to dispersal. Huntingdon and St. Ives are not chosen as targets as they are already contributing to dispersal without the need for specific promotion, and are located within an area where there are significant environmental constraints and which is already under some considerable development pressure. The areas selected for dispersal are all in the north and east of the County with the exception of St Neots which, although in the west, has not performed as well as other areas and has considerable scope for industrial and business development.

5.35 In the last review of the Assisted Areas the Government granted the Wisbech Travel to Work Area Intermediate Area Status. Regional aid is available in the form of:

- *Project Grants* to both manufacturing and some service firms undertaking investment projects;
- *Enterprise Grants for Innovation* for projects which lead to the development and introduction of new or improved products and processes.

The status has provided a boost to the economy of the town and helped the expansion of local companies.

High Technology

Policy SP5/4

PROVISION HAS BEEN MADE WITHIN POLICY SP5/1 TO MEET THE LAND REQUIREMENTS OF HIGH TECHNOLOGY AND RELATED INDUSTRIES. PARTICULAR ATTENTION WILL BE PAID TO THE NEED TO PRESERVE AND ENHANCE THE SPECIAL CHARACTER OF CAMBRIDGE, AND TO THE NEED TO CREATE CONDITIONS SUITABLE FOR HIGH TECHNOLOGY GROWTH IN OTHER PARTS OF THE COUNTY OUTSIDE THE CITY. FIRMS WHO DO NOT NEED CLOSE PHYSICAL PROXIMITY TO THE CITY WILL BE ENCOURAGED TO LOCATE ELSEWHERE IN THE COUNTY.

5.36 The attraction of the County as a whole for high technology industries will be promoted, and wherever possible firms will be encouraged to locate in the north and east, particularly in the target centres (see *Policy SO5/3*). The growth of high technology firms in and around Cambridge (commonly known as "the Cambridge Phenomenon") is of national, if not international, significance. The number employed in these firms in Cambridgeshire represents the third highest concentration of high technology employment in the UK (after the M4 corridor and Central Scotland), and the largest concentration of high technology research and development. It is clearly in the national interest to facilitate this growth by providing an appropriate policy framework.

5.37 However, the south of the County, and Cambridge in particular, is also subject to a great many other development pressures unrelated to its special importance as a centre for high technology firms. Unless carefully channelled these pressures may threaten the unique character of Cambridge. The area must retain its character, attractions and prestige if the growth of high technology firms is to be maintained. The intention is therefore to plan for the selective growth of jobs in the Cambridge Area sufficient to meet the needs of the workforce, but not to encourage a substantial influx of manufacturing, warehousing, high technology and office firms which could equally well locate elsewhere in the County.

5.38 Although many of the high technology firms in and around Cambridge have located there because they wish to be close to Cambridge University and associated research institutions or other high technology firms, some do not need this close proximity. The local authorities will encourage firms in the latter group to relocate or expand elsewhere in the County by promoting the attractions of other areas (such as lower costs, less congestion, and good communications), by seeking to ensure that land suitable for high technology firms is readily available at locations close to the main communication routes, and by seeking to ensure that the workforce is appropriately trained. Development for high technology firms should generally be of flexible design, allowing for changes in the proportion of floorspace given over to specific uses, and for the installation of specialist services wherever possible. There should also be a high quality of landscaping. A variety of sites now exist beyond the Cambridge Area which should prove attractive to high technology companies seeking relocation.

5.39 Changes over time in the nature of activities makes high technology problematic to define. Nevertheless it may be helpful to offer a broad definition of the current range of activities which may be considered high technology, whilst retaining the opportunity for the local planning authorities to accommodate new activities. Consequently, **high technology** is considered to consist of innovatory activities including production in the following fields:

- aero-engineering
- biotechnology
- chemicals and pharmaceuticals
- consultancy, research and development
- computer components and hardware
- computer software
- electronics systems and products
- information technology
- instruments and scientific engineering
- new materials technology
- telecommunications
- other forms of new manufacturing processes or fields of research and development which in the opinion of the local planning authority may be commonly regarded as high technology.

Research and development may be defined as the investigation, design and development of an idea, concept, material, component, instrument, machine, product or process, up to and including production for testing (but excluding mass production) where the work routine requires daily discussion and action on the part of the laboratory and design staff.

5.40 In addition, a variety of activities, which are not in themselves high technology, support high technology firms and may be regarded as essential to their growth. These include:

- business services (typically within the B1(a) Use Class)
- finance and management specialists (typically within the B1(a) Use Class)
- insurance specialists (typically within the B1(a) Use Class)
- patent agents (typically within the B1(a) Use Class)
- specialist component manufacture and assembly (typically within the B1(c) Use Class)

Warehousing

Policy SP5/5 WAREHOUSING SERVING A REGIONAL OR WIDER MARKET WILL NOT NORMALLY BE PERMITTED IN THE CAMBRIDGE AREA, BUT PROVISION WILL BE MADE ON SUITABLE SITES ELSEWHERE IN THE COUNTY IN ACCORDANCE WITH POLICY SP5/1 AND OTHER STRUCTURE PLAN POLICIES.

5.41 In the Cambridge Area the release of land for employment needs to be carefully controlled for both strategic and environmental reasons. Therefore, the growth of regional or national warehousing developments will be resisted. Locations in other parts of the County offer comparable access to strategic transportation networks, particularly rail facilities (see *Policy SP5/8*) and, subject to local policies, possess more readily available sites. The west of the County lies within the optimum drive time to the Haven Ports which, coupled with the completion of the A1/M1 Link (A14), is likely to increase the already considerable pressure on this part of Cambridgeshire for major distribution facilities. With significant amounts of land available in the form of planning permissions and local plan allocations in Huntingdonshire and at Peterborough very special circumstances would be needed to justify the release of further land for B8 developments. Moreover, already

developed land at the aid base at RAF Alconbury, near Huntingdon, has potential for warehousing linked to national transport routes (see *Policy SP16/4*). Development here will reduce the pressure for developing land under agricultural use.

Expansion of Existing Firms

***Policy SP5/6* DEVELOPMENT INVOLVING THE EXPANSION OF EXISTING FIRMS WILL NORMALLY BE ENCOURAGED PROVIDED THE SCALE OF GROWTH DOES NOT CONFLICT WITH OTHER POLICIES OF THIS PLAN.**

5.42 It is important that maximum use should be made of existing investment and that the development of established industries should be encouraged wherever possible. In the Cambridge Area, subject to the policies of restraint, the expansion of existing firms will generally be given preference over development by firms wishing to move into the Area. An industrial firm or business will be considered as "existing" if a significant element of its operations has been based within the Area for a minimum of two years prior to the date of any application for further development. All expansion proposals will be subject to environmental considerations and the impact of additional traffic. In parts of the County where there is a shortage of jobs the expansion of existing firms will be encouraged to strengthen the local economy.

Small Firms

***Policy SP5/7* PROVISION WILL BE MADE FOR SMALL FIRMS AND BUSINESSES TO EXPAND OR SET UP IN THE COUNTY, PARTICULARLY IN AREAS WHERE LOCAL JOB PROSPECTS ARE POOR.**

5.43 Small firms are a prominent feature of the County's employment structure. They play an important part in the growth of jobs and in diversifying the employment base of an area. In the context of this policy, firms and businesses (including offices) employing 25 or fewer employees will be considered small.

5.44 The local authorities will continue to consider ways in which they can give more encouragement to small industries. This will include giving sympathetic consideration to proposals for small-scale compatible industries in residential areas and the re-use of redundant rural buildings, and continuing to provide information on available sites and properties.

Large-scale Industry and Transport

***Policy SP5/8* IN THE EVENT THAT A NEED FOR FURTHER ALLOCATIONS FOR LARGE-SCALE INDUSTRY, WAREHOUSING, CONTAINER COMPOUNDS AND HAULAGE DEPOTS IS IDENTIFIED (NORMALLY 5 HECTARES OR GREATER) THEY SHOULD ONLY BE PERMITTED ON SITES WITH GOOD ACCESS TO FREIGHT RAIL FACILITIES, AND TO MOTORWAYS, TRUNK OR OTHER PRIMARY ROUTES.**

5.45 The relationship between industrial and business development and transport networks is important not only for the efficient movement of goods, but also because of the impact on the environment. Adequate provision has already been made in Local Plans and the need for additional large-scale provision is not foreseen before 2006. However, if new land does come forward it should be well-related to existing major infrastructure (including rail facilities) to ensure the efficient use of investment and to keep goods traffic out of residential areas. The siting of major new development with good access to rail facilities offers choice and competition in the transport of goods, and will enable greater use of rail. In the context of this policy large-scale is defined as 5 hectares (12 acres) or greater.

Employment in Rural Areas

***Policy SP5/9* PROVISION FOR NEW SMALL-SCALE EMPLOYMENT GENERATING DEVELOPMENTS IN VILLAGES WILL BE ENCOURAGED WHERE THEY:**

(i) ARE LIKELY TO ASSIST IN MAINTAINING AND RENEWING THE VITALITY OF COMMUNITY LIFE;

(ii) AVOID UNACCEPTABLE DAMAGE TO THE ENVIRONMENT;**(iii) ARE OTHERWISE CONSISTENT WITH OTHER POLICIES OF THE PLAN.**

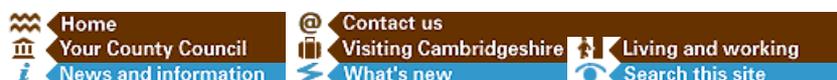
5.46 Although the majority of employment-generating development is likely to be located in the main urban areas, small-scale development will be encouraged in suitable locations in villages. Although small firms have been defined as those employing fewer than 25 persons (*see paragraph 5.43*) there is no specific size threshold to define "small-scale employment" as the most important criterion is whether or not the development is appropriate to its rural surroundings. Small-scale development appropriate in one village may well be considered excessive in another. Employment-generating development in isolated rural areas will normally be resisted in line with settlement policies. District-wide Local Plans will provide the appropriate framework for the detailed implementation of Policy SP5/9.

Policy SP5/10**PROVISION OF WORK-PLACE HOMES AND "REMOTE WORK CENTRES" WILL BE ENCOURAGED PROVIDING THERE IS NO UNACCEPTABLE DAMAGE TO THE ENVIRONMENT OR CONFLICT WITH OTHER POLICIES OF THE PLAN.**

5.47 In 1991 5% of the Cambridgeshire workforce worked at home (*1991 Census, 10% sample*). The split between districts ranged between 4% in Peterborough to 7% of the workforce in East Cambridgeshire and South Cambridgeshire. The National Economic Development Office (NEDO) estimated in 1993 that 1.5 million people, or 1 in 17 of the workforce "telework" (i.e. work at a distance from their employers, client or co-workers using information technology). It is likely that these numbers will increase as technology improves. The County Council is keen to encourage working in or close to the home. This may include the setting up of work-place homes, or local centres for remote working equipped with information technology and other appropriate services (sometimes known as "telecottages"). Such schemes could reduce the need to travel, saving energy and cutting down the emission of greenhouse gases. A telecottage has been set up in Wothorpe, near Stamford. Schemes for workplace-homes have been undertaken at March, Manea and Doddington, and there are further proposals with planning permission in March, Friday Bridge and Chatteris. Although work-place homes could also be located in the main towns and cities the intention of Policy SP5/10 is to set a framework for such developments in rural villages where levels of commuting are currently high. Proposals will be considered in the context of similar policies.

Policy SP5/11**THE RE-USE AND ADAPTATION OF REDUNDANT RURAL BUILDINGS FOR SMALL-SCALE EMPLOYMENT GENERATING USES WILL BE ENCOURAGED PROVIDING IT DOES NOT CAUSE UNACCEPTABLE DAMAGE TO THE ENVIRONMENT OR CONFLICT WITH OTHER POLICIES OF THE PLAN.**

5.48 Industrial and business development outside settlements will not normally be permitted, unless it is essential to the operation of the activities listed in Policy SP12/1. However, the re-use of redundant rural buildings for employment generating uses in rural areas may benefit the environment as well as increase jobs and economic activity in the area. This may include re-use of buildings in the countryside as well as in villages. However, changes of use and adaptations which harm buildings of character (*see Policy SP12/11*), or create significant problems of traffic generation, or environmental harm in other ways, should be avoided. Many rural buildings are important for Barn Owls and bats and particular care needs to be taken to ensure that any alterations do not damage potential nesting sites. The re-use of derelict buildings that require substantial alterations or reconstruction should be treated as new development. In the Cambridge Green Belt, conversion of buildings to industrial, warehousing, office or high technology uses will not normally be appropriate (*see Policy SP18/3*).

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Chapter 6 SHOPPING

Existing Shopping Facilities

6.1 The County has a wide range of shopping centres providing different levels of service, each with a catchment area which may be overlapped or totally contained by that of a higher level centre. Cambridge and Peterborough, the two sub-regional centres, provide most "occasional" shopping in the County and, in addition, supply the daily and weekly requirements of the towns themselves, and of the villages within about 12 miles. The functions of the other towns in the County vary considerably. The larger ones, Ely, Huntingdon, March, St Ives, St Neots and Wisbech are the main weekly centres, catering for extensive rural hinterlands. The smaller shopping centres, Chatteris, Littleport, Ramsey, Sawston, Soham and Whittlesey have a more local influence, dealing primarily with food sales but also with some limited comparison shopping. Local shops and corner stores serve the daily needs of villages and urban areas.

6.2 Occasional shopping trips are also made to a number of major centres outside the County, for example London, Norwich, Bedford, Kings Lynn and the Lakeside centre at Thurrock., or to smaller towns immediately beyond the County boundary.

Recent Trends and Problems

6.3 In recent years, the traditional centralised hierarchy of shopping centres has been modified by the development of peripheral retail activity. Food superstores have developed on the edge of town, often on ring roads, together with the growth of retail warehouses within urban areas or on the outskirts of towns. Whilst the rent towards off-centre trading may offer increased convenience to many customers, the County Council is concerned that if the trend is taken too far, the viability of existing centres will be permanently undermined. There is particular concern that retail decentralisation has moved on to encompass the type of quality comparison goods and supporting services which are essential to the vitality of high streets.

6.4 It is recognised that the retailing industry must respond to changes in consumer demand and operational requirements. The trend towards provision of retailing facilities on the urban fringe or at out-of-town locations has arisen from:

- (i) increasing numbers and use of cars;
- (ii) consumers desire to avoid congested town centres;
- (iii) locational advantages offered by improvements in urban approach roads enabling ease of access for both shoppers and trade vehicles;
- (iv) need for additional car parking space;
- (v) a requirement for larger floorspace areas.

6.5 However, the cities and towns continue to play an important role in the settlement hierarchy because they are the main centres for employment and the focus of commercial and social activity for their surrounding areas. Retailing is a major key to the life and vitality of towns. This is recognised in RPG6 *Regional Planning Guidance for East Anglia (1991)* and in PPG6 *Town Centres and Retail Developments (1993)*. A decline in central shopping facilities would be felt particularly by those without the use of a car, since off-centre shopping locations are often difficult to access by other modes of travel. Town centres also provide an energy efficient location for retail activity as they are readily accessible by public transport, pedestrians and cyclists. The

established centres therefore give the best opportunity to minimise CO2 emissions arising from the use of the car, and to achieve environmentally sustainable patterns of shopping, provided that undue levels of congestion can be avoided.

6.6 Investment made already in town centres, including environmental improvements such as pedestrianisation, could prove wasted if business was directed to other locations. Also, the character of the County's attractive town centres could suffer since shopping provides a commercial basis for maintaining historic buildings. The centres most vulnerable to off-centre competition are the smaller towns at the middle level of the shopping hierarchy. This is because, within the existing retail hierarchy, there has been a general drift of retail development and expenditure towards the larger urban centres. The County Council would wish to avoid any significant increase in reliance on larger urban centres, or off-centre developments, at the expense of smaller centres lower down the hierarchy. The continued survival of local shops in towns and villages is also a cause for concern in many areas.

6.7 In the 1980s rapid population growth within the County, coupled with rising real incomes, created a substantial rise in consumer spending and a demand for more retail floorspace. As a result of the economic recession there has, in recent years, been a dramatic slow-down nationally in the growth of consumer spending with comparison businesses (clothing, household goods, etc.) experiencing the greatest decline. However, a recovery in consumer spending is expected, which coupled with future population growth, will lead to a demand for further retail floorspace in some parts of Cambridgeshire. The timing and strength of that recovery is not yet clear.

Objectives

6.8 The main objectives of the shopping policies are:

(i) to ensure convenient and easy access to a wide range and choice of goods for as many people as possible, including non-car users;

(ii) to support the retail function of towns and city centres;

(iii) to encourage patterns of retailing that minimise the need to travel and will help to reduce CO2 emissions.

The Approach to Policy

6.9 The County Council's main strategy for achieving the shopping objectives is to maintain and sustain the central shopping areas of Cambridge and Peterborough in their function as sub-regional centres, and the central areas of the market and smaller towns as the main daily shopping centres for their local areas. The most important means of achieving this strategy are:

- to preserve the commercial vitality of existing shopping centres;
- to preserve or improve their physical environment;
- to protect existing public investment in established centres; and
- to protect the character of the County's historic towns from inappropriate development.

6.10 The shopping policies are designed to avoid retail development which would damage the range of shopping provided by existing central areas or accelerate the decline of shopping at the lower end of the hierarchy. However, the benefits of new types of retailing are recognised together with the inappropriateness of central locations for certain types of development, such as retail warehousing. Where there is demand for some off-centre provision the proposers of such development will be expected to provide assessments of retail and environmental impact, and to demonstrate that central locations are not suitable. The emphasis is on achieving a high quality shopping environment with good accessibility by all modes of transport (public transport, cycle, foot and car). District Councils are encouraged to identify central sites and improve central facilities, which will reinforce the commercial and social functions of urban central areas. Settlement policies also help to support local shopping and other services by ensuring that new housing development is well located in relation to existing retail facilities.

6.11 The policies have been formulated to be consistent with the retail planning guidance in PPG6 (1993) and RPG6.

Forecasts

6.12 The uncertainty of the current economic climate makes forecasting particularly difficult. The general scale of demand has been assessed for each main shopping centre, up to 2001. It is anticipated that demand arising over the whole of the Structure Plan period can be accommodated within the framework provided by the policies of this Plan. Retail trends are continually monitored and new forecasts will be produced as appropriate.

Definitions

6.13 The forms of shopping referred to in the policies are defined for the purposes of this Plan as follows:

(i) **Major Convenience Shopping Developments:** large supermarkets (over 1,400 sq.m./15,000 sq.ft. sales space) or superstores (2,500 sq.m./27,000sq.ft. and over). These developments usually comprise single level self-service stores selling mainly food and other convenience goods, with significant supporting car parks. *(Refers to Policy SP6/3).*

(ii) **Retail Warehouses:** large non-food stores, specialising in the sale of major household goods and bulky DIY items. They are usually located outside town centres and cater mainly for car-borne customers having easy access to adjacent large-scale car parking areas. Retail warehouse parks normally contain 3 or more units of at least 900 sq.m. (10,000 sq.ft.) each and are built and let as a "retail entity". *(Refers to Policy SP6/5).*

(iii) **Large-scale Shopping Development:** a centre normally providing over 10,000 sq.m. (108,000 sq.ft.) net sales space, selling a wide range of comparison and/or convenience goods. Smaller developments may be considered large-scale depending on their size in relation to neighbouring centres. Where such developments are off-centre they may be edge-of-town (within or adjoining the built-up framework). *(Refers to Policy SP18/8).*

(iv) **Out-of-town Shopping Centres:** large-scale developments which are clearly separate from urban areas and cater for trade over a wide catchment area. *(Refer to Policy SP6/6).*

(v) **Sub-regional centres:** the main centres of Peterborough and Cambridge.

Shopping Policies

Policy SP6/1

IN ASSESSING PROPOSALS FOR MAJOR NEW SHOPPING DEVELOPMENTS, ACCOUNT WILL BE TAKEN OF THE NEED TO AVOID ADVERSE IMPACT (INCLUDING LIKELY CUMULATIVE IMPACT) OF THE PROPOSALS ON THE VIABILITY AND VITALITY OF ESTABLISHED CENTRES AS A WHOLE. ESTABLISHED CENTRES ARE DEFINED AS:

**CITY CENTRES: THE CENTRAL AREAS OF THE CITIES OF
PETERBOROUGH AND CAMBRIDGE.**

TOWN CENTRES: THE CENTRAL AREAS OF

- CHATTERIS
- ELY
- HUNTINGDON
- LITTLEPORT
- MARCH
- RAMSEY
- ST IVES
- ST NEOTS
- SAWSTON
- SOHAM
- WHITTLESEY
- WISBECH

THE MAIN TOWNSHIP/DISTRICT CENTRES OF CAMBRIDGE AND PETERBOROUGH AS IDENTIFIED IN LOCAL PLANS.

6.14 Policy SP6/1 is designed to protect established centres from loss of vitality and viability due to over-provision elsewhere, particularly in off-centre locations. This is necessary to maintain an adequate range of goods and facilities in locations accessible to all the population. Strong centres are also required to provide efficient and environmentally sustainable services to surrounding urban areas, and their rural catchments.

6.15 Local planning authorities should identify the characteristics and qualities of established centres and assess the potential strengths and weaknesses of their retail functions. Important considerations will be capacity for growth, impact of traffic, availability of public transport and proximity of housing and employment areas.

6.16 The local planning authorities will require major proposals to be accompanied by an assessment of retail impact on relevant centres. Proposals will be assessed in accordance with criteria given in PPG6 (1993). The benefits of the development must be weighted against possible economic, social and environmental impacts. The adverse effects of new facilities on existing local centres and village shops will also be a relevant consideration. There will be a presumption in favour of developments in the smaller towns (subject to locational criteria in SP6/3 and SP6/5, and environmental capacity) as this will help to retain their attractiveness as retail centres. It should be noted that local planning authorities are required to consult the Secretary of State on all proposals in excess of 20,000 sq.m. (215,000 sq.ft.) gross shopping floorspace, or on smaller proposals which cumulatively with other nearby developments would be greater than 20,000 sq.m. (215,000 sq.ft.) (*PPG6 Annex D*).

6.17 "Warehouse clubs" and "factory outlets" are new forms of retailing recently identified in the United Kingdom. Warehouse Clubs are businesses which specialise in the bulk sales of reduced priced, quality goods, usually located outside town centres. Although access is limited to subscribing customers, they may have large car parking areas. Factors Outlets are groups of shops specialising in selling seconds or end-of-line goods, usually located away from town centres. These developments which may have implications similar to other forms of retailing, including impact on town centres, should be treated on a similar policy basis. They will, therefore, be considered under Policy SP6/1, and depending on the nature of the proposal will also be considered in relation to other relevant shopping policies (e.g. SP6/5). The use of conditions to ensure that the characteristics of these developments do not change and divert trade from existing town centres may be appropriate.

6.18 Detailed policies for Cambridge and Peterborough are set out in the relevant District Chapters. It should be noted that the proposed shopping centre in Peterborough Southern Township is protected by Policy SP15/4.

Policy SP6/2 THE LOCAL PLANNING AUTHORITIES WILL SUPPORT THE COMMERCIAL LIFE OF ESTABLISHED CENTRES BY IMPROVING THEIR ENVIRONMENT AND ACCESSIBILITY, ESPECIALLY BY MODES OTHER THAN THE CAR.

6.19 Positive improvements and management of town centres will be needed to maintain their competitiveness and vitality. A comprehensive approach should be preferred. This will take into account the wide range of factors which influence the attractiveness of centres - transport and parking facilities, quality of the pedestrian environment, building conservation, townscape/landscaping, business development and tourist facilities.

6.20 Maintaining accessibility to town centres will be a vital component of success. Local authorities will need to ensure that an appropriate balance is struck between providing for private cars and facilitating more environmentally sustainable travel modes, such as public transport, walking and cycling. Within central areas these modes should normally be given a degree of priority over the car. Where the quality of the urban environment strictly limits provision for central car parking, park and ride options from the edge of town may be considered.

Retail Development and Travel Needs

6.21 All retail development will be subject to Policy SP3/5 which favours locations giving ease of access by public transport, cyclists and pedestrians. Where there is sufficient retail demand, suitable sites for such development which maximise accessibility by modes other than the car should be identified in Local Plans.

Convenience Shopping

Policy SP6/3

MAJOR CONVENIENCE SHOPPING DEVELOPMENTS (1,400 SQ.M./15,000 SQ.FT. AND OVER SALES FLOORSPACE) SHOULD BE LOCATED:

WITHIN OR ADJACENT TO THE ESTABLISHED CENTRES LISTED IN POLICY SP6/1;

EXCEPTIONALLY IN CAMBRIDGE CITY AT OTHER LOCATIONS WITHIN THE URBAN AREA CONSISTENT WITH POLICY SP3/5 (ii); AND

WITHIN THE SHOPPING CENTRE PLANNED FOR PETERBOROUGH SOUTHERN TOWNSHIP (see Policy SP15/4).

6.22 The location of a good range of convenience shopping facilities within or adjacent to town centres is essential for maintaining the vitality of those centres, and for the achievement of sustainable development. Such locations are likely to be well served by public transport and are more accessible for those without use of a car. This is an important consideration for the less mobile, for disabled people and those who wish to walk or cycle. Central location of retail facilities enables multi-purpose trips and the combined purchase of durable and convenience goods. This helps to reduce the number and length of journeys undertaken in connection with shopping. Where central area traffic congestion or lack of suitable space is a problem, edge-of-centre sites that enable parking and easy accessibility to the centre may provide the best solution (see PPG6 (1993) paragraph 35).

6.23 Although population growth in the County will lead to some increased demand for additional facilities, per capita expenditure increases on food and convenience goods are likely to be limited. Therefore, the scope for additional superstore developments will not be great, and off centre provision could post a significant threat to existing centres.

6.24 Suitable locations for the development of new foodstores may not exist within Cambridge City Centre (see Policy SP18/18). Convenience shopping developments may therefore be considered at other locations in the urban area where they enable easy access by public transport, cyclists and pedestrians. The provision of Park and Ride sites may be encouraged in connection with the development of major convenience stores in appropriate locations.

6.25 The New Southern Township of 5,200 dwellings planned at Peterborough will require major convenience development within the township centre.

6.26 The location of large convenience stores on land designated for other uses will not be encouraged, especially industrial land or open space. Stores which attract large numbers of shoppers in cars should be avoided in areas which generate other types of vehicular traffic and where they are likely to add to the number of and length of car trips.

Local Shopping

Policy SP6/4 THE LOCAL PLANNING AUTHORITIES WILL NORMALLY ENCOURAGE AND PERMIT THE PROVISION OF LOCAL SHOPPING FACILITIES FOR NEW HOUSING AREAS OR IN EXISTING AREAS WITH POOR FACILITIES.

6.27 Provision of local shopping centres (suburban and rural) and village shops can help to minimise the need to use the car for shopping and encourages the use of non-motorised forms of travel. Provision of such shopping facilities should be considered in built-up areas which currently lack provision and in areas designated for development. Proposals for new shopping developments under this Policy must be of a scale which is appropriate to a local role and catchment. Estimates of the need for any proposal will be related to the population of the local catchment are served by the facilities and proposals will be assessed with reference to Policy SP6/1.

6.28 The local authorities are rarely able to provide shops but they will allocate sites in local plans, give sympathetic consideration to applications for village and neighbourhood shops, and help ensure favourable conditions for local shopping by supporting, where appropriate, provision of public transport services, the grouping of community facilities and provision of car parking.

Retail Warehouses

Policy SP6/5 **RETAIL WAREHOUSES WILL NORMALLY ONLY BE PERMITTED IN CAMBRIDGE AND PETERBOROUGH AND THE TOWNS LISTED IN POLICY SP6/1. ACCEPTABLE SITES WILL CONFORM TO THE FOLLOWING CRITERIA:**

(i) WITHIN THE BUILT-UP AREA AS IDENTIFIED IN LOCAL PLANS;

(ii) WELL RELATED TO THE URBAN PRIMARY ROAD NETWORK AND ACCESSIBLE BY PUBLIC TRANSPORT AND BY CYCLE;

(iii) DO NOT CREATE LOCAL TRAFFIC DIFFICULTIES;

(iv) DO NOT ADVERSELY AFFECT THE RESIDENTIAL ENVIRONMENT.

IN CAMBRIDGE AND PETERBOROUGH THERE WILL BE A PREFERENCE FOR SCHEMES WITH POTENTIAL FOR GROUPED PROVISION IN RETAIL WAREHOUSE PARKS.

WHERE APPROPRIATE, PLANNING CONDITIONS MAY BE USED TO RESTRICT THE MAIN RANGE OF GOODS SOLD IN ORDER TO ENSURE THAT SUCH DEVELOPMENTS DO NOT SUBSEQUENTLY CHANGE THEIR CHARACTER TO THE DETRIMENT OF THE VITALITY AND VIABILITY OF ESTABLISHED CENTRES.

PROPOSALS WILL BE SUBJECT TO POLICY SP6/1.

6.29 Retail warehouses require relatively large sites. Suitable sites are not often available in established centres, although proximity to such centres is advantageous both in consolidating their retail function and for the convenient access of those using public transport. Where suitable sites are not available within or adjoining established centres, off-centre proposals may be considered, providing they are not of a scale or type which would threaten either the commercial viability of existing centres or the environmental objectives of the Plan, and the proposed location would enable accessibility by public transport and cycle.

6.30 The location of retail warehouses on industrial estates, or land designated for other uses, will not normally be allowed. However, proposals for retail warehouses may be considered acceptable where land for retail development is scarce and other forms of development have not taken place and are no longer required.

6.31 In the sub-regional centres of Cambridge and Peterborough, the existing size and projected growth in volume of retail expenditure may provide some limited scope for off-centre retail warehouse developments trading in several types of durable goods, without excessive impact on the established city centres. The town are more vulnerable to off-centre competition. The availability of comparative durable goods shopping facilities in towns help to maintain the vitality of centres and serves an important function. Local planning authorities will need to consider whether the type and character of the retail warehousing being proposed will impact on the vitality and viability of existing centres. The use of conditions, including restrictions on the range of goods to be sold and/or the prevention of subdivision into a number of smaller units, may be appropriate to ensure that the character of a proposed development does not change over time, as indicated in PPG6 (1993). Such arrangements can also be made in planning obligations. Local Plans should set out clear guidelines and indicate where restrictions on the range of goods may be an appropriate consideration.

6.32 This Policy recognises the role of retail warehouse parks. This type of development has already become established in Cambridge and Peterborough and more specific policies for retail warehousing are given in the District Chapters. Agreements whereby retail use of warehouses is relinquished as operators move to better-quality sites so identified in accordance with Policy SP6/5 will be encouraged.

Out-of-town Shopping

Policy SP6/6 **LARGE-SCALE OUT-OF-TOWN SHOPPING CENTRES WILL NOT BE PERMITTED BEYOND THE OUTER BOUNDARY OF THE CAMBRIDGE GREEN BELT.**

6.33 In recent years there has been pressure for the development of large-scale shopping centres, with many in out-f-town locations. Out-of-town proposals are often greater in size than the shopping areas to be found in many of the existing market towns within the County. Such developments can cause severe loss of trade to

established centres. They are also likely to have a major impact on the neighbouring countryside and to be less conducive to access by means other than the private car. Development of large-scale out-of-town shopping centres is therefore likely to be contrary to the aims of the shopping policies and the environmental objectives of the Plan.

6.34 It is accepted that significant new floorspace will be required within the Plan period for the Cambridge Area to help relieve congestion and cater for future demand. It is recognised that there are few opportunities for large-scale development or re-development in the central area of Cambridge (*see Policy SP18/19*). The preference is for large-scale retail expansion to take place on the Cambridge Northern Fringe, within the inner boundary of the Green Belt (*see Policy SP18/8 and paragraph 18.40*).

6.35 The Market Towns primarily satisfy more local demands and cannot provide the quality and scale of development needed at sub-regional level. However, further development in these towns will help to maintain the vitality and viability of the centres and could reduce the overall need for additional floorspace in Cambridge or other sub-regional centres.





Structure Plan
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7. Transport

Chapter 7 TRANSPORT

7.1 The Structure Plan transport policies are concerned with facilitating the movement of people and goods in the most energy efficient and environmentally acceptable way. They complement the land-use policies which seek to minimise unnecessary travel by locating related activities in convenient juxtaposition.

7.2 The transport policies have been revised in the light of important developments in Government policy guidance. The publication of the White Paper *This Common Inheritance* in 1990, followed by *Sustainable Development: the UK Strategy* in 1994, highlighted the contribution of traffic to air pollution and global warming, and underlined the adverse effects of traffic on the amenity of towns and villages. More detailed interim advice is given in PPG12 *Development Plans and Regional Planning Guidance (1992)*, particularly:

- new development should be located where the need to travel is minimised and where the use of public transport, walking and cycling are facilitated;
- there should be a balance package of measures for traffic management, to remove unnecessary traffic from towns and villages, and to improve routes best suited to relieve congestion.

This advice has been augmented by the publication of PPG13 *Transport (1994)* which provides guidance for the preparation of land use policies and transport programmes which will help to:

- reduce growth in the length and number of motorised journeys;
- encourage alternative means of travel which have less environmental impact; and hence
- reduce reliance on the private car.

7.3 In *This Common Inheritance* the widening of car ownership, as an important aspect of personal freedom and choice is welcomed. The speed and flexibility that motoring brings to business travel, which in turn is vital for the economy, is also recognised. Therefore, appropriate provision for private road travel is still to be made.

7.4 However, it is widely acknowledged that there is no possibility of increasing the supply of road space to a level which would meet unrestrained growth in demand in the longer term. Department of Transport forecasts of traffic growth nationally (April 1989) suggested a 61% - 98% growth in traffic levels between 1993 and 2025. Quite apart from the effect of this level of growth on global warming, the environmental impact on particular localities would clearly be unacceptable. As traffic growth in Cambridgeshire is consistently above the national average, the impact could be particularly severe. Therefore, there is a need to manage demand to make effective and environmentally acceptable use of existing and planned transport infrastructure, and to consider carefully the priorities for any future improvements (see *"Towards an Environmentally Sustainable Transport Policy"* published by the Association of County Councils in 1991).

7.5 The Regional framework for the Structure Plan transport policies is set by RPG6 *Regional Planning Guidance for East Anglia (1991)*. The overall objective for the Region, that of achieving environmentally sustainable growth, is of particular significance for transportation. The Regional Guidance therefore reiterates relevant aspects of national guidance including the relief of congestion, minimising demand through careful planning, and promoting a choice of non-road transport modes. The importance of co-ordinating Trunk and County road improvements to remove through traffic, facilitating the implementation of traffic management and traffic calming measures, is emphasised. The effect of Trunk Road improvements on the landscape is to be minimised by careful choice of routes and attention to landscaping. The importance of rail links in the Region is acknowledged, particularly to London and international airports.

7.6 The main transport links from the Region run to the south (London) and the west. East Anglia is also a gateway to Europe. The Regional Planning Guidance states that the main justification for improvements in transport infrastructure is the increase in demand for the movement of goods and people, both between East Anglia and elsewhere, and internally within the region. The County Council recognises that much of the increase, which is well above the national average, is inevitable, and that congestion and accident levels on many of the most strategic road links are already unacceptable. It is vital that improvements already planned are carried out in good time.

7.7 The Regional Planning Guidance also makes it clear that increased accessibility to the more remote parts of the Region brought about by improvements to transport infrastructure will play a key role in implementing the development framework. In particular, it will assist in achieving a degree of dispersal from the south and west of the Region towards the north and east. Progress in this direction may be affected by the subsequent deletion or deferment of schemes from the Trunk Road Programme.

7.8 The County Council's response to the new policy framework set by the Government is reflected in the guiding principle for transport policies (*Guiding Principle 6 in Chapter 2*).

Recent Trends and Problems

7.9 Trends which have particular significance for Cambridgeshire can be summarised as follows:

- rapid population and economic growth in the County has led to rapid growth in car usage and increased commercial traffic;
- public transport systems remain concentrated on the main urban areas and inter-urban routes, and rider-ship does not appear to have increased in line with the population growth;
- overloading on many of the County's major routes (such as the A1, A11, A14, A428 and A47) and the need for their upgrading (although improvements have been made there are still many sections of road where accidents, environmental problems and delays to traffic are unacceptable);
- greater public concern about the environmental effects of traffic on the environment has led to calls for more demand management and the promotion of public transport, particularly in the towns and cities, but also for more town and village bypasses;
- the need to reduce energy consumption and pollution is also giving impetus to more energy-efficiency forms of transport;
- continuing growth beyond Cambridgeshire, such as the development of Stansted Airport and the improving links between the Midlands and the East Coast Ports are also adding to the transport pressures within the County;
- restrictions on public expenditure underlines the need to establish strict priorities for transport spending, the fullest possible use of existing road system rather than new road building, and policies to prevent the unnecessary growth in traffic.

Forecasts

7.10 Population and economic growth factors have combined to produce average annual traffic increases throughout the 1980s on the inter-urban road network of 6.7%, considerably higher than the national average of 4%. Since 1989 traffic growth has slowed considerably as a result of the economic recession. However, there are serious congestion points requiring attention now. Congestion and associated traffic conflicts have been identified as a major problem in Cambridge. It is estimated that the overall level of traffic throughout the County will increase by 45% - 65% over the Plan period (1991 - 2006) in comparison with forecast national growth of 30% - 50%.

7.11 Against this overall picture of growth, the County Council place particular importance on the promotion of road safety through improvement, maintenance, training, publicity and enforcement. During the early 1990s the annual total of road accident casualties reduced significantly. The Council has approved a *Road Safety Plan (1995)* which incorporates a comprehensive strategy for the reduction of casualties and will develop new targets for further reductions by the year 2000.

Objectives

7.12 The objectives of the transport policies are:

- (i) to maximise accessibility and convenience for those who need to travel, subject to the sustainability of the environment, locally and globally;**
- (ii) to promote safety and reduce accidents on all parts of the road network;**
- (iii) to minimise the need to travel when planning new development;**
- (iv) to enable the energy efficient transport of goods and people;**
- (v) to reduce the growth of car use;**
- (vi) to promote walking, cycling and public transport;**
- (vii) to promote the safety and amenity of areas where pedestrians should have priority;**
- (viii) to ensure provision for people with special mobility needs;**
- (ix) to reduce congestion and minimise pollution;**
- (x) to support the strategy for promoting economic development in the north and east of the County; and**
- (xi) to plan and execute improvements to transport infrastructure in harmony with the urban and rural environment.**

Transport Policies

The Highway System

Policy SP7/1 DEMAND MANAGEMENT THROUGH TRAFFIC MANAGEMENT MEASURES (INCLUDING PROVISION FOR PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS) AND EFFECTIVE MAINTENANCE WILL BE UNDERTAKEN TO MAKE THE BEST USE OF THE CAPACITY OF THE EXISTING HIGHWAY NETWORK, TAKING INTO ACCOUNT SAFETY, ENVIRONMENTAL, ENERGY CONSERVATION AND SOCIAL CONSIDERATIONS.

RESOURCES WILL ONLY BE ALLOCATED FOR MAJOR ROAD IMPROVEMENTS WHERE OPPORTUNITIES FOR UTILISING EXISTING CAPACITY, OR FOR MINOR UPGRADING WORKS ARE CLEARLY INADEQUATE TO MEET IDENTIFIED TRANSPORT NEEDS.

7.13 To fulfil the aims of PPG's 12 and 13 and the objectives of the transport policies, demand management measures are seen as fundamental to strategic transport policy, in order to encourage more sustainable and environmentally acceptable patterns of travel which also will make the best use of available highway capacity. Some improvements are, however, required where rapid growth of traffic has resulted in sections of the highway network operating greatly above capacity and significant reductions cannot realistically be achieved.

Policy SP7/2 AN INTER-URBAN ROUTE HIERARCHY CONSISTING OF TRUNK ROUTES, COUNTY PRIMARY ROUTES, DISTRIBUTOR ROADS AND ACCESS ROADS WILL BE USED TO ASSIST IN DECISIONS ON PRIORITIES FOR IMPROVEMENT AND MAINTENANCE OF ROADS OUTSIDE TOWNS. THE FOLLOWING ROADS FORM THE TRUNK ROUTES AND COUNTY PRIMARY ROUTES OF THE INTER-URBAN ROUTE HIERARCHY:

- TRUNK ROUTES: M11, A1, A10, A11, A14 (formerly A604 west of Cambridge & A45 east of Cambridge), A43, A428 (formerly A45 west of Cambridge), A47

- COUNTY PRIMARY ROUTES: A15 (NORTH OF A47 AT PETERBOROUGH), A141, A142, A505, A605 (WEST OF A1), A1101 (NORTH OF A47 AT WISBECH), A1139 (FLETTON/FRANK PERKINS PARKWAY), A1303 MADINGLEY TO M11.

7.14 The first two categories of the hierarchy are shown in the Key Diagram. The functions of the different levels of the inter-urban hierarchy are described below:

- (i) **Trunk Routes** comprising motorways and trunk roads, which link together major centres of population and industry, and are the responsibility of the Department of Transport;
- (ii) **County Primary Routes** of regional importance, link towns together and to the trunk routes - this category comprises the most important County roads, which carry a significant proportion of inter-urban traffic;
- (iii) **Distributor Roads** provide an infilling of "spine" roads between Trunk and County Primary Routes, and provide the main accesses to some Market Towns and groups of villages;
- (iv) **Access Roads** (all other roads) comprise about 86% of the total road mileage in the County and include access roads to small communities, isolated properties and farmland.

7.15 The network of major roads in the County which are regarded as of more than local importance, comprises Trunk Routes, County Primary Routes and selected Distributor Roads (*see Figure 1*). The selected Distributor Roads include the A1073, A605 Peterborough to A141, B1040/B1095 Peterborough/Ramsey/Warboys, A1101, A1123/B1381 Huntingdon to Sutton, A1096, A1307/A604 south of Cambridge, A15 Norman Cross to Peterborough, A1198, A603/B1042, A1421 (A10 - A142 when improved).

Policy SP7/3 URBAN ROUTE HIERARCHIES FOR PETERBOROUGH, CAMBRIDGE AND THE MARKET TOWNS AS APPROPRIATE WILL BE DEFINED IN LOCAL PLANS, IN AGREEMENT WITH THE HIGHWAY AUTHORITY, AS A BASIS FOR DEVELOPMENT CONTROL, TRAFFIC MANAGEMENT AND INVESTMENT IN TRANSPORT INFRASTRUCTURE.

7.16 Within the main urban areas, route hierarchies should provide the framework for the allocation of capital and revenue resources. They allow for the concentration of through and cross-town traffic and onto the higher categories of route, and for measures to be taken to reduce the environmental problems caused by non-essential traffic in residential or commercial areas, including noise and air pollution. The hierarchy for urban areas will be compatible with inter-urban routes (*see Policy SP.2*) and will include Trunk Routes, Urban Primary Roads, Distributor Roads and Access Roads.

Policy SP7/4 DIRECT ACCESS FROM NEW DEVELOPMENTS WILL NOT NORMALLY BE PERMITTED ONTO THE PRIMARY ROUTE NETWORK (TRUNK ROUTES AND COUNTY PRIMARY ROUTES).

7.17 The main function of the primary route network is to carry medium or long distance traffic and, in order to minimise accidents and congestion, direct accesses from new developments will not normally be permitted. Where large scale developments require easy access to the primary route network, adequate provision must be made for suitable junction arrangements.

7.18 The County Council will look to developers to meet their full obligations by seeking to ensure that they fund the cost of measures to ameliorate the transport impact of their projects (*see Policy SP8/1*). The County Council will seek appropriate contributions to all elements of the transport network, including facilities for pedestrians, cyclists, public transport and road users.

Public Transport

7.19 There is a continuing need in all parts of the County for public transport to provide mobility for people without the use of cars. In the large urban areas where road space and parking facilities are limited, buses offer an alternative, and more energy efficient mode of transport, especially for peak-hour travellers. Public transport can also make a contribution towards improved air quality, particularly where it is fully utilised. In the rural areas, transport problems are typical of most rural counties, where increasing car ownership and rising fares have led to a reduction in public transport. Although car ownership is high in rural areas and there has

been an increase in two-car households, many one-car households use it for the journey to work, leaving the remainder of the household without a car during the working day. Loss of services from rural areas has increased the difficulties of rural dwellers without cars. Rail transport is an important mode for longer distance journeys, and also for some shorter journeys into the major urban areas.

7.20 Although car ownership will continue to increase, it will still be necessary to provide services to meet the needs of those without access to private cars. For instance, the 1991 Census showed that there were over 61,000 households in the County with no car (24.1% of the total) and, although the percentage of households has fallen from 29.8% in the 1981 Census, the total number has not changed significantly. The County Council will continue, therefore, to play an important role through support and co-ordination of public transport in whatever form is most appropriate, whether it is bus, guided bus, rail services and infrastructure or community transport schemes in rural areas.

7.21 The *Transport Act 1985* requires private operators to specify those services which they intend to operate on a commercial basis. As many services operate at a loss, particularly in rural areas, their continuation depends on public subsidy. Through its powers to offer tenders for such services or groups of services, the County Council will seek to maintain services for which there is a social need throughout the County. The County Council produces a public transport strategy which is regularly reviewed and the subject of public consultation.

7.22 The policies below are intended to provide impetus to increase use of public transport as a means of increasing accessibility, reducing congestion, widening choice of movement, achieving greater energy efficiency in transport, and reducing pollution.

Policy SP7/5

MEASURES WILL BE TAKEN TO SUPPORT AND ENHANCE BUS AND RAIL TRANSPORT, INCLUDING INTERCHANGE FACILITIES, WHICH WILL:

- a) IMPROVE ACCESSIBILITY;**
- b) INCREASE CHOICE OF TRAVEL;**
- c) REDUCE ENERGY CONSUMPTION AND ATMOSPHERIC POLLUTION, AND OTHERWISE BRING ABOUT ENVIRONMENTAL IMPROVEMENTS;**
- d) IMPROVE ROAD SAFETY;**
- e) RESULT IN SAVINGS IN JOURNEY TIMES; AND**
- f) SUPPORT POLICIES FOR DEVELOPMENT, INCLUDING PUBLIC TRANSPORT PROVISION NEEDED AS PART OF DEVELOPMENT RELATED PLANNING OBLIGATIONS (see Policy SP8/1)**

THE LOCAL AUTHORITIES WILL INVESTIGATE AND SUPPORT, SUBJECT TO THE AVAILABILITY OF FINANCIAL RESOURCES AND THE RESULTS OF PROFESSIONAL APPRAISALS, THE FOLLOWING MEASURES:

- (i) BETTER AND MORE INTENSIVE USE OF THE EXISTING RAIL NETWORK BY THE REOPENING OF RAILWAY STATIONS INCLUDING THOSE AT CHERRY HINTON, FULBORN, SOHAM AND THE OPENING OF NEW RAILWAY STATIONS, INCLUDING LONG ROAD AND THE NORTHERN FRINGE (CAMBRIDGE) AND WERRINGTON AND THE SOUTHERN TOWNSHIP PETERBOROUGH);**
- (ii) ALL OPTIONS FOR THE RE-USE OF DISUSED RAILWAY LINES AND TRACK BEDS INCLUDING GUIDED BUSWAYS TO SERVE CAMBRIDGE AND IN PARTICULAR THE CAMBRIDGE TO ST IVES AND NEWMARKET TO SOHAM LINKS;**
- (iii) IMPROVED PUBLIC TRANSPORT FACILITIES FOR TRAVEL TO WORK FROM RURAL AREAS, PARTICULARLY FROM FENLAND AND EAST CAMBRIDGESHIRE TO PETERBOROUGH AND CAMBRIDGE;**
- (iv) NEW BUS SERVICES INCLUDING PROVISION OF MISSING LINK SERVICES;**

(v) BUS PRIORITY MEASURES IN URBAN AREAS; AND**(vi) PARK AND RIDE SCHEMES.**

7.23 Within the larger towns, and on major inter-urban routes, public transport offers the most efficient and environmentally acceptable means of moving large numbers of people whose journeys coincide in time, origin and destination. The County Council is committed to improving provision of these services, and also public transport from rural areas to the main centres of employment. Therefore, taking into account local circumstances and needs, particular attention will be given to the measures set out in Policy SP7/5.

7.24 The County Council will encourage and support initiatives to re-open, or extend the rail network where environmental benefits accrue and an acceptable level of patronage is forecast. Any reduction in rail services, or in the size of the rail network, will generally be opposed.

7.25 Assistance can be given to the operation of buses in urban areas through the provision of bus lanes on selected routes and innovative measures, such as bus gates and selective vehicle detection on approach to traffic lights.

7.26 Peak hour and market day bus services are essential links in rural areas, although rail links also perform an important role, serving those towns and villages through which they pass. In parts of the County where housing growth has not been matched by increases in employment, improved public transport facilities to main employment centres will be investigated and developed, as will services to fill "gaps" in the bus network where no services currently exist and a demand is identified.

7.27 Park and ride provision is particularly helpful on the edge of congested urban areas, where the ability to transfer from car to bus can improve the city environment, reduce harmful emissions and provide a more effective urban transport system. Currently, schemes are being developed to augment the two existing services in Cambridge, but may also be considered elsewhere in the County.

7.28 New development is expected to be closely related to the public transport network (*see Policy SP3/5*). This will help to support the public transport network and energy efficient patterns of development.

Policy SP7/6

PRIORITY IN THE MAINTENANCE OF BUS SERVICES WILL BE TO RETAIN AND IMPROVE THE EXISTING NETWORK IN THE FOLLOWING ORDER:

(i) ESSENTIAL LINKS TO MAIN CENTRES AND MARKET TOWNS FROM SURROUNDING RURAL SETTLEMENTS (*see Policy SP3/1*);

(ii) LINKS FROM RESIDENTIAL AREAS TO PLACES OF EMPLOYMENT;

(iii) LINKS FROM RESIDENTIAL AREAS TO SHOPPING, HEALTH, EDUCATION, RECREATION AND OTHER FACILITIES;

(iv) OTHER SERVICES FOR WHICH THERE IS A PROVEN NEED AND NO MORE EFFECTIVE ALTERNATIVE FORM OF PROVISION;

THE DETAILED ASSESSMENT OF PRIORITY WILL, HOWEVER, TAKE

INTO ACCOUNT:

(a) CRITERIA RELATING SERVICE LEVELS TO SETTLEMENT POPULATION AND CHARACTERISTICS. IN PARTICULAR, EVERY EFFORT WILL BE MADE TO MAINTAIN A GOOD STANDARD OF SERVICES TO THE RURAL GROWTH LOCATIONS IDENTIFIED IN LOCAL PLANS (*see Policies SP3/2 and SP3/3*);

(b) THE SOCIAL NEED FOR THE SERVICE;

(c) USE OF THE SERVICE AND ITS COST TO THE COUNTY COUNCIL;

(d) OPERATING CONSTRAINTS AND IMPLICATIONS FOR OTHER LOCAL SERVICES;

(e) THE FINANCIAL AND ENVIRONMENTAL IMPLICATIONS OF DIVERTING PASSENGERS TO OTHER MODES OF TRANSPORT.

7.29 This policy will complement the settlement policies in rural areas and, in conjunction with the District Councils' Local Plans, indicates those places where special efforts will be made to maintain and improve reasonable levels of public transport.

7.30 The County Council will seek to minimise disruption to the network by maintaining the existing pattern of service. However, where changes are inevitable, and when opportunities arise to give more positive consideration to the development of the network, the priorities stated in this policy will be followed.

7.31 It is assumed that commercial interests will ensure that maintenance of key inter-urban and urban services. These services are important to the economy of the County in catering for most of the public transport journeys to work and to shop. Should such services come under threat the County Council would consider it to be an overriding priority that they should be supported. However, the policy concentrates on priorities for services more likely to be at risk. These are primarily rural services, but could also apply to urban services in the main centres or Market Towns.

7.32 In considering the levels of service appropriate to any settlement, population level will be an important factor. However, other factors, including the location of the settlement, the particular needs of the elderly and the young, and the other relevant criteria listed in (a) to (e) will also be taken into account.

7.33 The County Council will encourage and support the provision of non-conventional and innovatory services, both financially and by giving advice, to complement conventional services where practicable. Local initiative will be encouraged and local communities will be involved as closely as possible in the preparation and running of experimental schemes.

Cyclists

Policy SP7/7 PROVISION WILL BE MADE FOR SAFE AND CONVENIENT CYCLING WHERE SCHEMES CAN BE JUSTIFIED BY THE LIKELY LEVEL OF USE AND/OR THE LIKELY LEVEL OF ACCIDENT PREVENTION.

7.34 Cycling is an important mode of transport and means of reducing congestion and pollution. Its importance has been recognised in both Cambridge and Peterborough, and the County Council has been introducing measures to encourage use, and improve safety and convenience. In Peterborough, the provision of a comprehensive system of cycleways will continue with the development of the Southern Township. In Cambridge, where cycling has long been popular for those working or studying at the Universities, as well as for other City residents, the numbers of accidents to cyclists remain worrying. Cyclists are, therefore, given particular attention in traffic management schemes (*see Policy SP7/10*). Where suitable opportunities arise, cycle facilities will be incorporated into road and junction improvement schemes. New developments will be expected to incorporate provision for cyclists where appropriate, and more detailed proposals will be set out in Local Plans.

7.35 In addition to cycling within urban areas, cycleways from villages to secondary schools, and from villages into nearby towns, are also recognised as playing an important role in improving accessibility for those making short journeys. Policy SP13/4 includes provision for recreational cycle routes in rural areas.

7.36 The County Council is developing a separate cycling strategy, designed to promote more cycling in both urban and rural areas.

Pedestrians

Policy SP7/8 HIGH PRIORITY WILL BE GIVEN TO MEASURES TO IMPROVE PEDESTRIAN SAFETY AND CONVENIENCE WHERE THERE ARE EXISTING CONFLICTS WITH OTHER FORMS OF TRAFFIC, AND WHERE NEW DEVELOPMENTS ARE PROPOSED.

7.37 Whilst pedestrianisation schemes are most closely associated with urban areas (see *Policy SP7/10*), pedestrian safety should be a major consideration wherever there is a risk of conflict with other forms of traffic. This can be particularly important at traffic junctions, whether in urban or rural locations. More detailed policies will be included in Local Plans.

Special Mobility Needs

***Policy SP7/9* PROVISION WILL BE MADE FOR THOSE WITH SPECIAL MOBILITY NEEDS, INCLUDING THE ELDERLY AND DISABLED, PARTICULARLY IN THE CENTRAL AREAS OF CITIES AND TOWNS, AND IN THE DESIGN OF NEW DEVELOPMENTS.**

7.38 Conventional provision for pedestrians and visitors in town centres, presents special problems for the disabled, and other less mobile people. Attention will therefore be given to facilities and surface treatments which will ensure that there is no discrimination against the disabled. Tactile surfacing, ramps as an alternative to steps, and disabled car parking are all measures which will be considered. Special public transport services for the less mobile have been introduced in West Huntingdonshire and the scope for extending this initiative into other areas will be reviewed.

Urban Traffic Management and Parking

***Policy SP7/10* IN URBAN AREAS, PRIORITY WILL BE GIVEN TO TRAFFIC MANAGEMENT MEASURES AS A PRINCIPAL MEANS OF IMPROVING SAFETY AND THE CAPACITY OF THE ROAD NETWORK, PARTICULARLY WHERE THIS ENCOURAGES TRAVEL OTHER THAN BY CAR, TAKING ENVIRONMENTAL CONSIDERATIONS FULLY INTO ACCOUNT.**

TRAFFIC MANAGEMENT WILL BE INTRODUCED TO INHIBIT THROUGH MOVEMENT OF EXTRANEOUS TRAFFIC THROUGH THE MAIN SHOPPING CENTRES AND WITHIN RESIDENTIAL AREAS.

WITHIN THE CENTRAL AREAS OF TOWNS AND CITIES PRIORITY WILL BE GIVEN TO THE NEEDS OF PEDESTRIANS AND CYCLISTS. ACCESS BY PUBLIC TRANSPORT TO CENTRAL AREAS WILL BE MAINTAINED, OR IMPROVED WHERE POSSIBLE.

7.39 Traffic management measures are invaluable tools which can be used to improve pedestrian or cyclist safety and to discourage traffic movements in environmentally sensitive areas. Noise and air pollution are problems which may need to be addressed by traffic management in urban areas. Traffic management can also be used in a complementary way to increase road capacity in less sensitive areas. Widening or other measures on radial roads may be needed to assist public transport and cyclists on selected routes. Road building may be considered if it can be shown to be the most acceptable means of facilitating development and managing the demand for road space. It will, however, be necessary to give careful consideration to the environmental effects on routes proposed and, where possible, bring about environmental improvements.

7.40 In a number of residential areas environmental problems can be caused by traffic passing through to avoid traffic congestion on the main network or seeking shorter routes. Where necessary, appropriate traffic management measures will be introduced. Problem areas may be identified in Local Plans.

7.41 The central areas of Cambridge and Peterborough both have pedestrian zones to improve safety and the environment. These may be extended where there are pedestrian benefits and servicing remains practicable. Pedestrian and cycle priority will also be considered in the Market Towns.

***Policy SP7/11* ANY ROAD WORKS OR TRAFFIC MANAGEMENT MEASURES IN URBAN AREAS WILL BE PLANNED, DESIGNED AND EXECUTED TO MINIMISE ADVERSE EFFECTS ON THE URBAN ENVIRONMENT, AND WILL BE CO-ORDINATED POSITIVELY WITH ANY SCHEMES FOR URBAN REGENERATION, RENEWAL OR IMPROVEMENT.**

7.42 Traffic management measures and road improvements in urban areas inevitably have an effect on the street scene. It is important that this makes a positive rather than negative contribution to the townscape, and supports rather than undermines the commercial attraction of town centres. For example, new signs and street furniture should normally be kept to a minimum, and new surfaces should be sympathetic to their surroundings. Ideally, traffic management and other transport improvements should be incorporated within wider schemes to enhance the attraction of urban areas. All traffic management and road improvement schemes in urban areas will be pursued in close consultation with District Councils and other agencies concerned with urban conservation, tourism or business activities.

Policy SP7/12

IN PETERBOROUGH AND THE MARKET TOWNS THE LOCAL PLANNING AUTHORITIES WILL SEEK THE PROVISION OF ADEQUATE OFF-STREET PARKING FACILITIES ADJACENT TO THE CENTRAL AREAS ONLY AS NECESSARY TO SUPPORT THE COMMERCIAL ROLE OF THOSE CENTRES AND SUBJECT TO ANY OVERRIDING ENVIRONMENTAL CONSIDERATIONS. PRIORITY WILL BE GIVEN TO SHORT STAY USERS (*The parking policy for Cambridge is included in Policy SP18/9*).

7.43 Off-street parking facilities may be needed to help support the commercial viability of town centres and to reduce congestion by allowing the removal of on-street parking. However, provision should not reach a level where unnecessary car trips into the centres are encouraged, or where unacceptable levels of congestion or environmental damage will result. Generally, such provision is likely to be met in surface level car parks, rather than costly multi-storey structures. Provision will be made in a manner which complements traffic management arrangements for each town, for example access to car parks will avoid routes which are environmentally sensitive. Where there is a shortage of parking space, the first priority will be to provide for shoppers and other short-stay needs, and this will be reflected in charging policies. Under current arrangements District Councils provide and manage off-street parking. This Policy is appropriate for Peterborough and the Market Towns listed in Policy SP3/1. However, the transport difficulties of Cambridge require a different approach, set out in Policy SP18/9.

Movement of Goods**Policy SP7/13**

PROVISION WILL CONTINUE TO BE MADE FOR THE EFFICIENT MOVEMENT OF HEAVY GOODS VEHICLES THROUGH THE COUNTY ON PRIMARY AND DISTRIBUTOR ROUTES WITH MINIMUM ENVIRONMENTAL DISRUPTION. IMPROVEMENTS WILL BE MADE TO THOSE ROUTES MOST LIKELY TO INCREASE THE EFFICIENCY OF HEAVY GOODS MOVEMENTS AND TO MINIMISE FURTHER ANY ADVERSE ENVIRONMENTAL IMPACT.

PROVISION SHOULD BE MADE IN LOCAL PLANS FOR TRANSHIPMENT DEPOTS AND LORRY PARKS WITH ASSOCIATED ACCOMMODATION AND CATERING FACILITIES, SUBJECT TO CAREFUL CONSIDERATION OF THE IMPACT ON THE ENVIRONMENT.

7.44 The route hierarchy, particularly Trunk, County Primary and Distributor Roads, will provide the basis for lorry routes. The generally high standard of these routes offer easier or faster movement than alternatives. This will attract commercial vehicles and ease the problem of heavy goods vehicles passing through environmentally sensitive areas. Care will be taken to protect these strategic routes and to maintain their safety and capacity through improvements, traffic management measures and minimising direct access to development. In conjunction with the lorry route network, weight restrictions will be used to prevent heavy lorries travelling through sensitive areas between surrounding links of the lorry network. Transhipment centres will be considered in appropriate circumstances.

Policy SP7/14

THE PROVISION OF RAIL DEPOTS AND PRIVATE RAIL SIDINGS FOR THE TRANSHIPMENT OF LONG-DISTANCE BULK FREIGHT WILL BE ENCOURAGED, SUBJECT TO CAREFUL CONSIDERATION OF THE IMPACT ON THE ENVIRONMENT.

7.45 Rail services have a major part to play in the long-distance transporting of goods in bulk (waterway facilities may also be appropriate in certain circumstances). This can help in reducing road accidents, road maintenance costs, and the environmental impact of heavy lorries. Rail depots and private rail sidings at

convenient locations are essential if the proportion of such traffic by rail is to be maintained or increased. This matter will be given considerable weight in considering planning applications, or in supporting applications for grant aid under Section 8 of the *Railways Act 1974* (see also *Policy SP5/8*).

Roads in Rural Areas

Policy SP7/15

ALL ROAD SCHEMES IN RURAL AREAS WILL BE PLANNED, DESIGNED AND EXECUTED TO MINIMISE UNDESIRABLE EFFECTS ON WILDLIFE AND THE LANDSCAPE, AND WILL INCORPORATE TREE PLANTING, LANDSCAPING AND CREATIVE CONSERVATION MEASURES WHERE APPROPRIATE, IN ACCORDANCE WITH POLICIES FOR PROTECTION OF THE COUNTRYSIDE (see Chapter 12).

7.46 The impact on the landscape of highway construction and improvements can be considerable. In order to help assimilate new road works into the landscape and reduce noise, the County Council will provide appropriate planting, landscaping and screening, including the planting of hedgerows where suitable, as part of all road schemes, to protect sites of natural landscape, ecology or cultural value, and will urge the Department of Transport to do likewise on new Trunk Roads.

New Trunk Road Schemes

Policy SP7/16

THE GOVERNMENT'S TRUNK ROAD PROGRAMME AND THEIR ASSOCIATED PRIORITIES COMPRISE:

AGREED START

A1(M) ALCONBURY - PETERBOROUGH (Contract 1)

PRIORITY 1

A1(M) ALCONBURY - PETERBOROUGH (Contract 2)

A10 STRETHAM BYPASS*

A10 LANDBEACH BYPASS**

PRIORITY 2

M11 J14 IMPROVEMENT (h)

A1(M) STAMFORD BYPASS**

A1(M) PETERBOROUGH - STAMFORD**

A1(M) BALDOCK - ALCONBURY**

A14(M) BAR HILL - M1/A1 LINK***

A14 M11 - A10 WIDENING(h)

A14 THRAPSTON - BRAMPTON GRADE SEPARATION

A47 THORNEY BYPASS (h)

A428 CAXTON COMMON - HARDWICK (S278)

LONGER TERM

M11 J9-14 WIDENING

A47 GUYHIRN - WISBECH IMPROVEMENT*

A47 PETERBOROUGH - WEST OF THORNEY IMPROVEMENT*

A47 SUTTON - WEST OF A1*

A428 EATON SOCON - CAXTON COMMON IMPROVEMENT*

THE COUNTY COUNCIL PROPOSES THAT URGENT CONSIDERATION SHOULD BE GIVEN TO THE INCLUSION OF THE A10 HARSTON/ HAUXTON BYPASS IN THE TRUNK ROAD PROGRAMME

*** Schemes withdrawn in the review of the Trunk Road Programme which was announced in November 1995.**

**** Schemes moved to Longer Term Programme (November 1995).**
***** Scheme under review as potential small scale improvement (November 1995).**
(h) Scheme likely to be put on hold (November 1995).

7.47 *Trunk Roads in England 1994 Review* concentrated on improving key strategic routes and aimed to tackle congestion before it reaches a level where it imposes unacceptable environmental and economic costs. However, after the County Council resolved to adopt the Structure Plan, the Government published *Managing the Trunk Road Programme* which withdraws a number of schemes from the 1994 programme as listed in Policy SP17/16. Other schemes have been moved to the Longer Term Programme. Remaining priority schemes are amalgamated in the main programme, but may be reviewed as potential smaller-scale schemes or put on hold for the time being. Resources will not be available in the foreseeable future to take forward longer-term schemes. As the Trunk Road Programme is subject to review from time to time, the Department of Transport should be contacted for the most up-to-date position.

7.48 The A14 Bar Hill to A1/M1 Link improvements may include the investigation of a new route to the south of Huntingdon and Godmanchester subject to the outcome of further review. The A428 Caxton Common - Hardwick scheme reference to "Section 278" refers to the Highways Act 1980 under which this scheme is partly funded by the developer of the new settlement (see Paragraph 3.10) and partly funded by the Department of Transport.

7.49 The County Council wish to see careful consideration of routing and design of all road schemes in order to minimise their environmental impact.

New County Road Schemes

Priorities

Policy SP7/17

PRIORITIES FOR MAJOR ROAD IMPROVEMENTS WILL BE DECIDED ON THE BASIS OF COST EFFECTIVENESS, TAKING ACCOUNT OF THE ROUTE HIERARCHY (AS IN POLICIES SP7/2 AND SP7/3), REDUCTION IN ACCIDENTS, BENEFIT TO ROAD USERS INCLUDING PUBLIC TRANSPORT PASSENGERS, CYCLISTS AND PEDESTRIANS, SAVINGS IN TRAVEL TIME, MAINTENANCE COSTS, RELIEF TO SETTLEMENTS, ENVIRONMENTAL IMPACT AND POLICIES FOR DEVELOPMENT, INCLUDING THE STIMULATION OF ECONOMIC AND EMPLOYMENT GROWTH IN THE NORTH AND EAST.

7.50 Formal Safety Audits are now carried out on all County road and traffic schemes. County Council engineers also carry out safety audits for consulting engineers on Trunk Road Schemes. In addition, information road safety advice is given on many development proposals.

7.51 Environmental appraisal will be included for each route option as part of any scheme, in order to test the environmental acceptability of each route, and to ensure that necessary measures ameliorating environmental impact are incorporated into the design. Relevant considerations in the environmental appraisal will include ecology, landscape, agriculture, drainage and water quality, archaeology and heritage, noise and vibration, air quality, impact on development, community and agricultural severance (including rights of way), recreation and the impact of construction work.

Road Safety

Policy SP7/18

HIGH PRIORITY WILL BE GIVEN TO SPECIFIC MEASURES TO IMPROVE ROAD SAFETY.

7.52 Priorities for expenditure on minor accident remedial and traffic management schemes will be determined on the basis of accident record, level of service and environmental impact. In some instances very low cost accident remedial measures will be appropriate and these will be undertaken in response to identified need. The County Council's *Road Safety Plan (1995)* incorporates a new strategy to develop a road safety alliance embracing the whole County to ensure a permanent improvement in road safety. The Plan also monitors progress on targets and provides for the development of new targets for further reductions in road accident casualties.

County Road Programme**Policy SP7/19A**

THE COUNTY COUNCIL WILL SEEK TO CARRY OUT THE MAJOR SCHEMES SET OUT BELOW DURING THE PERIOD UP TO 2001.

INTER-URBAN PRIMARY:

A15 WERRINGTON - GLINTON
 A142 SOHAM - NEWMARKET (FORDHAM BYPASS)
 A505 ROYSTON BYPASS TO A11
 A1303 MADINGLEY TO M11 (RELATED TO M11 IMPROVEMENTS)

INTER-URBAN DISTRIBUTOR ROADS:

A605 PETERBOROUGH - WHITTLESEY, PHASES I & II (*see Policy SP14/1*)
 A1096 ST IVES TO A14
 A1101 LITTLEPORT - SHIPPEA HILL
 A1123 NEEDINGWORTH BYPASS
 A1123 ST IVES NORTHERN BYPASS
 A1421 A142 TO A10 LINK INCLUDING HADDENHAM AND WILBURTON BYPASSES
 B1040 RAMSEY TO WARBOYS (*See Policy SP16/1*)

CAMBRIDGE:

A1309 MILTON ROAD SCIENCE PARK TO A14 INTERCHANGE¹
 CAMBRIDGE BUS LANES
 MILTON ROAD TO AIRPORT WAY LINK¹
 AIRPORT WAY LINK¹

PETERBOROUGH:

A15 WERRINGTON PARKWAY DUALLING.

¹ Associated with DoT improvements to A14

Policy SP7/19B

FURTHER SCHEMES WILL BE IDENTIFIED IN ACCORDANCE WITH THE COUNTY STRATEGY AND THE POLICIES OF THE STRUCTURE PLAN. ALL SCHEMES WILL BE SUBJECT TO DETERMINATION IN THE LIGHT OF OVERALL COUNTY COUNCIL SERVICE PRIORITIES. THE FOLLOWING SECTIONS OF ROAD WILL BE GIVEN PARTICULAR ATTENTION IN ASSESSMENTS TO BE CARRIED OUT DURING THE PLAN PERIOD:

A604 SOUTH OF CAMBRIDGE
 A605 WHITTLESEY/COATES BYPASS
 A1073 EYE TO COUNTY BOUNDARY
 A1123 BLUNTISHAM, EARITH
 A1198 PAPWORTH EVERARD, CAXTON, KNEESWORTH
 A1301 STAPLEFORD TO SAWSTON
 A1307 CAMBRIDGE BOUNDARY TO BABRAHAM
 B1049 HISTON/IMPINGTON
 B1050 LONGSTANTON/WILLINGHAM
 B1092 YAXLEY/FARCET
 B1381 SUTTON
 ELY SOUTHERN LINK
 ELY NORTHERN LINK (A10 - B1382)
 HUNTINGDON AND ST IVES AREA SCHEMES
 PETERBOROUGH AREA SCHEMES

7.53 Priorities for schemes in the County road programme will be decided in the context of the Medium Term Planning and the Transport Policies and Programme processes. Developer contributions are sought in all appropriate cases, and will be requested where it is considered necessary to advance the programme to support major new development. Schemes which may require developer contributions to bring them forward include the A1198 at Papworth and the B1050 at Longstanton (*see also paragraph 7.54 below*). There are also some local schemes which are not listed in the policies but which may merit inclusion in future Local Plans, such as a relief link for the Babraham Road industrial estate at Sawston. Information relating to the Peterborough and the Huntingdon/St Ives Area Schemes is given in the District Chapters. Proposals for improvement of the A1123 and B1381 shown in Policies SP7/19A and SP7/19B are part of an overall scheme for the east-west route from Ely to Huntingdon. No scheme will be implemented until it has been subject to formal safety audit and environmental assessment.

7.54 At Whittlesey and Ramsey, further planning permissions for housing estates will depend on securing significant road improvements to the A605 and B1040 respectively (*see Policies SP3/1, SP14/1, SP16/1*). Developer contributions may be needed to bring such road schemes forward. The A1303 Madingley and M11 and three of the Cambridge area schemes are dependent on the programming and implementation of trunk road schemes (*see Policy SP7/16*).

Roadside Services

Policy SP7/20

LOCAL PLANS ARE EXPECTED TO IDENTIFY SUITABLE SITES FOR MOTORWAY AND OTHER SERVICE AREAS WHICH ARE:

(i) ADJACENT TO THE ROUTES WHICH ARE TO BE UPGRADED WITHIN THE TRUNK ROAD PROGRAMME, AND COUNTY PRIMARY ROUTES;

(ii) IN CONFORMITY WITH CRITERIA SET DOWN BY THE GOVERNMENT IN THE CASE OF MOTORWAYS, OR ON OTHER ROUTES IN CONFORMITY WITH CRITERIA AGREED WITH THE RELEVANT HIGHWAY AUTHORITY;

(iii) RESTRICTED TO ACTIVITIES DIRECTLY ASSOCIATED WITH THE PROVISION OF ROADSIDE SERVICES, INCLUDING LORRY PARKING (*see Policy SP7/13*) AND DO NOT BECOME LOCATIONS FOR OTHER USES SUCH AS RETAIL OR LEISURE.

(iv) NOT LOCATED WITHIN THE CAMBRIDGE GREEN BELT (*see Policy SP18/3*); AND

(v) OTHERWISE ACCEPTABLE IN ENVIRONMENTAL TERMS AND CONFORM GENERALLY WITH THE OTHER POLICIES OF THE STRUCTURE PLAN.

PREFERENCE WILL BE GIVEN TO PROPOSALS WHICH DRAW TOGETHER CONVENIENTLY AT ONE POINT ROADSIDE SERVICES WHICH WOULD OTHERWISE BE SCATTERED OVER A NUMBER OF LOCATIONS.

7.55 Trunk Routes referred to in Policy SP7/20 include the M11, A1(M), A14(M) A14(T) (east of Cambridge and west of A1) and A47(T). For motorway service areas, support will be conditional on the sites meeting the criteria set by Government for the provision of minimum standards of service for the passing traveller, siting being acceptable in environmental terms and their not becoming focal points of attraction for retail and leisure facilities. Service areas should serve only the needs of motorway users, and should not interfere with the safe flow of traffic. Should a District Council decide not to identify specific sites, it is expected that they will include a policy statement with criteria compatible with Policy SP7/20. When identifying sites in Local Plans or considering planning applications for sites for motorway service areas, the local planning authority will co-operate with adjoining authorities to comply with the latest Government arrangements concerning the advisory 15-mile minimum interval between service areas, bearing in mind the proximity of other facilities. Each proposal must be considered on its merits, in relation to the designation of the proposal site and to development plans. Approval should not be given for a motorway service area within a Green Belt, unless there is no other satisfactory way of making adequate provision.

7.56 Similar conditions should also apply to other service areas for Trunk Roads. Subject to detailed assessment, support may also be given to service facilities for other roads or more than local importance, subsequent to agreement with the County Council as Highway Authority.

Air Transport

7.57 Flying takes place from a number of airfields in the County. Air transport movements on a limited scale are catered for at Cambridge Airport, which is also a base for Marshall's engineering operations. Significant expansion is planned for the international air transport facilities at Stansted Airport in Essex. There are currently no proposals of a strategic nature for airport development in Cambridgeshire (*but see Policy SP16/4 and supporting text in RAF Alconbury, and paragraph 5.29 concerning redundant air bases and other military establishments*).





Chapter 8 COMMUNITY SERVICES AND INFRASTRUCTURE

8.1 This Chapter embraces community services and infrastructure. Community provision, including education, health and social services, is covered in the first section. Water infrastructure and services are dealt with in the second part of the chapter and telecommunications in a final section. Other utilities (electricity, gas and postal services) are not addressed directly in the Structure Plan because it is anticipated that they can respond adequately to the level of development envisaged in the Plan. No strategic problems have been identified. Electricity supplies in the County are provided by Powergen, Eastern Electricity and the East Midlands Electricity Board. Gas supplies are provided by British Gas plc through Eastern Gas (and by EMGAS in some areas). Postal services are the responsibility of the Post Office.

8.2 The local planning authorities will seek to ensure that all public utility installations, including pipelines and cables, are well designed, carefully sited and, where appropriate, landscaped to harmonise with the environment (*Policy SP12/10 and paragraph 12.41*). Telecommunications are covered specifically by *Policy SP8/8*.

Objectives

8.3 The objectives of the community services and infrastructure policies are:

- (i) to ensure that community facilities and essential infrastructure are provided in step with new development;
- (ii) to ensure access to appropriate services for vulnerable groups in new residential accommodation;
- (iii) to conserve water resources and protect water in the environment;
- (iv) to avoid unacceptable flood protection risks.

Community Services

Background

8.4 It is clearly in the public interest that community services should become available in close conjunction with the completion of new development. The provision of facilities to meet the needs of the County is a main aim of the Cambridgeshire Strategy (*see Main Aim 2 in Chapter 2*). However, reductions in public sector funds in recent years have meant that local authorities themselves rarely have the resources to make the capital investment necessary to support new development. Moreover, they are increasingly expected to adopt an enabling and co-ordinating role, rather than one of direct provision. This section therefore explains how community service provision is expected to be made for areas of population growth, and includes policies and guidance relating to contributions from developers.

Development-related Provision

Policy SP8/1 PROVISION SHOULD NORMALLY BE MADE FOR DEVELOPMENT IN LOCAL PLANS WHERE THE COMMUNITY FACILITIES AND INFRASTRUCTURE DIRECTLY RELATED TO THAT DEVELOPMENT ARE, OR CAN BE EXPECTED TO BE, ADEQUATE IN QUANTITY AND QUALITY FOR THAT PURPOSE.

DEVELOPMENT WILL ONLY BE PERMITTED WHERE COMMUNITY FACILITIES AND INFRASTRUCTURE ARE ADEQUATE OR WHERE THERE IS A FIRM UNDERTAKING OR AGREEMENT TO MAKE APPROPRIATE PROVISION.

8.5 The local planning authorities will expect the developers of any proposals requiring new infrastructure or new community facilities (or the expansion of existing facilities), to provide sites and to cover the costs of construction, or contribute to the provision in proportion to the need arising from the scale of the development. This provision may include, for example, roads, footways and cycleways, schools, libraries, sports and leisure facilities, places of worship, open space, public transport, day centres and health centres, and flood protection works (see *Policy SP8/7*) as may be necessary. These requirements will normally be secured by legal agreements, particularly under Section 106 of the *Town and Country Planning Act 1990*, and include arrangements for phasing and financial guarantees. Such agreements should be secured before granting of planning permission. Developer contributions will only be necessary where there will be a shortfall in provision of infrastructure and/or community facilities arising from the proposed development. Guidance on the scope of planning obligations is given in the Department of the Environment Circular 16/91 *Planning Obligations*. The County Council, with the District Councils, will prepare supplementary guidance on developers' contributions for the benefit of the development and construction industry and local planning authorities so that a common understanding is achieved. Consultation with appropriate parties will be undertaken before guidance is issued. If developers should opt for unilateral undertakings, as provided for in the *Planning and Compensation Act 1991*, the local planning authorities will expect them to conform with *Policy SP8/1*.

8.6 Local Plans should make provision for land for schools, for higher education, for places of worship and for other community facilities as indicated in PPG12.

8.7 Provision of affordable housing is dealt with in Chapter 4 (see *Policies SP4/3 and SP4/4*). The need for water-related infrastructure is dealt with in the second part of this chapter.

Education

8.8 The County Council has a statutory duty to secure the provision of primary and secondary education. It is important that education places are available for all those of school age occupying new residential development, within reasonable travelling distance.

Recent Trends and Problems

8.9 Continued population growth during the 1980s has necessitated the provision of some new schools and the expansion of existing schools, particularly in areas of residential development. At the same time the school age population has declined in many parts of the County, requiring reorganisation of schools, including school closures in some areas. However, after a trough in the early 1980s, the primary-age population has been rising steadily. After falling for most of the 1980s the secondary-age population has also begun to increase again.

Forecasts and Capital Investment Policies

8.10 Numbers of both primary and secondary-aged children are expected to grow. However, there will be significant variations in trends in pupil numbers in different parts of the County. The County Council monitors and regularly updates forecasts of school-age population.

8.11 The County Council is not in a position to provide new buildings or extensions to keep pace with needs in settlements where school rolls are increasing as a result of housebuilding. It will be necessary for the Council to use its limited capital resources to maintain a programme of replacement of unsatisfactory older school buildings needed for the existing populace.

8.12 It is possible that more schools in future will opt for Grant Maintained Status, and will leave local authority control. However, such schools will continue to require funds to cater for expansion in pupil numbers. Therefore, the principles and policies of the Structure Plan will continue to apply.

Policy SP8/2

IN THE CONSIDERATION OF PROPOSALS FOR RESIDENTIAL DEVELOPMENT, ACCOUNT WILL BE TAKEN OF EXISTING SCHOOL CAPACITY AND PROPOSED SCHOOL PROVISION IN THE CONTEXT OF POLICY SP8/1.

8.13 It is important to ensure that housing development is co-ordinated with the school building programme, or alternatively that provision is made to extend an appropriate school or for a new building to be provided by the developer. This will ensure the availability of school places and avoid overcrowding of schools or excessive reliance on temporary buildings. In some areas there may be space school capacity in the short term, which will in the longer term be filled by forecast growth in the school-age population (for example from residential development already taking place). In these circumstances any developer wanting to undertake further housebuilding will need to ensure that provision is made for the additional school-age population, generated by the development. The County Council will issue up-to-date guidance as appropriate, on the educational requirements arising from new residential development.

8.14 Education provision should be taken fully into account in the selection of settlements for rural growth to be identified in Local Plans (see *Policies SP3/2 and SP3/3*). Estate development should not generally be permitted in a settlement without a primary school.

8.15 At a more detailed level, Local Plans will provide for new estate developments to be sited within easy walking distance of a primary school. Similarly, where new primary schools are to be built, every effort will be made to site them so as to give easy access from the neighbourhood they are to serve.

Community Use of Educational Buildings

8.16 The County Council will continue to encourage and facilitate the community use of school sites and buildings, where practicable, to benefit the local population. Village colleges and other community establishments have a particularly valuable role in this. School buildings have a crucial role in villages where facilities for meetings and recreation are lacking. Where facilities are inadequate for a growing population, developers will be encouraged to finance additional provision.

Education and Industry

8.17 The County Council will continue to adapt and develop provision to meet the needs of industry and commerce. This is an important part of the County Council's efforts to encourage economic development and new jobs. The Council will co-operate closely with other organisations to ensure the training needs of industry are met.

Education and the Environment

8.18 The County Council recognises that importance of education in increasing the public understanding and awareness of environmental issues. The Council will encourage and support studies related to local and global aspects of the environment.

Health and Social Services

8.19 The *Cambridgeshire Community Care Plan (1993-94)*, is produced by the Social Services Department following consultation with all agencies and organisations responsible for community care in Cambridgeshire, particularly Health Authorities and the District Councils. It identifies social care needs within the County and specifies strategic direction for the future development of services. Important themes from the *Cambridgeshire Community Care Plan* which have implications for provision of health and social service facilities include:

- (i) improving access to facilities;
- (ii) providing services locally;
- (iii) enabling people with special needs to remain in their own homes.

Therefore, where large-scale residential developments are proposed there will be a need for provision of facilities in the community, such as health centres, day centres and family centres. In some cases, developer contributions, in whole or in part, will be appropriate (see *Policy SP8/1*). There is a recognised shortage of suitable accommodation in the County for elderly and disabled people. This can in turn create significant difficulties for hospital service providers. More housing provision for the elderly and disabled would therefore help to reduce pressure on hospital services. Improvements in housing generally and in the quality of the environment will also have positive health benefits. The maintenance of public transport is particularly important for people with social or health care needs who require good access to relevant facilities. This will be taken into account in the implementation of policies for public transport (see *Chapter 7*).

Special Needs Housing

Policy SP8/3 IN ASSESSING PROPOSED LOCATIONS FOR HOMES FOR THE ELDERLY, HANDICAPPED OR MENTALLY ILL, OR FOR SHELTERED HOUSING SCHEMES, ACCOUNT WILL BE TAKEN OF THE EASE OF ACCESS TO APPROPRIATE SERVICES.

8.20 It is important that elderly and handicapped people should have access to a range of facilities such as shops, post offices and health services. In addition, it will be preferable if day centres or other social service facilities are close by.

Access to Buildings for Disabled People and Frail Elderly People

8.21 The County Council is concerned that adequate provision should be made, in the design of buildings open to the public, for access by disabled people and frail elderly people. Under Section 3 of the *Disabled Persons Act 1981* local planning authorities have a duty, when granting planning permission for such buildings, to draw the attention of developers to these statutory obligations and inform them of the recommended means for doing so. It is a requirement under Building Regulations that suitable means of access for the disabled should be provided to shops, offices and certain other buildings open to the public.

Library Services

8.22 The County Council has a statutory duty to provide a library service. This service aims to contribute to the education, economic, cultural and recreational life of the County by promoting the flow of ideas and information in all recorded forms.

Recent Trends and Problems

8.23 The high level of population increase in the County in recent years have meant that the provision of new services in growth areas has taken priority over facilities for the existing population. As a result, it is difficult to maintain a good standard of provision across the County.

8.24 It is estimated that nearly 50% of the population makes some use of the library service. The established role of library buildings in the provision of information makes them the ideal place for other local government departments in their dealings with the community. Initiatives to extend the use of libraries to access points for information on all services are currently underway and it is anticipated that the information focus of public libraries will continue to develop during the Plan period.

Library Service Policy

8.25 Future priorities for new libraries are those settlements with a growing population where there is either no existing library or where the existing library is inadequate. In appropriate cases the County Council will seek contributions from developers towards meeting such needs (see *Policy SP8/1*).

Police

8.26 Good planning and environmental design can contribute to crime prevention and the post of Architectural Liaison Officer has been created. The local planning authorities consult the Police Architectural Liaison Officer on particular planning applications, such as housing estates, industrial estates, shopping centres or leisure centres where there is potential to eliminate or reduce criminal activity through adoption of appropriate measures at the design stage (see also *paragraph 3.27*).

8.27 New police stations or police houses will be needed in major developments and may be dependent on developer contributions (see *Policy SP8/1*).

Fire and Rescue

8.28 New fire stations or improved arrangements for fire stations may be needed to serve major urban expansion. At the same time other improvements and replacements of existing fire stations will be needed as well as provision of fire hydrants. Developers may be asked to contribute towards buildings and will be expected to fund or provide fire hydrants (see *Policy SP8/1*).

8.29 The maximum response time for fire engines is set at specific levels. Traffic congestion can cause response times to be exceeded. This underlines the emphasis that should be put upon minimising traffic congestion in major planning decisions and in traffic management schemes (see *Chapter 7*).

Water-related Infrastructure

Background

8.30 This section covers water supply, sewerage and sewage disposal, associated river management and land drainage function.

8.31 Water resources, river management and land drainage are the responsibility of the National Rivers Authority (NRA). During the Plan period the NRA is to become part of an integrated Environment Agency with responsibility also for pollution control (formerly Her Majesty's Inspectorate of Pollution), and regulating the handling and disposal of waste. Water supply, sewerage and sewage disposal are the responsibility of Anglian Water (AW). In the central and southern parts of the County water is supplied by Cambridge Water Company (CWC). There are also a large number of Internal Drainage Boards with drainage and flood defence functions in their own areas.

8.32 The maintenance of future water supplies and their quality is one of the most essential aspects of sustaining the environment for future generations. The NRA relies on the operation of the planning system to help prevent the occurrence of problems related to water supply, land drainage or flood defence arising from new development proposals. Areas with existing or potential problems are highlighted in the NRA's Catchment Management Plans. Even where there may be engineering solutions to these problems, there are concerns that the financial or environmental consequences could be unsustainable. The Structure Plan, which seeks to control the rate of location of growth in the County, has an important part to play in moderating overall demand on water services. The Plan also includes specific policies on development affecting water services, as set out in this Chapter. Structure and Local Plan policies will, therefore, complement the work of the NRA in protecting aquifers and surface waters from pollution and over-abstraction.

Recent Trends and Problems

8.33 The population of the County has risen quickly and is forecast to rise still further. The long-term trend per capital consumption of water is also increasing. Recent relatively dry winters and hot summers have emphasised the region's difficulties in meeting fully the water requirements of its population. It is too early to say whether there has been any permanent climatic change, but in any event, periodic water shortages will recur.

8.34 Extended periods of below average rainfall clearly lead to problems of supply. They also affect the environment by, for example, reducing river flows which in turn harms the plant and animal population. Western parts of the County, which are closer to the best supplied river systems and more fully developed storage facilities, are likely to suffer less from the problems of supply than the east.

8.35 In September 1994, the NRA Anglian Region published a strategy aimed at improving the long term water supply to East Anglia. The strategy proposes a package of measures with the overall objective of achieving a better water environment and secure water supplies. Options considered included increasing storage of water by the development of a major new reservoir, the need for which would depend on the level of increase in demand. A proposal of this nature would have significant environmental effects needing careful evaluation.

8.36 The NRA also has a duty to ensure that statutory water quality objectives are met and to protect the quality of surface water so that it can be used for abstraction for potable supply, industrial water supply, fisheries, livestock watering, spray irrigation and amenity and conservation. With increasing population and water use many sewerage systems and sewage treatment works are becoming overloaded. Where development continues despite overloading, pollution of watercourses will occur if additional infrastructure is not provided.

8.37 Much of Cambridgeshire is low lying and some areas are below sea level. Areas in the Fens are dependent on pumped drainage into embanked rivers. Cambridgeshire therefore relies on the maintenance of extensive flood defences on the coastline and inland. These defences will have to be maintained, and improvements will need to take into account projected sea level rises and other possible climatic changes arising from global warming.

Availability of Water-related Facilities

Policy SP8/4 DEVELOPMENT WILL ONLY BE PERMITTED WHERE:

(i) ADEQUATE FACILITIES FOR WATER SUPPLY, SEWERAGE, SEWAGE DISPOSAL AND LAND DRAINAGE ARE AVAILABLE OR ARE TO BE PROVIDED;

(ii) IT DOES NOT POSE AN UNACCEPTABLE RISK TO THE QUANTITY OR QUALITY OF GROUNDWATER OR SURFACE WATER.

8.38 It is recognised that in general, concentration of development as provided for in the Structure Plan, helps to keep down the per capita costs of installing services. Spare capacity in existing systems should be an important consideration in selecting settlements for growth. Continuing co-operative work will be needed with Districts as Local Plans are prepared. Where adequate capacity does not exist, or would not be provided by the time the building is complete, applications for development will be refused unless the applicant can make satisfactory arrangements for the provision of these services (see *Policy SP8/1*). Structure and Local Plan policies will, therefore, complement the work of the NRA (and its successor body) in protecting aquifers and surface waters from pollution and over-abstraction.

8.39 The County Council will expect Anglian Water to give priority to capital works in settlements selected for growth, in addition to works needed to eliminate health hazards and maintain existing systems.

8.40 In their decisions on planning applications, the local authorities will ensure that adequate land drainage facilities are provided for the whole, or for phased parts, of new development before building starts. However, significant new development on land liable to flood below high tide level of within flood plain areas will not be permitted, or land allocated in Local Plans, unless the requirements of the NRA (or its successor body) have been satisfied (see *Policies SP8/6 and SP8/7*).

8.41 The Local planning authorities will encourage the conservation of water resources and all new development will be expected to make efficient use of water. This is intended to lead to a reduced per capita demand for water in new buildings. Water use in this context is not confined to uses within buildings but also includes the requirements of landscaping schemes.

8.42 Cambridgeshire's rivers and watercourses are generally slow moving, on flat gradients and eutrophic (rich in nutrients and with excessive plant growth). In many places there are very limited flows to sustain wildlife and to dilute any effluent. It is particularly important, therefore, that special attention is given to the impact of new development on the quality of watercourses.

8.43 In view of the County's high degree of dependence on groundwater sources, it is important that care is taken to avoid any risk to future water supplies which may result from developments, including those at a significant distance from the points of abstraction. Half of the water supplied in the County arises from groundwater and all sources within the County are now fully developed. Potential sources of pollution are increasing and include new developments, the disposal of waste materials and the widespread use by agriculture and industry of toxic chemicals.

Groundwater Protection

Policy SP8/5 CARE WILL BE TAKEN TO PROTECT ALL POTABLE GROUNDWATER SOURCES FROM THE EFFECTS OF DEVELOPMENT, AND PARTICULARLY THOSE IN THE IMPORTANT CHALK AQUIFER SOUTH AND EAST OF CAMBRIDGE. INAPPROPRIATE DEVELOPMENT WILL NOT BE PERMITTED.

8.44 Groundwater resources are critical for the maintenance of public water supply. The clean up of contaminated groundwater is difficult, expensive and sometimes impossible. It is, therefore, better to prevent or reduce the risk of groundwater contamination rather than deal with its consequences.

8.45 The chalk aquifer for the south and east of Cambridge is a particularly important strategic resource and it is the principal source for the Cambridge Water Company, which is completely dependent on groundwater sources.

8.46 Any development may present some risk to the aquifer. Provided that the drainage system is satisfactory, some developments may be acceptable in Source Protection Zones (a defined area around a groundwater abstraction point), but acceptability would be dependent on the type or size of development. Small light industrial uses in aquifer areas may present a particular problem because of contaminants which may be released into the ground. Even where the operations of the original occupier are well controlled or innocuous, the activities of subsequent occupiers may not be.

8.47 Policy SP8/5 is intended to apply within specific areas which have been identified as of significance for aquifer protection. The NRA in its regulatory role has prepared a framework for the protection of groundwater sources from all types of threat (*Policy and Practice for the Protection of Groundwater 1992*), this includes guidance for development within Source Protection Zones around potable sources and in Major and Minor aquifer areas. The definition of Source Protection Zones is part of an ongoing programme.

Flood Protection

8.48 The NRA is undertaking work, which will be completed by 1997, to raise and strengthen the embankments of the Ouse Washes. Similar work is being carried out on the embankments of Willingham Lode, the Ely Ouse, Cam and Old West Rivers during the period of the Plan in order to protect low lying fenland from river flooding. However, some areas will remain at some risk of river flooding, and will therefore, be unsuitable for major development.

8.49 Whilst there is still uncertainty about the precise effect of a rise in sea level, it would appear that the County will be protected from any significantly increased risk of tidal floods until at least the middle of the 21st Century. Allowances in the sea-defence programme for the Anglia region give more than adequate protection in relation to the Ministry of Agriculture, Fisheries and Food's (MAFF) current projected sea level rise of 6mm a year (24cm by the year 2030). Recent studies have suggested that because of the importance of existing coastal developments and high grade agricultural land, continue protection of inland areas is likely to remain a priority. Nevertheless, the risk of occasional flooding will remain. Therefore, it will be important that any development in existing or potential areas at risk from tidal inundation satisfied NRA (or its successor body) requirements for protection measures.

Policy SP8/6

DEVELOPMENT (INCLUDING THE RAISING OF LAND) WILL NOT NORMALLY BE PERMITTED WHERE SUCH DEVELOPMENT WOULD BE LIKELY TO IMPEDE MATERIALLY THE FLOW OR STORAGE OF FLOOD WATER, OR INCREASE THE RISK OF FLOODING ELSEWHERE, OR INCREASE THE NUMBER OF PEOPLE OR PROPERTIES AT RISK.

8.50 The Policy relates to both fluvial and tidal flooding. In addition to floodplains there are areas of washland which are designed and maintained to provide storage of flood water. If development were to take place in these areas, both people and property would be at risk from flooding. Development may also reduce the capacity of the available floodplain and impede the flow of water thereby increasing the risk of flooding elsewhere. Areas needed for essential river maintenance are also covered by this Policy.

8.51 New development, or the redevelopment of existing urban areas, can exacerbate the problems of flooding in areas downstream through an increase in run-off from impermeable surfaces and account should be taken of such factors in taking planning decisions.

8.52 The NRA keeps maps on which the area of floodplains are defined, and will advise local planning authorities on the risks involved and, where appropriate, recommend measures to alleviate or reduce adverse effects. These measures may be secured by legal agreement under Section 106 of the *Town and Country Planning Act 1990* (see paragraph 8.5 and DoE Circular 30/92 "Development and Flood Risk"). In addition, it is suggested that the NRA (or its successor body) should be consulted about any significant development proposal on land below 5 metres Above Ordnance Datum (AoD).

Policy SP8/7

WHERE DEVELOPMENT IS EXCEPTIONALLY PERMITTED IN AREAS POTENTIALLY AT RISK OF FLOODING, IT WILL BE REQUIRED TO INCLUDE FLOOD PROTECTION MEASURES DEFINED BY THE LOCAL PLANNING AUTHORITY IN CONSULTATION WITH THE NATIONAL RIVERS AUTHORITY (ENVIRONMENT AGENCY) AND FUNDED BY THE DEVELOPER.

8.53 Because so much of the County is low-lying, some development proposals may need to be sited on land potentially at risk of flooding. Such developments should only be contemplated when no other suitable sites exist and they must be capable of flood protection to the standard required by the NRA (or its successor).

Maintenance of Waterways

8.54 The County Council will seek the co-operation of NRA (or its successor body) and provide advice to ensure that necessary maintenance of waterways and river banks is accompanied by sympathetic landscaping and tree planting. In addition to their functions in relation to water supply, sewage disposal and land drainage, water courses in Cambridgeshire have considerable amenity and recreation value. The County Council is concerned, therefore, that channel widening, bank strengthening and other maintenance operations should be carried out with due consideration for their effects on the landscape and wildlife (*see Policy SP12/3*). The County Council can help the NRA (or its successor) in advising on landscape design and making available suitable trees if required (*see Chapter 12*).

Telecommunications

8.55 Telecommunications are mainly the responsibility of British Telecom, but increasingly investment in new infrastructure in Cambridgeshire is being made by other operators.

Policy SP8/8

TELECOMMUNICATIONS DEVELOPMENT WILL BE ENCOURAGED PARTICULARLY WHERE IT IS LIKELY TO REDUCE THE NEED TO TRAVEL. HOWEVER, NO TELECOMMUNICATIONS DEVELOPMENT WILL BE PERMITTED WHICH:

(i) COULD OTHERWISE SHARE EXISTING FACILITIES AND, IN THE CASE OF RADIO ANTENNAE AND MASTS, BE ERECTED ON AN EXISTING BUILDING OR OTHER STRUCTURE;

(ii) IS UNACCEPTABLE IN RELATION TO OTHER POLICIES OF THE STRUCTURE PLAN, INCLUDING IMPACT ON THE LOCAL ENVIRONMENT; OR

(iii) DOES NOT INCLUDE ALL REASONABLE MEASURES TO MITIGATE ANY ADVERSE ENVIRONMENTAL EFFECTS.

8.56 This Policy is in accordance with Government planning guidance in PPG8 *Telecommunications (1992)* taking account of the strategic requirement for telecommunications networks and providing an appropriate framework for Local Plan policies. Continued development of telecommunications will assist in promoting sustainable development and reducing the need to travel, for example by facilitating home-working and tele-conferencing. This is expected to be particularly significant in Cambridgeshire where high technology producers and users are well represented. However, attention must be given to all practical ways of avoiding or mitigating potentially adverse effects on the environment. Although individual installations may be unobtrusive, cumulatively they can have an adverse effect on the appearance of town or country areas. Unacceptable developments will not be permitted.

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Chapter 9 ENERGY GENERATION AND CONSERVATION

Background

9.1 The continued supply of energy on a large scale is essential for any modern economy. However, the burning of fossil fuels results in the production of carbon dioxide (CO₂), the most prevalent greenhouse gas. Power generation in the UK accounts for a third of CO₂ emissions (*PPG22 "Renewable Energy", 1993*) as well as production of sulphur dioxide and nitrous oxide which contribute to acid rain. Transport accounts for a further 25% of CO₂ emissions as well as other pollutants, and is a major user of fuel (*see Chapter 7, Transport*).

9.2 Energy flows that occur naturally and repeatedly in the environment, such as solar, wind and tidal, are commonly referred to as "renewable". Bio-fuels, for example plant material, are included within this definition, and combustible or digestible waste is normally regarded as a renewable source of energy. Using renewable sources of energy conserves resources and increases the diversity of energy supply, and, at the same time, considerably reduces the production of greenhouse gases. The Government has set a target of 1,500 MW new capacity from renewable energy by the year 2000 (*Energy Paper 62, Department of Trade and Industry, 1994*). Renewable sources of energy and combined heat and power, as well as energy conservation and transport measures will play a significant part in meeting the UK's target for stabilising CO₂ emissions at 1990 levels by the year 2000.

9.3 Energy conservation also has an important role to play in achieving sustainable development. The Government has established the *Best Practice Programme*, launched by its Energy Efficiency Office, to give a full range of guidance and information on energy efficiency.

Objectives

9.4 The objectives of the energy policies are:

- (i) to ensure that essential needs for energy within Cambridgeshire can be satisfied;
- (ii) to minimise the impact of energy generation on the local and global environment;
- (iii) to reduce the dependence on non-renewable sources of energy by encouraging generation of energy from renewable sources;
- (iv) to make the most efficient use of energy.

Energy Policies

9.5 Energy policies have been formulated to balance the needs for energy against the environmental consequences of its generation and use. The use of renewable sources and energy efficient design will be encouraged.

Energy Generation

Policy SP9/1

THE ACCEPTABILITY OF ALL ENERGY GENERATION SCHEMES WILL BE ASSESSED TAKING INTO ACCOUNT THEIR IMPACT ON THE LOCAL AND GLOBAL ENVIRONMENT. PREFERENCE WILL BE GIVEN TO PROPOSALS WHICH USE RENEWABLE SOURCES OF ENERGY, SUCH AS WIND, WASTE AND BIO-FUELS.

9.6 No form of energy generation is without adverse environmental implications, even where renewable sources of energy are proposed. Developments may have an impact on human beings (for example through noise, visual impact or traffic nuisance), flora, fauna, air, water, soil, climate, the landscape and the cultural heritage. Forms of energy generation involving combustion will need to be very carefully considered, not only because of the production of greenhouse gases, but also because of the potential impact of emissions on human health or amenity. Preference is given to power generation using renewable sources because they can be sustained in the longer term.

9.7 Because Cambridgeshire is relatively open county, wind generated power may have an important role to play. *Department of Energy Working Paper 55* (1988) states that by 2025 10% of current UK electricity consumption could be provided by wind power. This would involve large scale wind farms, most of which will be built on the west coast of the UK where wind speeds are greatest. Wind speeds in Cambridgeshire are not considered high enough to make wind farms viable, but there is a market for individual machines of smaller size for private users which appears to be a more likely trend in Cambridgeshire, for example the wind turbine at Godmanchester. Using land for siting wind turbines does not preclude other uses: farming for example can continue right up to the base of the turbine. Proposals may be controversial because by their nature they can be expected in relatively exposed locations. Value judgements may need to be made about whether they are acceptable in sensitive locations such as Areas of Best Landscape or Green Belt. Although wind turbines have a limited effect on local ecology, consideration should be given to any effect on bird flight lines. Parts of South and East Cambridgeshire may be unsuitable for wind turbines as they could adversely affect radar coverage associated with aviation. The Civil Aviation Authority (CAA) have asked to be consulted where there is a potential problem.

9.8 Other sources of renewable energy may have equal or greater potential in Cambridgeshire. For example, bio-fuels can be derived from a variety of materials such as animal litter, sewage sludge and energy crops. The cultivation of coppiced woodland, for example ash, willow and poplar, can provide an energy crop as well as contributing to other conservation objectives. The Ministry of Agriculture, Fisheries and Food (MAFF) is currently undertaking trials in Cambridgeshire into the growing of the giant grass *Miscanthus* which appears ideal for burning in industrial boilers and small power stations. Straw is a raw material in plentiful supply and has potential as a power supply in East Anglia, subject to its environmental impact. Other processes which are likely to be considered include combustion of landfill gas (schemes are in operation at Milton and Dogsthorpe, Peterborough), anaerobic digestion, small scale hydro-electric schemes, and passive solar power generation.

Combined Heat and Power/District Heating

Policy SP9/2 PROPOSALS FOR ENERGY EFFICIENT POWER SCHEMES, SUCH AS COMBINED HEAT AND POWER AND DISTRICT HEATING, WILL BE ENCOURAGED SUBJECT TO THE OTHER POLICIES OF THE STRUCTURE PLAN.

9.9 Combined heat and power (CHP) can be defined as the simultaneous production of power, usually electricity, and usable heat. Conventional power stations convert primary fuel into electricity with a maximum efficiency of 38%; CHP can achieve 80% efficiency using the heat that is normally lost into the atmosphere (*"Land Use Policy and Climate Change"*, HMSO 1992, paragraph 2.4.1). Potential benefits of CHP include the minimisation of CO₂ emissions of the order of 50 - 60%, and significant reduction of other pollutants. Schemes can be powered by a variety of sources including waste incineration. District heating (DH) schemes use waste heat from some major service to provide heat for nearby homes and industry, and may include CHP.

9.10 Around 3,000 MW of electricity (5% of the UK supply) was generated from CHP schemes at the end of 1993. The Government has set a target of 5,000 MW by 2000 which would save one million tonnes of carbon (*Climate Change, 1994*).

9.11 The scale of CHP schemes can vary from urban/large scale schemes, through industrial scale, to small scale units powering one building, such as at Addenbrookes Hospital Cambridge. The potential of CHP in the County depends on density of development and degree of mixing of different land uses, as well as fiscal factors. In the short term development on industrial estates and in individual buildings, such as hospitals, hotels, swimming pools and old people's homes, appears the most feasible. Development of DH schemes is

more costly especially where existing infrastructure has to be replaced. Only a limited number of large scale urban schemes are expected in the UK over the next 15 years. It is suggested that the local authorities should investigate opportunities, including likely site requirements.

Energy Conservation

Policy SP9/3 ALL NEW DEVELOPMENTS WILL BE EXPECTED TO INCORPORATED ENERGY CONSERVATION INTO THE DESIGN, SITING AND ORIENTATION OF BUILDINGS, INCLUDING LANDSCAPING AND USE OF MATERIALS. THE USE OF RENEWABLE SOURCES OF ENERGY IS ALSO ENCOURAGED.

9.12 Policy SP9/3 is intended to encourage a more economic approach to the use of energy in new development taking place in Cambridgeshire. Buildings are estimated to be responsible for half of all energy consumption in the UK. Space heating accounts for the most significant part of this demand, and contributes around 25% of total UK CO2 emissions. Reducing energy consumption by cost effective energy efficiency approaches to design and construction could therefore make a major contribution to reducing emissions. The County Council has achieved significant reductions in energy use in its own buildings since 1977 through the adoption of a comprehensive energy conservation programme, and further energy reduction targets have been set (*Environmental Action Plan 1994*). Cambridgeshire County Council formally adopted Friends of the Earth's Climate Resolution in 1994 which commits the County to seek to reduce CO2 emissions due to energy and transport use by 30% (compared to 1990 levels) by 2005 (see *Target for Environmental Sustainability TE1*).

9.13 Heat retention is a particularly important consideration. Cambridgeshire has a relatively cold winter climate, and the absence of vegetation and sheltering relief emphasises the chilling effect of cold winds. Energy conservation should be incorporated into the design process at an early stage, and generation of renewable energy can also be incorporated, for example provision for a south facing orientation with large windows, solar panels, use of atriums to afford natural lighting, landscape sheltering, and the avoidance of overshadowing can all be beneficial. Within buildings, high grade insulation and heat exchange/heat storage systems should be considered in order to retain heat.

9.14 It is suggested that local planning authorities should request a statement from all applicants for major developments indicating how they intend to comply with Policy SP9/3.

9.15 Other policies of the Plan which aim to concentrate development, mix land uses and relate growth closely to public transport and freight rail systems will also help to achieve energy efficiency in the County.

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Chapter 10

10.1 The County has a highly developed modern farming industry which makes a substantial contribution to the national economy. About 90% of agricultural land is used for arable farming which benefits from a very high proportion of good quality land and a generally favourable topography and climate.

Changes and Trends

10.2 Agriculture has been a highly successful industry in terms of productivity and efficiency. However, this has been achieved at a high cost in terms of financial support and has created problems of food surpluses and environmental degradation.

10.3 Measures now being taken to reform the Common Agricultural Policy (CAP) will tackle some of these problems. One significant element is the "set aside" of agricultural land which, in 1993, amounted to some 30,000 hectares (approximately 74,000 acres) in Cambridgeshire (ADAS, Huntingdon). In the longer term this could be increased. Any changes should be managed to benefit the environment as far as possible.

10.4 The economic and social effects of the reforms are difficult to predict in detail, but they are likely to result in lower farm incomes and further shedding of farm labour, which is already an established trend. There may be a threat to the viability of some farms. What is clear is that it will be necessary to generate more income from non-farming activities if a healthy rural economy is to be maintained.

Objectives

10.5 The objectives of the policies in this chapter are to:

- (i) safeguard the best and most versatile agricultural land in Cambridgeshire;
- (ii) sustain the ability of agriculture to support the rural economy;
- (iii) ensure that agriculture related development is compatible with the interests of rural conservation (see Chapter 12).

Agriculture Policies

High Grade Agricultural Land

Policy SP10/1

PROVISION FOR DEVELOPMENT SHOULD NOT NORMALLY BE MADE IN LOCAL PLANS, AND PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED, WHERE DEVELOPMENT COULD BE EXPECTED TO LEAD TO THE IRREVERSIBLE LOSS OF GRADES 1, 2 OR 3a AGRICULTURAL LAND.

WHERE HIGH GRADE LAND NEEDS TO BE TAKEN FOR DEVELOPMENT A HIGHER LEVEL OF PROTECTION WILL BE ACCORDED TO GRADES 1 AND 2. DEVELOPMENT OF GRADES 1, 2 OR 3a AGRICULTURAL LAND SHOULD NORMALLY ONLY BE ACCEPTABLE WHERE AN OVER-RIDING NEED AND AN ABSENCE OF SUITABLE ALTERNATIVE SITES HAS BEEN DEMONSTRATED.

10.6 Cambridgeshire has a larger proportion of high grade agricultural land than any other county. The Ministry of Agriculture, Fisheries and Food's (MAFF) Agricultural Land Classification (ALC) maps provide a general indication of land quality and are based on climate, relief and soil quality. Grades 1, 2 and 3a make up the best and most versatile land which is a national resource for the future. They are the most flexible, productive and efficient in response to inputs. They are the grades best suitable to adapting to the changing needs of agriculture. Almost the whole of Fenland District and wide areas around the County's main towns are indicated as Grades 1 and 2. Much of the remainder of the County is Grade 3. The grades indicated on the provisional maps are subject to more detailed and up-to-date surveys.

10.7 Recent detailed soil classification survey work has shown that within the provisional ALC areas identified as Grades 1 or 2, lower quality land may also be present. In Cambridgeshire there may be particular factors which contribute to the amount of downgrading. For instances, the wastage of peat in the Fens has resulted in some areas, which were previously classified as Grade 1, being reassessed as predominantly Grade 2. As Grades 1 and 2 land become an increasingly scarce resource, the case for protecting what remains is enhanced.

10.8 The extent of high grade agricultural land in Cambridgeshire will mean that, even with a reduced rate of population increase, and, in order to avoid areas of high environmental value, some loss will have to be accepted to meet the estimated demand for housing, jobs and services. However, it is only where development is required to fulfil the provisions of the Structure Plan, and no other sites are available, that an over-riding need will normally be acceptable. Losses should be kept to a minimum by the modest scale of proposed peripheral expansion and restriction of growth to a limited number of settlements.

10.9 National guidance (*PPG7*) states that considerable weight should be given to protecting the best and most versatile land (Grades 1, 2 and 3a). Within these grades the guidance indicates that "where there is a choice between sites of different classification, development should be directed towards the site with the lowest land classification". However, the guidance recognises the need to take into account other important factors, including the need to protect the rural environment.

10.10 Whilst proposed changes to land of Grades 3b, 4 or 5 would not normally be opposed on agricultural land quality grounds, this land may be of high environmental value. When considering whether sites of lower grade agricultural land are suitable for a particular purpose considerable weight will be given to the policies concerned with conservation of the rural environment (*see Chapter 12*). Lower grade agricultural land may be particularly suitable for nature conservation purposes and the creation of new habitats (*see Policy SP12/9*).

10.11 Uses not depending directly on built environment (for example golf courses, camping/caravanning etc.) will be regarded as permanent unless restricted by specific planning conditions. Once land is developed for such uses, return to its former state and original quality may not be feasible. Alternative uses, which do not involve irreversible loss, should be undertaken with a view to maintaining the land at its original agricultural quality. There will be a preference for new uses which bring multiple benefits, for example economic or environmental (*see also Chapter 12 paragraphs 12.4 and 12.29*). This policy is also intended to apply to all extractive processes, including minerals (*see Chapter 11*).

10.12 Close co-operation between agricultural interests and the planning authorities is needed. MAFF, the National Farmers Union, the Country Landowners' Association and the National Union of Agricultural and Allied Workers will be consulted on relevant Local Plans.

Farm Diversification

Policy SP10/2

SMALL-SCALE DEVELOPMENT TO DIVERSIFY ACTIVITIES ON A FARM HOLDING WILL NORMALLY BE ENCOURAGED AND PERMITTED WHERE IT WILL ASSIST THE CONTINUED VIABILITY OF THE UNIT, MAINTAIN EMPLOYMENT AND BENEFIT THE RURAL ECONOMY, AVOID DAMAGE TO THE ENVIRONMENT, AND IS GENERALLY CONSISTENT WITH THE OTHER POLICIES OF THE PLAN.

10.13 Farm diversification is necessary to sustain the rural economy. The priority is to promote diversification which will provide economic benefits. Re-use and adaptation of agricultural buildings, particularly redundant buildings, have an important role to play here (*see Policy SP5/11*). There will be a strong preference for the retention of agricultural buildings in employment, rather than residential uses. Residential conversions often have detrimental effects on the countryside and minimal benefits for the rural economy. Where diversification involves the use of existing buildings account must be taken of the possible presence of species which are protected under the *Wildlife and Countryside Act (Amended) 1981*, for example bats and Barn Owls.

10.14 New development should be relatively small-scale and sympathetically designed and located in order to protect the countryside for its landscape, ecological and historic values. Attention is also drawn to the need to protect potable ground water sources from development in protected areas (see *Policy SP8/5*).





Chapter 11 MINERALS AND WASTE

MANAGEMENT

Minerals

11.1 There are a number of mineral deposits of economic importance in Cambridgeshire, which fall into four main groups:

- limestone and silica sand in the north-west of the County;
- brick clay in the Peterborough and Whittlesey areas;
- chalk in the south-east; and
- extensive sand and gravel deposits which are widely distributed in the County.

11.2 Some of these deposits are extensive or widely distributed, and in part underlie high quality agricultural land or occur in high quality landscape. There is considerable conflict between the conservation of these areas and the demand for the mineral, which is often related to regional and national rather than local needs.

11.3 The *Planning and Compensation Act 1991* requires the County Council, as the Minerals Planning Authority, to prepare a Minerals Local Plan for its area. In Cambridgeshire, the County Council has already prepared the *Cambridgeshire Aggregates (Minerals) Local Plan*, for the period 1986 - 2001, which was adopted in April 1991. The Plan deals primarily with demand, the identification of reserves and detailed criteria for the specific development proposals for sand, gravel and limestone. The other minerals present are either worked as small-scale operations or, in the case of chalk and brick clay, have long-term reserves already identified. Any future review of the Aggregates Plan, which is likely to be incorporated into a comprehensive Minerals Local Plan, will take place in accordance with Minerals Planning Guidance (MPG)6 "*Guidelines for Aggregates Provision in England*" and in the context of the Structure Plan policies.

Objectives

11.4 The main objectives of the mineral policies are:

- (i) to safeguard mineral resources;
- (ii) to release mineral reserves at a rate consistent with meeting long-term demands and with the principles of sustainable development;
- (iii) to minimise the adverse effects of extraction on the environment;
- (iv) to ensure satisfactory restoration of land to beneficial after-use, following extraction.

Protection of Mineral Resources

Policy SP11/1

EXCEPT IN CASES OF OVERRIDING NEED, PROPOSALS FOR DEVELOPMENT WHICH WOULD PERMANENTLY STERILISE MINERAL RESERVES OR POTENTIAL RESOURCES CONSIDERED TO BE WORKABLE WILL BE REFUSED.

11.5 Minerals are a vital raw material for the construction industry and the economy at large. Minerals are also a non-renewable resource which therefore need special protection. Any development which would sterilise such a resource would need an exceptional justification and it is therefore important to protect workable deposits from non-essential development. Accordingly the Minerals Planning Authority, in collaboration with the District Councils, will determine Minerals Consultation Areas, which identify the mineral(s), the related area(s) and the type(s) of development proposal, for which consultation with the Mineral Planning Authority will be necessary.

Siting of New Mineral Workings

Policy SP11/2

PERMISSION FOR MINERALS WORKINGS WILL NOT NORMALLY BE GRANTED WHICH WOULD:

(i) RESULT IN THE IRREVERSIBLE LOSS OF GRADES 1, 2 OR 3a AGRICULTURAL LAND EXCEPT AS ALLOWED BY POLICY SP10/1;

(ii) ADVERSELY AFFECT INTERNATIONALLY OR NATIONALLY IMPORTANT NATURE CONSERVATION AREAS (as specified in Policy SP12/3) OR COUNTRYSIDE HERITAGE SITES (as set out in Policy SP12/4);

(iii) DESTROY OR DAMAGE SCHEDULED ANCIENT MONUMENTS OR OTHER SITES OF NATIONAL ARCHAEOLOGICAL IMPORTANCE OR THEIR SETTINGS (see Policy SP12/14);

(iv) ADVERSELY AFFECT AREAS OF BEST LANDSCAPE AS CONFIRMED IN STATUTORY LOCAL PLANS (see Policy SP12/2);

(v) OR OTHERWISE HAVE AN UNACCEPTABLE ADVERSE EFFECT ON THE ENVIRONMENT.

ALL PROPOSALS FOR MINERAL WORKINGS WILL BE CONSIDERED HAVING PARTICULAR REGARD TO:

(a) THE EFFECT OF THE PROPOSALS ON THE LOCAL LANDSCAPE CHARACTER (see Policy SP12/6), WOODLANDS AND WILDLIFE PARTICULARLY NATURE CONSERVATION ZONES (as set out in Policy SP12/5);

(b) THE NATURE OF ACCESS ARRANGEMENTS AND THE EFFECT ON THE ENVIRONMENT OF THE TRAFFIC LIKELY TO BE GENERATED;

(c) THE POSSIBILITY OF MINIMISING DAMAGE TO THE AMENITIES OF ANY RESIDENTIAL AREA;

(d) THE EFFECTS ON WATER RESOURCES OR ON RIVERS AND OTHER WATER COURSES;

(e) THE SUITABILITY OF RESTORATION PROPOSALS IN ACCORDANCE WITH POLICY SP11/3 (iv), (v) and (vi).

11.6 The location and control of new mineral workings are of considerable concern, and this policy is intended to minimise the adverse effect of mineral extraction on the environment. However, workable mineral deposits are restricted in their distribution, and it is not always possible to site mineral workings away from good agricultural land or areas of environmental sensitivity. Criterion (i) does not preclude the possibility of mineral working on high quality agricultural land where satisfactory arrangements can be made for its reinstatement. In most cases the County Council will require restoration to agriculture or forestry. However, where it can be demonstrated that the benefits to the community would be greater, after uses including water-based recreation or nature conservation will be considered, providing that the use does not contravene other policies of the Structure and Local Plans. The scale of a proposal and its proximity to other mineral extraction areas will be a material consideration in the assessment of environmental impact.

11.7 The existence of rail facilities for the transport of minerals will be a material factor only in the consideration of proposals for working minerals which are supplied primarily for non-local markets, for example, chalk, marl and clay.

11.8 High importance is attached to the protection of areas of importance for landscape and nature conservation, which have been under great pressure for mineral extraction in recent years. English Nature will be consulted on applications which may affect sites of international or national importance for nature conservation (see *Policy SP12/3*). It is also particularly important to protect the remaining wet meadows in the County and non-statutory designations such as Areas of Best Landscape and Countryside Heritage Sites (see *Chapter 12*) which could suffer permanent loss from mineral extraction. The inclusion of landscape and wildlife policies in statutory local plans will further enhance their status.

11.9 The National Rivers Authority (NRA) (or its successor body) is a statutory consultee to the Mineral Planning Authority and under the *Water Resources Act 1991* has the duty to conserve and protect water resources. The NRA's *Policy and Practice for the Protection of Groundwater (1992)* sets out its policy statement.

11.10 Any proposed working of minerals which affect an archaeological site creates a potential conflict of interest. PPG16 *Archaeology and Planning (1990)* and the Confederation of British Industry's (CBI) *Archaeological Investigations Code of Practice for Mineral Operators (1990)* will assist in resolving this conflict. Whilst preservation of archaeological sites "in situ" is not always possible, some sites are of such importance as to outweigh the case for extraction.

Control of Workings

Policy SP11/3

THE GRANTING OF PLANNING PERMISSION FOR THE EXTRACTION OF ANY MINERAL WILL BE SUBJECT TO CONDITIONS OR AGREEMENT FOR THE FOLLOWING:

(i) A PROGRAMME SETTING OUT THE METHODS, RATE AND SEQUENCE OF WORKING;

(ii) ADEQUATE ACCESS, LANDSCAPING, SCREENING AND OTHER MEASURES REQUIRED TO PROTECT LOCAL AMENITIES;

(iii) THE PROTECTION OF ARCHAEOLOGICAL INTERESTS, IN ACCORDANCE WITH POLICY SP12/14;

(iv) PROPOSALS AND PROGRAMME FOR RESTORATION TO A CONDITION WHICH WILL ALLOW AN APPROPRIATE AFTER-USE OF THE WORKINGS;

(v) THE AFTER-CARE OF THE LAND TO THE REQUIRED STANDARD FOR AGRICULTURE, FORESTRY, NATURE CONSERVATION OR OTHER AMENITY USE;

(vi) OTHER MATTERS AS APPROPRIATE.

11.11 This policy is intended to protect surrounding areas from the adverse effects of mineral working and, where feasible, to preserve valuable features within sites. Provision is to be made for appropriate restoration and after-use. It is also intended to reduce uncertainty about the precise time that restoration conditions become operative.

11.12 The Ministry of Agriculture, Fisheries and Food will be consulted on conditions (i), (iv) and (v) where the specified after-use is for agriculture. Similarly, the Forestry Commission, or English Nature will be consulted when the specified after use is forestry or nature conservation. Important archaeological and geological sites will be preserved wherever possible. However, where essential mineral working would destroy a known site of archaeological interest, conditions will be imposed or agreements sought to ensure adequate facilities for recording before development is commenced (see *Policy SP12/14*). Prior agreement will be sought with the operator and/or owner to allow for inspection, recording and where appropriate, recovery of objects in the case of archaeological evidence discovered during the course of working (see also *the CBI's Archaeological Investigations Code of Practice for Mineral Operators (1990)*).

Brick-making in the Whittlesey and Peterborough Area

Policy SP11/4 WHEN CONSIDERING APPLICATIONS FOR NEW OR EXPANDED BRICK-MAKING FACILITIES THE MINERALS PLANNING AUTHORITY WILL SEEK TO REDUCE THE ENVIRONMENTAL IMPACT OF EXISTING BRICK MAKING FACILITIES IN THE WHITTLESEY AND PETERBOROUGH AREA BY AGREEMENT. IN DETERMINING SUCH APPLICATIONS, THE MINERALS PLANNING AUTHORITY WILL HAVE REGARD TO THE ENVIRONMENTAL IMPACT OF THE PROPOSALS, INCLUDING THE LEVEL OF EMISSIONS.

11.13 The brick-making industry in the Whittlesey and Peterborough area is very intrusive - both visually and in terms of the sulphur and other emissions which occur during brick firing. When future proposals are made for new brick making facilities, it may be possible to reduce the impact on the area as a whole, which overlaps the Districts of Peterborough City, Fenland and Huntingdonshire, by reducing the total number of operating works, or those that are closest to residential areas. As improved methods and technology are developed and become more cost-effective to reduce airborne pollution, the County Council will endeavour to ensure these improvements are included in new facilities. Other methods of reducing impact, such as earth mounding and improved planting programmes may also be required.

Mineral Landbanks of Permitted Reserves

Policy SP11/5 THE COUNTY COUNCIL WILL SEEK TO MAINTAIN A STOCK OF PLANNING PERMISSIONS FOR SAND AND GRAVEL EXTRACTION SUFFICIENT FOR AT LEAST SEVEN YEARS' PRODUCTION UNLESS EXCEPTIONAL CIRCUMSTANCES PREVAIL.

11.14 The importance of maintaining adequate supplies of sand and gravel to the construction industry is recognised. Similarly, the desirability of a landbank of some seven years is acknowledged, in view of the capital investment and long lead times involved. When determining applications, the County Council has regard, in addition to the *Cambridgeshire Aggregates (Minerals) Local Plan*, to the national and regional guidelines for aggregates production which are contained in MPG6 *Guidelines for Aggregates Provision in England (1994)*, and also the advice of the East Anglian Aggregates Working Party. It is also recognised, however, that there is likely to be increasing conflict between the need to extract aggregates and the other policies of the Structure Plan, particularly those for the protection of high grade agricultural land and the environment. These conflicts and the need to ensure consistency with the principles of sustainability are recognised in the national guidelines.

Policy SP11/6 THE COUNTY COUNCIL WILL SEEK TO ENSURE THAT THERE ARE ADEQUATE PERMITTED RESERVES OF MINERALS OTHER THAN SAND AND GRAVEL (see *Policy SP11/5*) HAVING REGARD TO THE NEEDS AND NATURE OF THE PARTICULAR INDUSTRY CONCERNED AND THE GEOGRAPHICAL LOCATION OF RESOURCES.

11.15 The importance of maintaining supplies of other minerals, is also recognised. These include brick-clay, chalk for cement and whiting, and silica sands. The County Council will keep the likely future demand of these minerals under review and more detailed policies will be incorporated in a comprehensive Minerals Local Plan in the future.

Recycled and Secondary Aggregates

Policy P11/7 PROPOSALS FOR THE TREATMENT, STORAGE AND RE-USE OF SECONDARY AND RECYCLED AGGREGATES WILL BE FAVOURABLY CONSIDERED PROVIDING THEY ARE IN ACCORDANCE WITH OTHER POLICIES OF THE PLAN.

11.16 In view of the difficulty in sustaining supplies of locally won sand and gravel in the longer term, the fullest possible use of recycled or secondary products, such as crushed concrete, pulverised fuel ash, furnace bottom ash, or brick waste, is to be encouraged. Most recycling processes can be suitably accommodated as part of waste disposal facilities, whilst limited potential may exist within active mineral working sites. Processes for

recycling aggregates, such as concrete crushing can cause dust and noise. Therefore, particular care will be needed before permission to carry out these activities is granted, to ensure that environmental impact and damage to amenity is minimal. It will also be necessary to assess whether such an activity carried out in an active minerals site would prolong site use to an unacceptable degree.

Transport of Imported Minerals

11.17 The County Council will encourage the use of minerals imported by rail (and sea) where this does not conflict with other policies of the Structure Plan. MPG6 seeks to change the pattern of supply and to encourage alternative sources of supply, such as marine dredged aggregates, coastal superquarries and secondary and recycled aggregates. In addition, there has been a rising trend of crushed rock being imported into Cambridgeshire by road. The County Council will seek to meet national objectives by identifying and safeguarding sites as reception depots which could be served by rail. This would also serve to reduce the current high lorry mileage which is caused by the import of hard rock by road. Regional imports by sea/rail would be mainly from Kings Lynn, Great Yarmouth, Felixstowe and the Thames Estuary. The potential of Wisbech for imports of aggregates by sea/rail could also be investigated.

After-use of Old Workings

Policy SP11/8 THE COUNTY COUNCIL WILL SEEK TO ENSURE THAT OLD MINERAL WORKINGS ARE RESTORED TO A BENEFICIAL USE, INCLUDING AGRICULTURE, FORESTRY, RECREATION OR NATURE CONSERVATION.

11.18 It is important to restore old mineral workings to beneficial use as rapidly and effectively as possible. For the purposes of this policy, old workings are taken to mean sites where restoration conditions do not exist or are inadequate. Particular emphasis will be given to old workings which are considered degraded, whilst recognising the need to retain sites which have attained nature conservation interest through natural regeneration. The *Environment Act 1995* has introduced a statutory duty requiring the County Council to review all mineral permissions approved between 1948 and 1981. This includes a duty, where appropriate, to secure improved operating and environmental standard, subject to compensation provision.

Policy SP11/9 ANY DEVELOPMENT PROPOSALS RELATING TO OIL AND GAS PROSPECTING, EXPLORATION OR PRODUCTION WILL BE SUBJECT TO THE RELEVANT POLICIES OF THIS PLAN, INCLUDING SP11/2 AND SP11/3. FOLLOWING THE DISCOVERY OF ANY OIL OR GAS DEPOSITS, ANY FURTHER APPLICATIONS FOR EXPLORATION/APPRaisal FACILITIES, AND SUBSEQUENTLY FOR PRODUCTION FACILITIES, WILL ONLY BE CONSIDERED IN THE CONTEXT OF AN OVERALL SCHEME (FOR APPRAISAL OR FOR PRODUCTION) TO BE AGREED WITH THE MINERALS PLANNING AUTHORITY.

11.19 The County Council recognises the important contribution that oil and gas can make to energy supplies, and this policy will guide any search for such resources in Cambridge.

11.20 To date, the County does not appear to be a prime area for exploration. In the event of such development, the County Council will seek to:

- (i) protect local residents and property from undue disturbance by noise, visual intrusion, vibration, traffic hazards and from pollution of the atmosphere and water resources;
- (ii) protect the County's environment and ecology and oppose any proposal which would significantly affect the special qualities of important nature conservation sites and landscapes (*see Chapter 12*).

11.21 Under the licensing system for on-shore hydrocarbon development a separate licence is required from the President of the Board of Trade for each of the three stages of exploration, appraisal and production. At each stage developers must demonstrate that they have obtained the necessary planning permission before a licence can be granted.

11.22 The County Council's acceptance in principle of operations for exploration should not be taken as an indication that planning permission would necessarily be given for development associated with later stages.

Waste Management

11.23 The County Council has a wide range of waste management responsibilities. Under the *Environmental Protection Act 1990* the Council is responsible for regulating the disposal of controlled waste in Cambridgeshire. It also has the duty to arrange for the disposal by contractors of household and commercial waste delivered by the collection authorities (District Councils) and it aims to provide an effective service at an economic cost consistent with the protection of the environment. In addition, the Council works with others to implement practical waste reduction and recycling schemes for controlled waste wherever these are cost effective.

Objectives

11.24 **The waste management policies are intended to promote the following aims which are broadly in accordance with the European Commission waste management hierarchy:**

- (i) to eliminate or reduce waste at source;**
- (ii) to separate materials suitable for recycling (including energy generation);**
- (iii) to process waste with particular attention to composting and anaerobic digestion;**
- (iv) to adopt waste transport methods which minimise environmental impact;**
- (v) to treat waste prior to landfill to reduce its volume or potential for pollution;**
- (vi) where landfill is undertaken, to minimise the escape of methane and where feasible recover its energy potential.**

11.25 The County Council is preparing a Waste Management Plan which will assess the current level of waste production, forecast the levels for the next 10 years and provide guidance on the alternative methods of disposal and their relative methods. Once approved a Waste Local Plan will be prepared to provide policies on location and the detailed planning constraints that will apply to disposal. Both Plans will take into account the strategic aims and policies of the Structure Plan.

11.26 Regardless of the method of disposal adopted it is of fundamental importance that all necessary measures will be taken to protect the environment, including residential amenity, water resources and wildlife. For water resources there is a statutory requirement to consult the NRA (or its successor body) under Section 36 (4) of the *Environmental Protection Act 1990*. Minimising transport impacts is also important. The potential of waste disposal in the reclamation and improvement of disused or poor quality land is also recognised.

11.27 Most controlled waste will continue to be disposed of by landfill because of its low relative cost and ready availability in the County. High technology waste reduction options, such as the incineration of waste or the production of waste derived fuel, will have limited applicability given the dispersed population in the County. However, in accordance with the objectives for waste management, the primary aim should be to reduce waste at source or recycle waste materials. Lower technology solutions, including recycling and composting, are small scale but practical and expanding. Anaerobic digestion methods are also under consideration.

Waste Reduction and Recycling

Policy SP11/10

THE RECOVERY AND PROCESSING OF RECYCLABLE WASTE MATERIALS AT LANDFILL SITES AND OTHER APPROPRIATE LOCATIONS, AND THE TRANSFER OF SUCH MATERIALS FROM THESE LOCATIONS, WILL BE PREFERRED OVER LANDFILL, BUT WILL ONLY BE PERMITTED WHERE THE ACTIVITY:

- (i) DOES NOT RESULT IN DAMAGE TO RESIDENTIAL OR RURAL AMENITY;**
- (ii) DOES NOT CAUSE POLLUTION BY AIR, WATER OR ON THE LAND;**
- (iii) IS WELL LOCATED TO GIVE EASE OF ACCESS AND IS ACCEPTABLE IN TERMS OF TRAFFIC IMPACT (see Policy SP3/5).**

11.28 Both the County and the District Councils are committed to increasing the amount of waste recycling. The Government's White Paper, *This Common Inheritance* sets a target of recycling 25% of household waste by the year 2000. Household waste recycling increased from 5% in 1992 to 8.6% in 1994, and aims to reach 12% by 1997. The County also assists the District Councils in reaching the national target. Under the *Environmental Protection Act 1990* the District Councils have also prepared recycling plans to set out their own strategies. The number of facilities for recycling is continuing to increase with the setting up of recycling banks in some 300 locations (at the end of 1994), and all sites for householders' waste are now Recycling Centres. Other provisions of the Act, such as the payment of recycling credits to District Councils and others who collect materials for recycling, will continue to increase the quantity and variety of materials for re-use. It should be recognised, however, that household waste is only a part of the controlled waste arising in the County and that markets for some recycled materials are very limited even at present low recycling rates.

11.29 Cambridgeshire, as an agricultural County, generates large volumes of "green" waste, much of which is disposed of at landfill sites. This is in addition to the putrescible proportion of controlled waste for disposal. Mixing and processing this material at suitable sites by means of composting or anaerobic digestion could substantially reduce this major source of potential methane gas and leachate pollution from landfills. A useful soil conditioner can also be produced which has a variety of uses including a neutral landfill cover material. Such options which increase the inert proportion of landfills in the County will be strongly encouraged.

11.30 Most recycling is closely associated with the disposal of waste. However, some, such as the production of recycled building materials, may only be acceptable at an active mineral working or suitable industrial area where noise or dust will not be detrimental to amenity (see *Policy SP11/7*). Other recycling activities that are more akin to light industry will be permitted in areas allocated for that use, providing that they do not contravene other policies of the Structure and Local Plans. It is important that sites are conveniently located so that the energy costs of transport do not outweigh the benefits of recycling.

Household Waste Recycling Centres

Policy SP11/11

SUBJECT TO OTHER POLICIES OF THE PLAN, THE COUNTY COUNCIL WILL ARRANGE FOR THE PROVISION OF SUITABLE SITES WITHIN REASONABLE DISTANCE OF MAJOR CENTRES AND SMALL TOWNS, WHERE THE PUBLIC CAN DEPOSIT HOUSEHOLD AND GARDEN WASTE FOR RECYCLING OR DISPOSAL.

11.31 These facilities, which are valuable bases for recycling bulkier waste that is not suitable for normal collection, are provided by the County Council, but operated by contractors on the Council's behalf. The Council is still responsible for licensing and monitoring their operation. Most parts of the County are reasonably served by Household Waste Recycling Centres, although additional sites may be permitted where economically viable. One of the principal benefits of good provision is the discouragement of uncontrolled and illegal dumping in the countryside. The selection of sites will be subject to policies in Local Plans. The District Councils, as waste collection authorities, will have a role to achieve the recycling of household waste in accordance with the *Environmental Protection Act 1990*.

Disposal by Landfill

Policy SP11/12

WHERE DISPOSAL OF CONTROLLED WASTE BY LANDFILL IS THE MOST SUITABLE OPTION, IT WILL TAKE PLACE AT SITES WELL LOCATED IN RELATION TO THE MAIN AREAS OF WASTE ARISING IN THE COUNTY. INDIVIDUAL SITES WILL BE CONSIDERED WITH SPECIAL REGARD TO:

(i) THE NEED FOR FACILITIES IN THE CONTEXT OF FORECAST VOLUMES OF WASTE AND FORECAST LEVELS OF RECYCLING OR OTHER SUITABLE METHODS OF DISPOSAL;

(ii) THE NEED TO PROTECT THE AMENITIES OF RESIDENTIAL AND OTHER SENSITIVE AREAS, INCLUDING CONSIDERATIONS OF TRAFFIC, AIR QUALITY AND NOISE LEVELS;

(iii) THE POSSIBLE IMPACT OF LANDFILL GASES AND THE NEED TO SAFEGUARD NEARBY PROPERTIES;

(iv) ENVIRONMENTAL CONSIDERATIONS, INCLUDING THE NEED TO SAFEGUARD WATER RESOURCES (see Policies SP8/4 and SP8/5), WILDLIFE, AND THE LANDSCAPE OF THE COUNTY;

(v) THE AVAILABILITY OF RAIL FACILITIES FOR THE LONG-DISTANCE TRANSFER OF WASTE, THE IMPACT OF TRAFFIC ON COUNTY HIGHWAYS AND LOCAL ACCESS TO THE SITE;

(vi) THE CONTRIBUTION OF LANDFILL TO THE RESTORATION AND BENEFICIAL AFTER-USE OF EXHAUSTED MINERAL WORKINGS AND OTHER DERELICT LAND.

11.32 At present, landfill is the cheapest method available of disposal of non-hazardous waste. It remains a valuable means of reclaiming land which is otherwise unsuitable for agriculture, recreation or amenity purposes. It is also a useful factor in the reclamation and after-use of mineral workings, providing the geology is appropriate. In the interests of sustainability, the distances between the points of origin of waste and landfill sites should be minimised. Planning conditions will require that landfilling is carried out effectively with minimum impact on the environment, including water resources and that restoration is to a beneficial after-use.

11.33 Subsequent to any proposal receiving planning permission, the County Council's Waste Regulation Authority (or its successor body), through the licensing and monitoring provisions of the *Control of Pollution Act 1974* and the *Environmental Protection Act 1990*, ensures that the disposal, keeping and treatment of controlled waste causes no pollution to the environment, harm to human health, or serious detriment to local amenities.

11.34 The Waste Regulation Authority will take great care to monitor and avoid any harmful effects of by-products of waste disposal, such as the production of methane gas and leachate pollution as decomposition occurs. However, for all existing and future sites, methods of collecting gas and using it for heating systems or electricity production are now available where it is present in sufficient amounts. Long-term monitoring of completed landfill sites will be required. It will have to be demonstrated that gas production and water pollution potential have decreased to a level compatible with the proposed use before development of the site can proceed.

Disposal by Land Raising

Policy SP11/13

EXCEPTIONALLY, THE DISPOSAL OF CONTROLLED WASTE BY LAND RAISING RATHER THAN LANDFILL WILL BE PERMITTED IN THE FOLLOWING CIRCUMSTANCES WHERE:

(i) LANDFILL IS NOT PRACTICABLE AND THERE IS A NEED FOR THE FACILITY IN ACCORDANCE WITH POLICY SP11/12(i);

(ii) THE PROPOSAL IS IN ACCORDANCE WITH THE SAFEGUARDS IN POLICY SP11/12(ii), (iii), (iv) AND (v);

(iii) THE PROPOSED LANDFORMS AND LEVELS WILL BE APPROPRIATE IN RELATION TO THE ADJOINING LANDSCAPE; AND

(iv) THE LAND WILL BE IMPROVED FOR AGRICULTURE OR OTHER SUITABLE AFTER-USES.

11.35 The availability of landfill voids will, in most parts of the County, provide the most suitable solution for waste disposal. The *Consultation Draft Waste Management Plan (1995)* considers that landfill capacity is sufficient for the County as a whole, but recognises additional capacity may be required within Fenland prior to 1997 to avoid export to facilities in Peterborough or Huntingdonshire. Therefore, the possibility of disposal by land raising may exceptionally be considered in certain circumstances and where implications for the landscape, wildlife or other amenities of the countryside or residential areas are acceptable. Land raising operations need to be planned with utmost care to ensure that landscape character is not impaired (see *Policy SP12/6*) and that a beneficial after-use can be undertaken. Therefore, particular attention will be paid to these aspects, and preference will be given to proposals on land which is already degraded or unfit for other uses (see also *Policy SP8/6 relating to flood control*).

Special Wastes

11.36 Some waste disposal facilities are licensed to accept "special" (toxic) wastes for disposal. All facilities will be closely monitored to verify that no pollution, danger to public health or serious detriment to the amenities of the area is caused, and that the facilities are operated in accordance with the conditions of the waste management licences. However, it is likely that the great majority of the County's special waste will continue to go out of the County for treatment or disposal.

11.37 The County Council will press for, and co-operate fully in, the evolving regional scheme for waste regulation, the co-ordination of waste disposal plans and the provision of scientific services. To these ends Cambridgeshire has joined with Norfolk and Suffolk County Councils to form the Eastern Regional Waste Regulation Joint Committee.

Industrial Waste and Pollution

11.38 The local planning authorities will encourage the incorporation of waste treatment facilities in new industrial development, in the interests of the environment. Safeguards for the environment are incorporated in Policy SP5/1 (see also paragraph 5.28).

Nuclear Waste

11.39 The County Council will oppose any proposal to dispose of nuclear waste in Cambridgeshire. It is Government policy to provide for the initial storage of high level nuclear wastes and for the early disposal of low and intermediate level nuclear wastes. "Nuclear waste", in this context, may be defined as radio-active waste arising from the generation of electricity and from the defence industries. The nuclear and electricity generating industries have set up an organisation, UK NIREX Ltd. (Nuclear Industry Radio-Active Waste Executive), to co-ordinate the development and operation of disposal facilities for low and intermediate level wastes. In March 1989, following the rejection of alternative sites, UK NIREX Ltd. advised the Government that disposal could take place at Sellafield in Cumbria or Dounreay in Caithness.

11.40 There is considerable uncertainty about the degree of health, safety and pollution risks associated with nuclear waste disposal sites, and about the ability of current technology to eliminate the risks. Future generations would suffer the consequences of any mistakes, and accordingly the County Council will not grant planning permission for development either for, or associated with, the deposit of nuclear waste.





Chapter 12 RURAL AND URBAN CONSERVATION

Background

12.1 This chapter of the Structure Plan sets out the policies for maintaining the character and diversity of Cambridgeshire's towns, villages and countryside. Development and change needs to be accommodated in a manner which sustains and enhances the quality of the physical environment for the benefit of existing and future generations.

12.2 The County contains a variety of distinct environments within a generally open and spacious landscape. These include rolling chalk hills in the south, flat fertile fens in the north and meandering river valleys in between. There are also features which deserve special protection. For example, the wetland of the Ouse and Nene Washes are of international importance for their nature conservation value. Cambridge stands out in the County's cultural heritage, because of its unique architectural and historic qualities. However, the environment of the County should be considered in its entirety. Within a broadly arable backcloth is a complex pattern of nature and man-made features with remnants of ancient semi-natural woodland, field patterns, parklands, trackways and drainage ditches. Hedgerows, ponds, village greens, grazing meadows and tree-lined avenues are important features of the Cambridgeshire countryside. Many of the towns and villages have their own distinct character and charm. Together these components form characteristic landscapes and wildlife habitats; many are of historic or archaeological importance; all are part of the County's heritage.

12.13 Increasing demands have been placed upon the man-made and natural environment not only through the rapid spread of development in the County over the last decade, but also from the changes in agricultural practice, mineral extraction, road improvements and recreational activities. Changes have included:

(i) the removal of important landscape features and wildlife habitats not protected by legislation, for example hedges, ponds and long-established grassland;

(ii) a decline in tree cover since 1945 due to rationalisation of field patterns, tree diseases and loss from the effects of storm and drought;

(iii) changes in farming practices which have resulted in large new buildings, which often dominate the landscape, and removal of hedgerows;

(iv) disuse and neglect of traditional buildings;

(v) construction of major new roads, mineral workings, refuse disposal facilities, sewage treatment works and overhead power lines. The impact of these and other developments is often difficult to accommodate in the countryside;

(vi) the impact of development and redevelopment on built-areas; and

(vii) the impacts of traffic growth (congestion/increased pollution).

12.4 A relatively recent factor which is having a major effect on the countryside is the reform of the Common Agricultural Policy (CAP). For example:

- large areas of land are being taken out of agricultural production for "set aside" and environmental schemes. The degree of environmental benefit will depend on the financial incentives and management arrangements that are introduced. Long-term "set-aside" is likely to be preferable to rotational.

- as subsidies for food production are reduced there will be less agricultural labour available to manage countryside features and more pressure for new developments associated with diversification.

12.5 It is important that environmental concerns should not be seen in isolation from economic and social considerations. Conservation policies are part of the integrated approach set out in the County Strategy (see *Chapter 2*) and Keynote Sustainable Development Policy SP1 which provides the basis for all Structure Plan policies.

12.6 The Structure Plan conservation policies are part of a broader family of plans and strategies in operation by the County Council, which aim to protect the rural and urban environments. They include:

(i) the *Environmental Action Plan (1994 - 97)* which seeks to protect and enhance the physical environment through the County Council's own activities and through its influence over others;

(ii) the *Cambridgeshire Rural Strategy (first approved 1988 and revised in 1992)* which provides a framework for positive action both to conserve and enhance the countryside.

12.7 Many agencies, organisations and voluntary groups are involved in rural and urban conservation at national, regional and local levels. The policies and programmes of the local authorities should, therefore, be seen as only part of the concerted conservation effort. Whilst the local authorities are well placed to co-ordinate much of that activity, it should be recognised that their resources are limited.

12.8 The approach of this Chapter to rural and urban conservation issues has three distinct but related strands:

(i) restrictions on new development to avoid the most environmentally sensitive areas;

(ii) quality of new development to be in harmony with the environment; and

(iii) measures to protect, manage and enhance the environment, including the creation of new features.

Objectives

12.9 In order to sustain and enhance the County's character and diversity, objectives of the conservation policies are:

(i) to conserve and improve the amenity, wildlife and landscape quality of the countryside;

(ii) to maintain and improve the quality of the built environment, especially in conservation areas, by preservation, sympathetic new building and landscaping;

(iii) to preserve important archaeological resources;

(iv) to increase the awareness of the public and encourage a positive attitude towards improving their environment through publicity and environmental education.

The Countryside

Development Restrictions

Development in the Countryside

Policy SP12/1

DEVELOPMENT IN THE COUNTRYSIDE WILL BE RESTRICTED TO THAT WHICH IS ESSENTIAL TO THE EFFECTIVE OPERATION OF LOCAL AGRICULTURE, HORTICULTURE, FORESTRY, PERMITTED MINERAL EXTRACTION, OUTDOOR RECREATION OR PUBLIC UTILITY SERVICES.

12.10 The countryside needs to be protected from inappropriate development in order to maintain its rural character. Development outside the physical framework of existing settlements as defined in Local Plans will be limited to activities directly related to countryside recreation (*subject to the limitations of the recreation policies in Chapter 13*), or activities essential to the effective operation of local farming, forestry, mineral

extraction or public utility services including transportation. The aim of the policy is to protect the countryside for its own sake and to avoid unnecessary building which could be both visually intrusive and energy inefficient. It may be possible to accommodate some developments which have often been associated with the countryside in more suitable locations (for example on industrial estates or the urban fringe), and the possibility of utilising such sites should be assessed. The policy will also help to prevent uneconomic demands for public services. Whilst the need for rural diversification is recognised, planning permission will only be granted if proposals comply with other policies of the Plan and activities are not damaging to the environment.

12.11 The *Town and Country Planning General Development Order 1988* allows some types of development "reasonably necessary for the purposes of agriculture" to qualify as permitted development. However, these permitted developments can be subject to various conditions, and local authorities may require details of agricultural buildings and operations which do not normally require planning permission. Local authorities will seek the co-operation of farmers, and landowners to achieve high standards of design and siting.

12.12 Proposals for new uses of existing rural buildings may be permitted where they comply with other policies of the Plan. For example, where it would ensure the retention of a redundant building of aesthetic or historical value (*policy SP12/11*) or the acceptable employment use of redundant rural buildings (*Policy SP5/11*) or enable farm diversification on a small scale. (*Policy SP10/2*). Local interpretation of this policy may be necessary in special circumstances. For example, the horse racing industry in the Newmarket area of East Cambridgeshire (*Chapter 17*), and research establishments within the B1 Class Use if there is a special need to locate in a rural area (*Policy SP18/6*).

Areas of Best Landscape

Policy SP12/2 THE LOCAL PLANNING AUTHORITIES WILL NOT NORMALLY GRANT PERMISSION FOR DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF THE AREAS OF BEST LANDSCAPE LISTED BELOW:

- THE LIMESTONE AREA TO THE NORTH AND WEST OF PETERBOROUGH AND THE WESTERN CLAYLANDS OF HUNTINGDONSHIRE INCLUDING THE OUSE VALLEY;

- THE CLAY PLATEAU TO THE WEST OF CAMBRIDGE EXTENDING TO THE BEDFORDSHIRE BOUNDARY AND BOUNDED BY GAMLINGAY, PAPWORTH EVERARD, BAR HILL, COMBERTON AND ORWELL;

- AN AREA TO THE SOUTH EAST OF A LINE FROM THE HERTFORDSHIRE BORDER IN ROYSTON TO THE SUFFOLK BORDER NORTH OF NEWMARKET EXCLUDING THE VALLEY OF THE RIVER RHEE AND AN AREA AROUND MELBOURN, PART OF THE VALLEY OF THE RIVER GRANTA AND AN AREA SOUTH OF BOTTISHAM; AND

- THE AREA WHICH INCLUDES THE FEN-EDGE ISLAND SETTLEMENTS BOUNDED BY WITCHFORD, HADDENHAM, ALDRETH, STRETHAM, STUNTNEY, ELY AND DOWNHAM.

12.13 In the predominantly flat and open terrain of Cambridgeshire the limited areas of slopes and woodlands, and the river valleys have a special attraction and are generally the areas defined as being of best landscape value. These "Areas of Best Landscape" are broadly indicated on the Key Diagram. District Councils will seek to define, and keep under review, more detailed boundaries in their Local Plans.

12.14 Areas of Best Landscape draw attention to those parts of the countryside to be given special protection from the adverse effects of development. In some of these areas there are strong pressures for development, particularly for recreational purposes, which will be examined carefully for their effects on the landscape. However, landscape considerations should be taken into account wherever development in the countryside is proposed (see *Policy SP12/6*).

Internationally and National Important Nature Conservation Areas

Policy SP12/3 DEVELOPMENT WILL NOT BE PERMITTED WITHIN, OR WHICH IS LIKELY TO ADVERSELY AFFECT:

- RAMSAR SITES
 - SPECIAL PROTECTION AREAS
 - SPECIAL AREAS OF CONSERVATION
 - NATIONAL NATURE RESERVES
 - SITES OF SPECIAL SCIENTIFIC INTEREST
 - SITES PROPOSED, BY ENGLISH NATURE, FOR THE ABOVE DESIGNATIONS
- OTHER THAN IN EXCEPTIONAL CASES OF AN OVERRIDING NATIONAL OR INTERNATIONAL NEED.**

12.15 Cambridgeshire contains a range of habitats of important ecological value, many of which are designated as Sites of Special Scientific Interest (SSSIs), although these only cover 2% of the County. There are nine National Nature Reserves (NNRs) - Chippenham Fen, Monks Wood, Upwood Meadows, Woodwalton Fen, Holme Fen, Castor Hanglands, Barnack Hills and Holes, Collyweston Great Wood and Easton Hornstocks, and Wicken Fen. Internationally important sites include Special Protection Areas (SPAs), which are concerned with protection of bird habitats and Ramsar sites, which are ecologically important wetland areas. The Ouse and Nene Washes, Chippenham Fen, Wicken Fen and Woodwalton Fen are designated Ramsar Sites. Both the Ouse and Nene Washes are designated SPAs. The Cam Washes are proposed as an SPA. These internationally important sites warrant special protection measures to conserve their habitats as not only development but drought, over-abstraction and pollution threaten these wetland ecosystems. Lists of Special Areas of Conservation (SACs) have been proposed to the EU for designation. SACs will be selected for their importance as natural habitat types and will receive the same protection as SPAs. In Cambridgeshire, Woodwalton, Wicken and Chippenham Fens (referred to collectively as "Fenland") have been proposed; part of the Ouse Washes and Orton Pit are under consideration by English Nature.

12.16 Policy SP12/3 gives specific protection to both internationally and nationally important sites. The County and District Councils will liaise, where appropriate, with English Nature whenever development requiring planning permission is proposed in, or adjacent to an SSSI (consultation areas for wetlands may extend up to 2km from an SSSI boundary). Environmental Assessments will be required to accompany all planning applications which may impinge on sites of national or international importance for nature conservation. Particular consideration will be given to the lists of activities damaging to each SSSI drawn up by English Nature under Section 28(4)(b) of the *Wildlife and Countryside Act (Amended) 1981*.

Countryside Heritage Sites

Policy SP12/4 THE LOCAL PLANNING AUTHORITIES WILL IDENTIFY AND SEEK TO SAFEGUARD COUNTRYSIDE HERITAGE SITES WHICH MERIT CONSERVATION FOR THE HISTORIC, ARCHAEOLOGICAL, NATURE CONSERVATION, SCIENTIFIC OR LANDSCAPE IMPORTANCE: DEVELOPMENT WITHIN, OR WHICH ADVERSELY AFFECTS, COUNTRYSIDE HERITAGE SITES WILL NOT NORMALLY BE PERMITTED. MANAGEMENT AGREEMENTS FOR CONSERVATION PURPOSES WILL BE SOUGHT WHERE APPROPRIATE.

12.17 Whilst some of the most important sites of value to our heritage already receive some statutory protection (for example SSSIs, NNRs, Schedule Ancient Monuments (SAMs)) a great number have no special protection. These include sites of landscape, historical or ecological importance, for example Local Nature Reserves (LNRs), Listed Parklands, and Regional Important Geological Sites (RIGSs). Of particular interest are sites which are of importance for more than one reason: for example, a site may be an archaeological feature as well as being of wildlife value; or an old historic park may have wildlife, historical and landscape value. Current protection policies are not targeted broadly enough to preserve such sites unless one factor is so outstanding that it deserves preservation on those grounds only. It is intended that all of the most important elements in the County's countryside heritage should be identified and designated as Countryside Heritage Sites (CHSs). These will include ancient woodlands, commons, historic landscape features such as ridge and furrow fields and all LNRs.

12.18 A full list of CHSs is being drawn up, by the County Council, in consultation with the District Councils. The sites will be the subject of wider consultation before identification in Local Plans. Local authorities will liaise with conservation groups and organisations whenever development requiring planning permission is proposed within a CHS. CHSs are sites which:

- form an important environmental asset worthy of long-term conservation;
- have a clear significance at local, county, regional or national level for particular features of the site;
- contribute to the appreciation and enjoyment of the countryside by the general public.

12.19 In addition to their role in development control, CHSs are intended to assist in the effective management of important sites. They will enable advice and grant aid to be targeted to landowners and volunteer groups. Many wildlife habitats are subject to pressures from activities such as drainage and clearance which are outside the scope of normal planning control. Where possible, the most important of these habitats will be protected in advance of specific threats through appropriate management agreements.

Nature Conservation Zones

Policy SP12/5 THE LOCAL PLANNING AUTHORITIES WILL NOT NORMALLY GRANT PERMISSION FOR DEVELOPMENT WHICH HAS A SIGNIFICANT ADVERSE EFFECT ON THE INTEREST OF NATURE CONSERVATION, PARTICULARLY IN ZONES WHICH ARE ESPECIALLY VALUABLE FOR WILDLIFE AS FOLLOWS:

- THE CHALK BELT STRETCHING FROM NEWMARKET TO NORTH OF ROYSTON;
- THE RIVER VALLEYS AND WASHES OF THE OUSE, NENE, CAM AND GRANTA;
- THE LIMESTONE AREAS NORTH AND WEST OF PETERBOROUGH.

12.20 It is important for nature conservation that the range and diversity of habitats and the species which they support is maintained. This policy aims to safeguard the interests of nature conservation generally, but with particular emphasis on the most important zones, which are broadly indicated on the Key Diagram. District Councils will identify more detailed boundaries in their Local Plans in consultation with English nature, the National Rivers Authority (or its successor body), the Royal Society for the Protection of Birds and the Bedfordshire and Cambridgeshire Wildlife Trust. These bodies will also be consulted on any application for development which is likely to affect the nature conservation value of these areas. Any development which would reduce the potential of these areas to continue to support rare species or the diversity of wildlife should be avoided. Pressures may arise not only from direct physical encroachment, but also from recreational disturbance.

Development Requirements

Landscape Guidelines

Policy SP12/6 LOCAL PLANNING AUTHORITIES WILL REQUIRE ALL DEVELOPMENT IN THE COUNTRYSIDE, OR ON THE URBAN FRINGE, TO RELATE SENSITIVELY TO THE LOCAL ENVIRONMENT AND TO REFLECT THE INDIVIDUAL CHARACTER OF THE DISTINCT LANDSCAPE AREAS OF THE COUNTY.

12.21 The *Cambridgeshire Landscape Guidelines*, adopted by the County Council in 1991, offer advice and guidance to all who influence Cambridgeshire's landscapes. It is essential that any proposals for development which have to be located within, or adjacent to, the countryside take account of the guidelines at an early stage. The *Guidelines* complement the *Areas of Best Landscape (Policy SP12/2)* by indicating the landscape considerations to be taken into account wherever development in the countryside is proposed.

12.22 The *Guidelines* divide the County into specific areas which are based on distinctive existing landscape characters. These are:

(i) **the south-east clay hills** - an undulating area with scattered settlements and farmsteads, woodlands, moated sites and large fields;

(ii) **the chalklands** - the rolling chalkland hills, dissected by two river valleys, are important for their grasslands although much of the area is now characterised by large arable fields. Towards Newmarket the racehorse industry influences the landscape pattern with small paddocks and more woodland planting;

(iii) **the western claylands** - a gently undulating landscape, divided by the Ouse Valley, with large arable fields, sparse yet important ancient semi-natural woodlands, small villages, and existing and former airfields;

(iv) **the Ouse Valley** - characterised by its meandering river, mosaic of flood plains and grazing meadows, disused and working gravel pits, housing estates, and industrial areas;

(v) **Grafham Water** - a reservoir important for its water-based recreation and nature conservation yet in need for landscape enhancement;

(vi) **the Nene Valley/Peterborough gravels** - a diverse area ranging from shallow undulations of clay and limestone to flat fens, important for its recreational features, riverside features and clay pits;

(vii) **the north-west limestone area** - an area more typical of Northamptonshire with its small villages, buildings constructed on local limestone, fields enclosed by hedges or dry-stone walls, relic floral grasslands and woods of nature conservation value;

(viii) **Fenland** - a complex landscape produced largely as a result of large-scale drainage works but which is continually changing, due to changes in water levels and shrinkage of the peat. Vast, open, treeless landscapes provide distant views to "island" settlements and isolated agricultural buildings.

12.23 Where development is intrinsically unsuited to the character of a particular area this may form the basis of a refusal even outside Areas of Best Landscape (*Policy SP12/2*). In considering the acceptability of development proposals, in or adjoining the countryside (*see also Policy SP12/1*), and the design of such schemes, special attention should be paid to:

(i) the need to integrate proposals with existing landscape features to conserve and enhance local character;

(ii) the scale of the development, its siting, design and the materials and colours used, which must be in sympathy with the surroundings;

(iii) protection of woodlands and hedgerows, wetlands and water meadows;

(iv) potential effects of development on wildlife habitats, archaeological and historic sites;

(v) the importance of maintaining a clear distinction between settlements and countryside to prevent sprawl;

(vi) the effect of traffic generation and access requirements on the rural environment;

(vii) the need to avoid the proliferation of masts, towers and other forms of development which despoil skylines.

Wildlife Habitats

Policy SP12/7

ALL NEW DEVELOPMENT WILL BE EXPECTED, WHERE POSSIBLE, TO PROVIDE FOR THE RETENTION OF EXISTING HABITATS AND WILDLIFE FEATURES AND FOR THE CREATION OF APPROPRIATE NEW HABITATS.

12.24 Existing wildlife habitats and protected species are valuable resources. The County's habitats and wildlife stock should not be depleted. Conserving existing habitats will be a priority. If a development will decrease the nature conservation value of a site, compensation for that loss by habitat creation/local enhancement elsewhere in the vicinity will be expected. Where any development which affects a site of nature conservation value is permitted, it will be subject to relevant conditions. Agreements regarding provision for

creation of appropriate new habitats will also be sought (see *Policy SP8/1*). Additional wildlife features, such as "green corridors", will be encouraged. Green corridors provide a continuum of planting linking developments into the countryside.

Countryside Enhancement

Protection, Management and Enhancement of Countryside Features

***Policy SP12/8* THE LOCAL PLANNING AUTHORITIES WILL PROMOTE, ENCOURAGE AND ASSIST WHERE APPROPRIATE, THE PROTECTION, MANAGEMENT AND ENHANCEMENT OF FEATURES OF AMENITY, LANDSCAPE, WILDLIFE, ARCHAEOLOGICAL AND HISTORICAL IMPORTANCE IN THE COUNTRYSIDE.**

12.25 Encouragement, advice and practical assistance is given to landowners, parish and town councils, amenity societies and others who undertake conservation work by the County Council. Grants are available for landscape conservation and countryside management projects. The local authorities support various Countryside Management Projects, for example Green Belt, Ouse Valley, working in partnership with other bodies (for example Wildlife Trusts). This makes effective use of resources in those areas which are of significant conservation value. Work is undertaken to improve landscapes, conserve wildlife and archaeological features, and to extend access.

12.26 Woodlands are of economic (timber production, game conservation), environmental (landscape, wildlife), recreational and educational value. Cambridgeshire has an extremely low coverage of woodland (only 2%) and many areas of the County have been impoverished through the loss of trees and woodlands. The most important woodlands in the County are those ancient semi-natural woodlands remaining as relics of the ancient wild-wood which originally covered most of the heavier land. It is vital that existing woodlands are protected and appropriately managed. The County Council carried out its own maintenance programmes and encourages and advises landowners and others to preserve and manage different types of woodland. Use will be made of Tree Preservation Orders where necessary.

12.27 In addition to woodlands, other habitats and landscape features are in equal need of protection and appropriate management in Cambridgeshire. These include wetlands and water meadows, hedgerows and traditional grassland.

12.28 Special policies may be included in Local Plans to protect and enhance important features in the Cambridgeshire countryside (for example roadside verges). Use can be made, where appropriate, of Article 4 Directions, Landscape Area Special Development Orders, Management Agreements under Section 39 of the *Wildlife and Countryside Act (amended) 1981*, or other appropriate powers to protect these areas. The local authorities encourage the voluntary initiatives of private organisations and individuals in order to ensure the optimum use of resources for conservation. They also consult and co-operate with statutory, non-statutory, voluntary and other bodies, and individuals having an interest in the countryside, to promote the aims of this Policy.

Creation of New Countryside Features

***Policy SP12/9* THE LOCAL PLANNING AUTHORITIES WILL CARRY OUT AN EXTENSIVE AND SUSTAINED CAMPAIGN FOR PLANTING OF TREES AND WOODLANDS AND FOR THE CREATION OF OTHER FEATURES OF AMENITY, LANDSCAPE AND WILDLIFE INTEREST.**

12.29 Local authorities will encourage creation of countryside features, for example the re-creation of Fens, chalk and river valleys grasslands, which bring multiple benefits. There are expected to be environmental benefits from creating new habitats on non-rotational set-aside arable land, especially where these are adjacent to existing habitats and are in keeping with the local landscape character. The Countryside Stewardship Scheme enables the re-creation of traditional landscapes and the local authorities work in partnership with the Countryside Commission to establish where such schemes would be of most benefit. Planning agreements can also be used, in connection with new development, to create features of amenity and landscape value, for example wildlife habitats, ponds, greens, footpaths.

12.30 Planting of new woodlands is especially important in Cambridgeshire (see paragraph 12.26) for economic reasons, landscape enhancement, provision of wildlife habitats and recreational opportunities. Woodlands also play a small role in helping to combat global warming and reduce air pollution.

12.31 The *Cambridgeshire Rural Strategy* promotes the planting of new woodlands and envisages creating a patchwork of small new woodlands across the County. These will be close to settlements and linked by tree belts, hedges and footpaths. The concept is similar to that of the Government-support "Community Forests" but will be more easily achievable and bring great public benefit. A *Community Woodland Strategic Plan* has been developed, by the County Council, in conjunction with the Forestry Authority to guide the location of these new woods. The County Council will support the Cambridgeshire Woodland Fund in acquiring land for Community Woodland planting. Planning agreements, negotiated by District Councils, will also enable the establishment of new woodlands.

12.32 The widespread planting of trees in appropriate locations is to be encouraged by private landowners, public bodies, schools and others. Replacement planting should be with suitable species as inappropriate or insensitive planting often damages landscapes and is not as beneficial to wildlife. In some cases non-native species may be acceptable. For example, poplars would be considered to be of value in Fenland areas where they provide habitats for Golden Orioles (protected bird species) and benefit landscapes.

Conservation on Land Owned or Maintained by the County Council

12.33 The County Council accepts that the public authorities should set a good example in landscape and nature conservation on publicly owned or maintained land. For example, certain plants and animals depend on road-side verges being cut at specific time of the year or at certain intervals. The County Council will manage road-side verges so as to maintain their wildlife value within the requirements of economy and highway safety and protect them against unauthorised encroachment by adjoining occupiers. The highway authority will continue to consult with conservation bodies to ensure the best management of road-side verges.

12.34 The County Farms estate forms a significant element in Cambridgeshire's agricultural landscape. Environmental improvement is one of the secondary objectives of the Estate and proposals for landscape management and improvement have been identified in the agreed Farm Management Plans. These will be implemented when conditions, such as re-letting of land, allow.

The Built Environment

12.35 Cambridgeshire contains a number of towns and villages, and a great many individual buildings, of architectural interest or historic character. The historic centre of Cambridge, and other parts of the City, are of outstanding importance. The Council of British Archaeology's *List of Historic Towns (1965)* picked out Cambridge and Wisbech as being of "national importance". The list also included Ely, Godmanchester, Huntingdon, Kimbolton, Linton, Peterborough, St Ives and St Neots which are noted for their unique historic quality. English Heritage have identified a number of Conservation Areas requiring special attention and which are eligible to be considered for grant schemes.

12.36 Pressures for development and redevelopment may conflict with the conservation of this heritage. During recent years these pressures have increased, resulting in demolition and undesirable alteration of many historic buildings, and proposals to develop many "infill" sites in Conservation Areas. New building in historic areas is not always in keeping with its surroundings and many fall short of the high standard set by the County's architectural past. In addition, the growth of traffic has caused wear and tear to existing streets and buildings, and brought noise and pollution to many residential and shopping areas.

12.37 Recent surveys (1992 and 1993) of the stock of listed buildings have indicated that some 500 are at risk because of their poor condition or lack of beneficial use. Efforts will be concentrated on these buildings.

12.38 Continued growth, even at a reduced rate, is likely to bring substantial amounts of new development and it is important that this should be of a standard which helps to conserve or to create an attractive environment. Otherwise the effect will be to degrade the character of the County. A high standard of design for new buildings, their settings and layout will, therefore, be required. Additionally, the local planning authorities, with assistance from the County Council, will exercise their powers and responsibilities to improve the environment of towns and villages. Of particular concern is the infilling of open land and frontage plots in Conservation Areas and the character of rural villages requires special attention.

12.39 The County and District Councils will manage their own properties, which include many listed buildings, in accordance with the policies for conservation of the built environment.

12.40 Conservation of Cambridgeshire's attractive and varied heritage of buildings and settlements can bring wider economic benefits by:

- (i) maintaining attractive places to visit, this assisting the promotion of tourism;
- (ii) encouraging investment in the area;
- (iii) encouraging new employment opportunities in re-used redundant buildings;
- (iv) providing skilled employment in the repair and maintenance of historic buildings.

New Development

Policy SP12/10

ALL NEW DEVELOPMENTS WILL BE EXPECTED TO INCORPORATE HIGH STANDARDS OF LAYOUT AND DESIGN AND TO RELATE WELL TO THEIR SURROUNDINGS.

12.41 All new buildings, alterations or other development will be required to enhance their surroundings and, where appropriate, be in sympathy with the traditional character of the area. Development in the countryside, or on the urban fringe, should also comply with Policy Sp12/6.

12.42 Particular attention should be given to:

- (i) the form, scale and design of new buildings and road, and of alterations to existing buildings and roadworks, to ensure they are in sympathy with their surroundings;
- (ii) the spaces between buildings which should complement urban form and function;
- (iii) the colour and texture of building materials, to ensure they are appropriate to the character of the area in which they are used;
- (iv) potential impact on existing green spaces, including wildlife habitats;
- (v) potential intrusion of traffic and parking areas on the environment;
- (vi) street furniture, lighting and advertisement displays, to ensure they are in keeping with their surroundings, and that new cable services are placed underground;
- (vii) the need for all new development to contribute positively to townscape quality and minimise adverse effects on the environment.

12.43 The quality of layout of new development, particularly in housing areas, can be significantly affected by the design and construction of estate roads, particularly road widths, visibility at junctions and kerb design. In the light of the recommendations in *Residential Roads and Footpaths (DB32, April 1992)* the County Council may relax its standards of design for estate roads, subject to minimum safety requirements, where their application would have particularly adverse effects on environmental quality.

12.44 The local authorities will consider publishing additional supplementary planning guidance in relation to layout and design. The County Council will continue to support the Civic Trust Awards scheme for environmental design.

Historic Buildings and Conservation Areas

12.45 The local planning authorities will seek to preserve the County's historic buildings and the character of Conservation Areas by giving technical advice and, where resources permit, financial assistance. Legislation permits the local authorities to devote funds for conservation of historic buildings. The local authorities will endeavour to support the work of voluntary conservation trusts carrying out practical projects. Because of the restrictions on local authority spending, the local authorities will encourage and promote schemes which are eligible for assistance from national sources in the form of Historic Buildings, Conservation Areas and Ancient

Monument grants, and other private and public trusts. The County Council will continue to maintain expert services capable of offering assistance to the District Councils and to the public on conservation matters generally, and when resources permit financial assistance.

Policy SP12/11

THE HISTORIC AND ARCHITECTURAL, CHARACTER OF CAMBRIDGESHIRE'S BUILT ENVIRONMENT WILL BE CONSERVED BY:

(i) PROTECTING BUILDINGS OF ARCHITECTURAL, HISTORIC AND TOWNSCAPE IMPORTANCE, AND THEIR SETTINGS, FROM DEMOLITION AND UNSYMPATHETIC CHANGE;

(ii) ALLOWING DEVELOPMENT OR DEMOLITIONS IN A CONSERVATION AREA ONLY IF THE CHARACTER OF THE AREA WOULD NOT THEREBY BE ADVERSELY AFFECTED;

(iii) ENCOURAGING NEW USES FOR REDUNDANT BUILDINGS OF CONSERVATION INTEREST PROVIDED THEY RETAIN AND MAINTAIN THE CHARACTER OF THE BUILDING AND ITS RELATIONSHIP TO ITS SETTING.

Protection of Historic Buildings

12.46 Normally, in considering applications for demolition of historic buildings, the criteria set out in Department of the Environment Circular 8/87, *Historic Buildings and Conservation Areas - Policy and Procedures*, as updated by PPG15 *Planning and the Historic Environment (1994)* will be applied, namely that consent will not be granted unless every effort has been made to sustain existing or find new uses for the building, or that preservation in charitable or community ownership is not possible, and the freehold has been offered for sale on the open market.

12.47 The local planning authorities will continue to advise owners of historic buildings about methods of repair and construction, historic features and details, planning procedures and sources of grant aid. Advice on historic buildings and conservation issues will be published to inform and increase public awareness.

12.48 The local authorities will encourage understanding of the character and significance of buildings of local conservation interest. Where the setting of a listed building or the street scene of a Conservation Area would be adversely affected by "permitted development works" to buildings of local conservation interest, consideration will be given to bringing such works under control by means of Article 4 Directions.

Conservation Areas

12.49 Some 200 Conservation Areas have been designated within the County, and the District Councils will keep them under review. Additional designations may be made. Designation provides statutory checks on the demolition of buildings and the cutting down of trees, and confers special status on an area which can attract public and private investment to its enhancement.

12.50 Proposals for development in Conservation Areas will be expected to enhance their surroundings, and to show how the new development will complement local buildings in terms of form, design and materials. District Councils will be encouraged to prepare policy documents to guide the control of development in Conservation Areas.

12.51 Particular care will be taken to minimise any adverse effects of road construction or traffic management which can have a major impact on the visual character of a Conservation Area (see *Policy SP7/11*).

New Uses for Redundant Buildings of Conservation Interest

12.52 Each conversion proposal will be considered on the basis of the extent of change proposed in relation to the character and particular merits of the building concerned. Proposals for employment-generating uses will be considered sympathetically and can often be accommodated in redundant buildings with comparatively little impact on their character (see *Policies SP5/11 and SP10/2*). Only in exceptional circumstances will conversion to residential use be appropriate, and would normally be considered only within the framework of existing settlements as defined in Local Plans. Experience has shown that special care is required if the character of a redundant farm building is to be retained in a conversion to residential use, both externally in its relationship to

its surroundings, and, particularly in the case of a listed building, in retaining its internal structure and character. Pressures to convert existing agricultural buildings to residential use can be great but may lead to adverse effects on the local rural economy. New uses for redundant buildings in the Cambridge Green Belt will be subject to the detailed policies within the *Cambridge Green Belt Local Plan (1992)*. Recognition of the potential offered by redundant buildings for protected species, such as bats and Barn Owls, will also be a consideration for re-use proposals.

Historic Towns

Policy SP12/12 PARTICULAR IMPORTANCE WILL BE GIVEN TO THE SAFEGUARDING AND ENHANCEMENT OF THE CHARACTER AND ENVIRONMENTAL QUALITIES OF THE COUNTY'S HISTORIC TOWNS.

12.53 Conservation of the character of the County's historic towns is essential as these are important resources and attractions. The conservation of buildings is one of a range of considerations where are relevant to environmental enhancement. Traffic management and parking, development control, improvements to the street scene and landscaping, shopping activity, economic development and tourist facilities all contribute to overall appearance and environmental quality of towns. A comprehensive approach is therefore envisaged. It requires co-operation of a wide range of authorities and organisations, and the involvement of local communities.

12.54 The local planning authorities act jointly with English Heritage to set up grant schemes to encourage the maintenance and repair of historic buildings. These schemes entitle groups of buildings to grants for structure repairs and are a very effective way of increasing the amount of finance available by bringing in contributions from Government. Currently the local planning authorities are participating in various Town Schemes.

Nature and Landscape in the Built Environment

Policy SP12/13 POSITIVE STRATEGIES FOR THE PROTECTION, MANAGEMENT, ENHANCEMENT AND CREATION OF SITES AND FEATURES OF AMENITY, LANDSCAPE AND NATURE CONSERVATION IMPORTANCE WITHIN THE BUILT ENVIRONMENT WILL BE PROMOTED BY THE LOCAL AUTHORITIES.

12.55 Local Plans and other local authority guidance should include policies and programmes for features of townscape and nature conservation importance within urban areas (*see Policy SP3/7*). These features may be vulnerable to the intense pressures associated with town and village life, unless special steps are taken to protect and manage them. Although such features may not be of outstanding interest they act as a foil to surrounding built development and may form part of a green network within the wider environment.

Archaeological Heritage

12.56 Cambridgeshire has a rich archaeological inheritance; and knowledge of the existence of sites has increased rapidly in recent years. There are 250 (1994) Scheduled Ancient Monuments (SAMs) within the County and many other important non-scheduled sites. These monuments and sites are finite, non-renewable resources valuable as records of the past, for educational interest, and often of recreational, landscape and wildlife value as well. In many cases they are highly fragile and vulnerable to damage.

12.57 Many archaeological sites are destroyed or damaged each year, few of them are adequately recorded. A high proportion are beneath agricultural land and are liable to damage or destruction from deep ploughing, drainage operations, mineral excavations, new road schemes, forestry and building. Pressures from these sources are likely to continue in the future. Lowering of the water table is also causing damage to sites, particularly those in the Fens.

12.58 Not only has public awareness of the value of archaeological sites increased over recent years, but national planning guidance and policies of Government agencies have become more sensitive to archaeological interests and concerns. Preservation, conservation and good management are all essential for the survival of these resources.

12.59 PPG15 *Archaeology and Planning (1990)* has strengthened the protection which can be given to archaeological sites. Emphasis is given to the desirability of preserving ancient monuments and their settings in situ, whether scheduled or not. To ensure archaeological interests are fully protected, all sites meriting preservation should be identified before Local Plan allocations are finalised. Developers are required to fund investigations and excavations in connection with their proposals.

12.60 The County Council, through the *Cambridgeshire Rural Strategy*, aims to protect and preserve monuments, sites and areas of archaeological interest; to ensure sites are fully investigated with findings recorded and published, and artifacts preserved; and to maintain and disseminate information for the benefit of research and education.

12.61 Countryside Heritage Sites (see *Policy SP12/4*) will enable advice and grant aid to be targeted towards landowners for the care of archaeological sites.

Policy SP12/14

DEVELOPMENT WHICH ADVERSELY AFFECTS A SCHEDULED ANCIENT MONUMENT OR OTHER NATIONALLY IMPORTANT ARCHAEOLOGICAL SITE, OR ITS SETTING, WILL NOT BE PERMITTED EXCEPT IN CASES OF CLEARLY OVERRIDING NEED.

WHERE PROVISION CANNOT BE MADE FOR THE PRESERVATION IN SITU OF REMAINS ON ANY SITE OF ARCHAEOLOGICAL IMPORTANCE PERMISSION FOR DEVELOPMENT WILL BE DEPENDENT ON SUITABLE PROVISION FOR THE EXCAVATION AND RECORDING OF THE SITE BEFORE DEVELOPMENT COMMENCES.

12.62 This policy will ensure strong protection to archaeological resources consistent with advice in PPG16. Developers will be expected to provide sufficient information to enable evaluation of the importance of the site and to assess the impact of the development proposals, before planning permission is granted. Development may be subject to condition.

12.63 Up-to-date records of archaeological sites provide a basis for site protection and improved care and management of monuments in the countryside. The County Council will encourage interest in the County's past through programmes of education, interpretation and publication. Whenever funding is available surveys and excavations will be conducted.

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Chapter 13 TOURISM, RECREATION AND

LEISURE

13.1 Changing demands for tourism, recreation and leisure facilities are placing newer and greater pressures on the environment. At the same time there are opportunities to increase the range of recreation and leisure facilities, and access to them, for all groups. In the countryside particularly, opportunities for diversification, and the use of land released from agriculture, present new challenges to the planning system. Examples of new uses include war games, whilst other sports, such as golf, have grown enormously in popularity. Tourism, recreation and leisure developments need to be encouraged where they will benefit the economy, and meet the needs of the County's population and visitors on a sustainable basis. However, demands for new facilities and increasing numbers of tourists cause considerable problems. PPG17 *Sport and Recreation* (1991) provides national planning guidance in assessing opportunities and needs for sport and recreation provision. In Cambridge the numbers of tourists threaten the unique environment of the City. Provision needs to be made within a framework which will ensure that the environment is well protected.

13.2 Local authorities have traditionally been regarded as the providers of many recreation and sports facilities. However, local authorities are also expected to become enablers rather than providers for an increasing range of services. This gives more opportunities for private sector involvement. It is important that commercial sports provision takes account of the environment, and is available for all who wish to participate (see "*Sport for All*", *The Sports Council*).

The Objectives

13.3 The objectives of the policies in the Chapter are to:

- (i) develop the economic potential of tourism, recreation and leisure;
- (ii) meet the recreation and leisure needs of the population of the County as a whole;
- (iii) improve access to, and enjoyment of, the countryside;
- (iv) improve opportunities and access for everyone to take part in sport; and
- (v) meet the above objectives whilst safeguarding the environment.

General Recreation and Tourism

Policy SP13/1

PROPOSALS FOR NEW OR IMPROVED TOURIST ATTRACTIONS AND FACILITIES, AND FOR RECREATION AND LEISURE PROVISION, WILL BE ENCOURAGED AND WILL NORMALLY BE PERMITTED SUBJECT TO:

(i) CONFORMITY WITH POLICY SP18/11 ON THE SELECTIVE DEVELOPMENT AND POSITIVE MANAGEMENT OF TOURISM IN CAMBRIDGE;

(ii) THE AVOIDANCE OF DAMAGE TO THE ENVIRONMENT, INCLUDING NOISE AND POLLUTION;

(iii) THE AVOIDANCE OF SERIOUS PROBLEMS IN TERMS OF ROAD ACCESS, PARKING AND TRAFFIC GENERATION;

(iv) EASE OF ACCESS BY PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS;

(v) CONFORMITY WITH OTHER POLICIES OF THE STRUCTURE PLAN, INCLUDING DEVELOPMENT IN THE COUNTRYSIDE (Policy SP12/1) AND CAMBRIDGE GREEN BELT (Policy SP18/3).

SPECIAL EMPHASIS WILL BE GIVEN TO THE PROMOTION OF TOURISM IN THE NORTH AND EAST OF THE COUNTY.

13.4 The Structure Plan aims to maximise the economic potential of tourism, recreation and leisure and encourages the provision of appropriate facilities. However, this must be balanced against the needs of the environment, traffic considerations, and ease of access by a variety of travel modes. Development will not be permitted which causes unacceptable damage to the environment. Not only is this to protect the environment for its own sake, but also to ensure that development does not damage the very reason that attracts people to a place. Development for water-based recreation will take account of the environmental capacity of the water body concerned. In the Green Belt emphasis is on outdoor sports which do not require new buildings (see *Policy SP18/3 and Cambridge Green Belt Local Plan 1992*).

13.5 In the countryside emphasis will be on low-key activities such as walking, cycling, horse riding, informal outdoor sport and nature conservation. High priority will be given to the protection of the landscape and avoiding disturbance to wildlife. Facilities such as sports halls, bowling alleys, etc., should be located in, or on the edge of, urban areas. Encroachment on the Cambridge Green Belt should however be avoided.

Tourism

13.6 Tourism contributes jobs and income to the local economy. A basic aim of Policy SP13/1 is to encourage the employment and economic benefits of tourism outside Cambridge whilst seeking to ensure environmental and other conflicts do not arise. Within this, support is being given to the Fens Tourism Initiative; managing tourism within Cambridge; and encouraging, where appropriate, the development of new tourist attractions. Tourists are being encouraged to stay longer, and visit more of the County outside Cambridge itself.

13.7 Particular stress and encouragement will be placed on "green tourism". "Green tourism" may be defined as tourist activities and developments which enhance rather than detract from the quality of the environment. "Green tourism" is based on the non-exploitative enjoyment of the natural and man-made surroundings and is compatible with long-term environmental sustainability. Examples could include tourism which stimulates rural or urban conservation; tourism on foot, bicycle or public transport; and tourism which supports local crafts and employment.

13.8 In order to maximise the benefits of tourism the County Council has developed close working relationships with both the private sector and other public sector bodies. Particular attention is being paid to:

- (i) promoting facilities for special interests for which the County is particularly suited, such as angling, nature study, boating and cycling;
- (ii) using geographical and historical themes such as "The Fens" and "Cromwell Country", to promote aspects of the County;
- (iii) identifying and catering for growing market sectors of the tourism industry, for example, the conference and business trade, and activity holidays;
- (iv) supporting improved management of tourism to protect the amenities and attractions of the County;
- (v) encouraging the dispersal of tourists from Cambridge to other areas of the County;
- (vi) ensuring that developments do not damage, but wherever possible enhance, the environment;
- (vii) improving existing facilities (for example by providing modern interpretation facilities at attractions, and gift or craft centres) to meet the increasingly discerning demands of visitors and local people; and

(viii) enhancing the training requirements of the tourist industry.

Tourist Accommodation

13.9 In considering proposals for the change of use of redundant agricultural buildings to visitor accommodation Policy SP13/1 (tourism and recreation facilities) will apply, although account may be taken of Policy SP10/2 (agricultural diversification) and the benefits of tourism for the local economy. The conversion of redundant buildings of conservation interest will be dependent on conformity with Policy SP12/11, and residential use of historic barns will not normally be appropriate. New buildings for tourist accommodation in the countryside are not normally acceptable for environmental and other reasons (*see Policy SP12/1 and Policy SP13/1*). Caravan and camping sites also play an important role in providing accommodation, but can cause problems in terms of nuisance and traffic, and may detract from the landscape.

13.10 Most new tourist accommodation is likely to be in the urban areas. In centres outside Cambridge tourist accommodation will be encouraged provided it is compatible with surrounding uses and acceptable environmentally and in terms of traffic generated. Within Cambridge the need for additional accommodation is recognised, however, proposals which involve the loss of residential accommodation will be resisted (*see also Policy SP18/12*).

Recreation and Leisure

13.11 Recreation and leisure covers a wide range of activities including sport, walking, boating, bird watching, angling, war games, the arts, eating and drinking, night clubs and many others. Whilst an aim of the Structure Plan is to facilitate such provision for the resident population, recreation opportunities may also function as tourist attractions.

13.12 Throughout the 1980s there has been continued growth in the demand for leisure and recreational facilities, including some new pursuits. It is likely that the number of recreational activities will continue to increase, as will the numbers taking part. Guidance to local authorities in planning for sport can be found in the Eastern Council for Sport and Recreation's *Sport in the East - Partnership in Action (1994)*.

13.13 Much formal provision is best located in or on the edge of urban areas as it may include large amounts of built development. The principles of sustainability should be taken into account in the location of built facilities (*see Chapter 2, Guiding Principle 1*). Remotely sited developments increase travel and associated pollution, whilst urban developments maximise accessibility. However, some formal sports, such as golf courses, require a rural situation. The maintenance of public transport links for all major facilities is important in ensuring they remain accessible to a wide range of people.

13.14 The arts play an important role in maintaining the diversity and attraction of places, as well as encouraging the use of central areas at less popular times in the evenings and at weekends. This keeps centres alive when shops are closed and can help reduce crime. Locating developments in central areas also means they are likely to be accessible by public transport, pedestrians and cyclists.

13.15 In order to minimise demand for scarce financial resources and land, the local authorities will seek to make full use of existing facilities. This will include encouraging dual use of school facilities, particularly in the evenings, at weekends, and during holidays (*see paragraph 8.16*).

13.16 Leisure developments should serve a wide cross-section of the population rather than a minority. This is not intended to preclude the provision of some specialist facilities. However, the emphasis is on increasing participation, especially for those who tend to be excluded from activities. Developers will be encouraged to enter into legal agreements to secure the provision of appropriate sports and recreation facilities in relation to developments. Legal agreements should also cover access by the general public to facilities (*see Policy SP8/1*).

Countryside Recreation

13.17 Informal recreation provides an important form of enjoyment and exercise for many people. It is an aim of the Structure Plan to open up the countryside for informal recreation. The *Cambridgeshire Rural Strategy (1992)* provides a framework for meeting such needs in the countryside. The Structure Plan policies are consistent with this strategy.

Recreation Sites

13.18 Country parks provide areas for informal recreation. Existing country parks at Huntingdon (Hinchingsbrooke Park), Peterborough (Nene Park) and Milton are very popular attractions. Hinchingsbrooke Country Park attracts over 200,000 visitors annually. The Milton Country Park near Cambridge opened in 1993. Unfortunately no such facility exists in the Fenland area, and the County Council has little prospect of resources to provide one. However, a country park in Fenland remains a long term goal.

Policy SP13/2

APPROPRIATE PROVISION OF POCKET PARKS AND PICNIC SITES SHOULD BE INCLUDED IN PROPOSALS FOR MAJOR RESIDENTIAL DEVELOPMENTS IN VILLAGES, OR ON THE URBAN FRINGE.

THE LOCAL AUTHORITIES WILL GIVE PRIORITY TO THE ESTABLISHMENT OF POCKET PARKS CLOSE TO EXISTING SETTLEMENTS, ESPECIALLY IN FENLAND.

ENCOURAGEMENT WILL BE GIVEN TO THE CREATION OF NEW WOODLANDS AND OTHER HABITATS WHICH PROVIDE FOR INFORMAL RECREATION (see also Policy SP12/9).

13.19 Major proposals for residential development should include appropriate provision for informal recreation in the countryside. Pocket parks and picnic sites enable people to enjoy the countryside, whilst easing pressure on vulnerable areas. They can also provide a valuable opportunity for education about wildlife and the countryside. The County Council is currently developing several "pocket parks". These are small areas of land in or close to settlements and so are accessible to all which helps to reduce the need for travel by car. The priority for pocket parks is in the Fenland area where provision is relatively poor.

13.20 The *Cambridgeshire Rural Strategy (1992)* promotes the planting of a network of wooded areas close to settlements, linked by tree belts, hedges and footpaths. These areas will form a valuable recreational resource provided that good access for the public can be secured. Other habitats suitable for public access may also be created (see also Policies SP12/7, SP12/8, SP12/9 and SP12/13). A variety of financial incentives are available from the Forestry Authority, the Countryside Commission, Ministry of Agriculture, Fisheries and Food, and the County Council. The recently introduced "Community Woodland Supplement" and the "Cambridgeshire Woodland Fund" will help create opportunities for new woodland for informal recreation.

Public Rights-of-Way**Policy SP13/3**

LINKS TO, AND SUITABLE IMPROVEMENTS OF, THE PUBLIC RIGHTS-OF-WAY NETWORK SHOULD BE PROVIDED, WHERE APPROPRIATE, IN CONNECTION WITH PROPOSALS FOR MAJOR RESIDENTIAL DEVELOPMENTS IN VILLAGES, OR ON THE URBAN FRINGE.

DEVELOPMENT OF LAND TRAVERSED OR BOUNDED BY EXISTING RIGHTS-OF-WAY SHOULD BE PLANNED POSITIVELY TO INTEGRATE THE RIGHT-OF-WAY OR APPROPRIATE STATUTORY DIVERSIONS.

THE LOCAL AUTHORITIES WILL SELECTIVELY ENCOURAGE THE CREATION OF NEW RIGHTS-OF-WAY, PARTICULARLY THE PROVISION OF MISSING LINKS IN THE NETWORK.

13.21 The rights-of-way network comprises footpaths, bridleways and byways. These provide access to the countryside and are also an important part of our heritage. Walking is the most popular participant sport in the country, enjoyed by over 20 million adults (*"Sport in the nineties - new horizons"*, The Sports Council, 1992). Horse riding has been increasing nationally by 10% a year, although bridleway provision in the County is poor. Bridleways are also becoming increasingly important for cycling. The County's 3,000 miles of rights-of-way offer enormous potential for low-cost recreation. These are particularly important in a County where there are relatively few areas of open land where the public can wander freely.

13.22 The *Rights of Way Act 1990* strengthened the powers of local authorities to secure the reinstatement of paths. It is the County Council's intention to bring 90% of the rights-of-way network up to an acceptable standard by the year 2000. There are several schemes in operation aimed at helping to improve and further develop the rights-of-way network. These include the "Parish Paths Partnership". The County Council, in partnership with others, has developed several recreational walks in recent years. The most recent of these

are the Icknield Way opened in 1992 and Fenland River Walk opened in 1995. Future needs are likely to be for shorter routes. Where significant improvements can be made to the recreational value of the local network, suitable proposals for rationalisation, which have local support and would not normally involve a significant reduction in overall length, will be considered.

13.23 The design and construction of new or improved roads should take into account the effect on the public rights-of-way network. Diversions will be kept to a minimum and where they are necessary they will seek to link existing origins and destinations as conveniently as possible. Where new or improved road construction is undertaken, opportunities will be sought to improve, enhance and extend the rights-of-way network.

Safe Access to the Countryside

Policy SP13/4 THE LOCAL AUTHORITIES WILL ENCOURAGE THE CREATION OF SAFE RECREATIONAL ROUTES IN THE COUNTRYSIDE FOR PEDESTRIANS, CYCLISTS, HORSE RIDERS AND DISABLED PEOPLE.

13.24 Safe access for all is an important goal of the policies, as is increasing accessibility for those with impaired mobility. It is the County Council's desire to provide a "barrier-free" countryside to increase accessibility as widely as possible. Where appropriate, access will be extended through Countryside Stewardship and other schemes, and by agreement on private land.

13.25 Cycling is second only to walking as an outdoor recreational activity. Cambridgeshire's flat countryside is particularly well suited to cycling, which offers enjoyment of the countryside that is non-polluting. It is, therefore, the County Council's desire to increase the accessibility of the countryside by creating a network of safe rural cycle routes convenient for residents of towns and villages throughout the County. Emphasis will be on creating short round trips and using existing links where possible.

Water-based Recreation

13.26 Cambridgeshire has large areas of water that could be used for recreation. The County's rivers, lodes and disused gravel pits provide valuable resources not only for water-based sport, but also for angling, bird watching and waterside walks. Particular attention will be paid to the potential offered by old mineral workings for recreation (see *Policy SP11/8*).

13.27 Water-based recreation covers a wide variety of activities. There is a need to cater for both non-motorised water sports (sailing, canoeing, etc.) and to find suitable locations for noisier activities such as jet and water skiing. The Eastern Council for Sport and Recreation (ECSR) has published a study *Enclosed Waters and Water Sports in the Eastern Region (1993)* which provides valuable information on the need for facilities. There is also a need to provide for activities such as bird watching and angling. Because of the wide variety of demands on water areas it is important that users are segregated to avoid conflict. The local planning authorities will encourage the zoning of areas for uses, in time and space, to minimise conflicts.

Navigable Waterways

Policy SP13/5 DEVELOPMENT FOR WATER-BASED RECREATION ON NAVIGABLE WATERWAYS WILL BE DEPENDENT UPON THEIR ENVIRONMENTAL CAPACITY, WATER TRAFFIC CONSIDERATIONS, THE IMPACT ON NATURE CONSERVATION AND OTHER PROVISIONS OF POLICY SP13/1.

ADDITIONAL MARINAS OR PERMANENT MOORINGS WILL BE STRICTLY LIMITED AND CONTROLLED, SUBJECT TO DETAILED LOCAL PLAN POLICIES, ON:

- THE RIVER GREAT OUSE BETWEEN EATON SOCON AND ELY; AND**
- THE RIVER CAM.**

13.28 Policy SP13/5 applies to recreation proposals on navigable waterways (in considering development proposals on enclosed waterbodies the provision of SP13/1 will apply). Proposals for development of water-based facilities will be assessed taking into account the environmental capacity of the waterway and levels of water traffic. Environmental capacity will be determined by the ability of the waterway to sustain the

impact of the proposed recreational development without a deterioration in environmental quality. Cambridgeshire's waterways are particularly important for wildlife and any proposals for development will be considered very carefully taking full account of likely impacts on nature conservation including the effects on surrounding land areas (see also *Policy SP12/5*).

13.29 The river systems identified in Policy SP13/5 are already heavily overloaded and the capacity of waterways will be important in assessing whether development should proceed. The ECSR's study *Zone 1 - the Great Ouse and its Associated Waterways (1992)* sets out a strategy for waterways in the County. The County Council supports the study's recommendations that short stay moorings be strictly limited and controlled on the River Cam, and that no additional marinas or permanent moorings be permitted:

- on or off the main river channel of the River Great Ouse, between Eaton Socon Lock and Brampton Lock, between Hemingford Lock and St. Ives Lock, and between Brownhill Staunch and Hermitage Lock;

- on the Old West River;

- on the River Great Ouse upstream of Ely to Pope's Corner;

- on the River Cam

These areas are broadly indicated on the Key Diagram.

Golf Courses

13.30 The late 1980s saw a boom in golf course proposals in Cambridgeshire, as in many other parts of the country. Between 1986 and the end of 1995, 81 planning applications for golf courses were received in the County, 33 of which included non-golfing facilities. Since 1986 the equivalent of 12.5 new 18 hole courses have opened, and at December 1995 a further 3 were under construction (*18 hole unit = one course, 9 hole unit = 0.5*). The ECSR has published a helpful guidance document - *The Future of Golf (updated 1992)*. This identifies a particular need for pay and play courses in the Cambridge Area, Fenland, East Cambridgeshire and Peterborough. The local planning authorities will monitor the provision of golf courses and keep under review, in consultation with the ECSR, the need for further facilities.

Policy SP13/6

NEW GOLF COURSES, OR GOLF COURSE EXTENSIONS, SHOULD ONLY BE PERMITTED WHERE:

(i) THEY ARE EASILY ACCESSIBLE FROM THE MAIN CENTRES OF POPULATION;

(ii) THE SAFE USE OF PUBLIC RIGHTS-OF-WAY IS NOT ADVERSELY AFFECTED;

(iii) THEY RELATE SENSITIVELY TO THE LOCAL ENVIRONMENT, NATURE CONSERVATION AND ARCHAEOLOGICAL HERITAGE, INCLUDING HISTORIC PARKLANDS;

(iv) ABSTRACTION OF WATER FOR USE ON THE COURSE IS LIMITED TO A LEVEL WHICH IS ENVIRONMENTALLY ACCEPTABLE AND COMPATIBLE WITH SUSTAINING GROUND-WATER RESOURCES; AND

(v) THEY SATISFY OTHER REQUIREMENTS OF POLICY SP13/1.

BUILT DEVELOPMENTS WILL BE ASSESSED AGAINST THE RELEVANT POLICIES OF THE PLAN

13.31 Golf courses like any other form of development can cause environmental damage if not properly planned and located. New courses must be compatible with their local environment and landscape, and protect their archaeological and historic character. They should also preserve existing wildlife habitats. Golf courses that adversely affect the landscape and wildlife habitats are not acceptable. The conservation of water resources is also an important matter when considering golf course proposals. Abstraction can have profound effects on wildlife sites some distance from courses.

13.32 In order to be accessible, reduce travel, and minimise traffic on rural roads, golf courses should be located near the main centres of population. The best sites will be adjacent to towns. Golf courses can also provide a suitable transition zone between urban and rural areas.

13.33 Where existing public rights-of-way are affected by a golf course proposal, the course should be designed to ensure any right-of-way can still be used safely. If existing rights-of-way cannot be incorporated safely into the scheme the local authorities may consider allowing them to be diverted. Further advice on golf courses and rights-of-way can be obtained from the English Golf Union.

13.34 Where golf courses are developed they should be used positively to improve the landscape and create appropriate wildlife habitats (*see Policy SP12/7*). Proposals may be acceptable in Areas of Best Landscape (*Policy SP12/2*) or in the Cambridge Green Belt (*Policy SP18/4*). However, many proposals include substantial built elements that are not appropriate in the countryside. Associated facilities such as club houses and driving ranges will be judged on their own merits in relation to the relevant Structure Plan policies. Golf courses should be viable in their own right, and should not require additional enabling development such as housing or hotels to secure adequate provision in Cambridgeshire.

13.35 There appears to be no need for "International" or "Championship" courses, with associated developments, in the County. However, provision of more "pay and play" courses for the general public may be appropriate.

13.36 The local planning authorities will consider the need for conditions or legal agreements covering rights-of-way, landscaping, wildlife habitats, and water abstraction (*see Policy SP8/1*).

Noisy Sports

13.37 Noisy sports can give particular cause for concern. These include activities such as clay pigeon shooting, war games and motor sports. Local authorities should seek to identify sites which minimise conflicts. The provisions in Policy SP13/1 apply to noisy sports. Particular attention should be paid to the impact on nearby residents. Suitable sites could include former mineral workings, or areas adjacent to existing noise generators such as main roads. The provision of such sites can divert pressures from more sensitive areas such as playing fields and woodlands. Local planning authorities should consider using Article 4 directions to withdraw Permitted Development Rights where there is a threat to amenity (*PPG17 "Sport and Recreation", 1991*).

Recreation in Urban Areas

Policy SP13/7 LOCAL PLANS SHOULD SET OUT THE REQUIREMENTS FOR RECREATION PROVISION IN URBAN AREAS

13.38 In urban areas there are a wide variety of recreational needs. Safe open spaces and play facilities are essential - young children need places to play in safety near their homes, and older children need scope for more adventurous play. Public parks and other areas for informal recreation also play an important role in meeting these needs. Standards for the provision of open space provision are recommended by the National Playing Fields Association (NPFA). *PPG17 Sport and Recreation (1991)*, contains a summary of NPFA recommended minimum standards for outdoor playing space. Policy SP3/7 protects existing open spaces serving a recreational function. Local Plans should set out the requirements for new developments, taking account of NPFA standards, density of development and local need. Provision and maintenance should be secured through legal agreements (*see paragraph 8.5*). There is also demand for formal indoor recreation facilities such as sports halls. Local plans should also set out the requirements for indoor recreation facilities.

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Part Three

DISTRICT POLICIES

Chapter 14 FENLAND

Strategy

14.1 Fenland is in that part of the East Anglia intended by RPG6 *Regional Planning Guidance for East Anglia (1991)* to benefit from the targeting of investment in job growth and relates development. Fenland is also within the north and east area of the County, identified in the Cambridgeshire Strategy for improvement in job opportunities and the maintenance or improvement of services (*Chapter 2 - Guiding Principles 2 and 3*). Priority is to be given to promoting economic and employment growth in the north and east of the County (*Policy SP5/2*). Part of the growth is to be achieved by the diversion of dispersion of jobs from the south and west of the County.

14.2 The strategy for Fenland is to stimulate the local economy through a range of measures which include not only direct action to promote additional employment, but also support for highway and other infrastructural improvements, and a general up-grading of social and environmental conditions. Certain centres, particularly Wisbech and March will be given priority for the stimulation of economic activity. Important elements of the strategy, for example training, lie outside the land-use arena and will rely on the co-ordination of policies and programmes amongst a wide range of agencies. Within the limits imposed by restrains on public expenditure, the County Council will allocate resources in Fenland, and will seek to persuade other relevant agencies to do the same.

14.3 In terms of employment, the emphasis is on diversification to increase the number and range of job opportunities. This will include, where possible, the attraction of high technology firms into the area, with emphasis on locations with potentially good links to Cambridge. Encouragement will also be given to other new industries, including those related to agriculture, to help widen the employment base of the area. However, it is recognised that the scale of new enterprise in the area may be relatively small, and consequently the expansion of existing locally based companies is also to be encouraged.

14.4 The growth of population in locations which underpin existing services, and on a scale related to available job opportunities, will be supported. It is inevitable that many Fenland residents will travel to work outside the area, for example to Cambridge, Peterborough or Huntingdon. Long distance commuting is not supported, however. Therefore, suitable public transport services to main employment centres will be investigated and developed to reduce the need to rely on the private car (*see Policy SP7/5*).

14.5 Development will be concentrated principally in Wisbech, Whittlesey, March and Chatteris. Limited growth is anticipated in a range of villages where development is appropriate. High grade agricultural land will be protected unless there is an overriding need for other uses serving important economic or social objectives. Efforts will be made to maintain, and where possible, improve local services and facilities, particularly in those villages most isolated from the towns. It is intended that the programme for the Fenland Rural Development Area will assist in the stimulation of small-scale economic and social initiatives outside the main urban areas.

14.6 Forecasts of employment, population and housing growth in Fenland are included in Chapter 2, County Strategy.

Fenland Policies

Settlement

14.7 The settlement policies in Chapter 3 provide the framework for specific proposals in Fenland. The following classification of settlements has been made according to function and suitability for growth:-

Market Towns (*Policy SP3/1*) : Wisbech, Whittlesey, March, Chatteris

Rural Growth, Limited Rural Growth : As determined by the District Council

and Other Settlements in accordance with the Structure Plan policies

(*Policies SP3/2, SP3/3 and SP3/4*)

Housing

Policy SP14/1

THERE IS TO BE AN EMPHASIS ON NEW HOUSING PROVISION IN THE MARKET TOWNS OF FENLAND AS THEY ARE THE MAIN CENTRES FOR EMPLOYMENT AND SERVICES, AND THE FOCI OF THE PUBLIC TRANSPORT NETWORK. THE CONTINUING EXPANSION OF HOUSING AT WHITTLESEY, BEYOND DEVELOPMENT ALREADY GRANTED PLANNING PERMISSION, IS DEPENDENT UPON NECESSARY ROAD IMPROVEMENTS (see Policy SP3/1).

PROVISION FOR NEW DWELLINGS FOR THE PERIOD 1991 - 2006 IN FENLAND WILL BE APPROXIMATELY 10,200 AS IDENTIFIED IN POLICY SP4/1. APPLICATIONS FOR HOUSING ESTATE DEVELOPMENT LIKELY TO RESULT IN INCREASES ABOVE THIS LEVEL WILL NORMALLY BE REFUSED.

14.8 The housing provision in Policy SP14/1 will allow for a significant level of inward migration into the District in addition to local needs. The land allocations required have already been identified in the *Fenland District-wide Local Plan* and there is likely to be no significant need for new allocation (see *Table 14.1*).

14.9 Securing the provision of affordable housing will be an important objective in Fenland, including provision to be made within the main housing allocations and on smaller sites (see *Policies SP4/3 and SP4/4*).

Table 14.1: Housing Provision in Fenland 1991 - 2006

<u>Type</u>	<u>Location</u>	<u>Built</u> <u>mid 1991 -</u> <u>mid 1994</u>	<u>Committed</u> <u>(planning</u> <u>permissions</u> <u>and Local Plans)</u>	<u>Additional</u>	<u>TOTAL</u>
	Market Towns	1,383	5,271		
Estate	Rural	275	1,165	0	8,094
Non-estate*	Market Towns	207	666		
	Rural	197	628	402	2,100
402	TOTAL	2,062	7,730	402	10,194

Note: * Non-estate = infill, groups, changes of use and conversion

Source: Land Use Monitoring Unit, Cambridgeshire County Council

Employment

14.10 Land requirements for industry, warehousing and offices in Fenland (*see Policy SP5/1*) have already been more than adequately provided for in the *Fenland District-Wide Local Plan*. The challenge for the employment strategy is not one of finding land, but of supporting the existing opportunities with adequate programmes of promotion, provision of services and infrastructure, training to give the workforce an appropriate array of skills, and continuing to enhance the environment and image of the District.

14.11 March and Wisbech are identified as primary target centres for employment generating development, and other job related investment (*see Policy SP5.3*). The Wisbech Travel to Work Area has had Intermediate Area Status since 1993, and most of Fenland was given "Objective 5b" status under European Union legislation in 1994, which will bring new sources of grants to industry (*see Paragraphs 5.30 & 5.35*). In reviewing Local Plan policies for these areas and in preparing detailed programmes to implement the target centre approach, the local authorities will seek to involve a full range of agencies including those in adjoining counties. In March, the major industrial allocation at Hostmoor has substantial employment generating potential. The recent establishment of a new prison has already provided some diversity in local employment and stimulus to the local economy.

14.12 Chatteris and Whittlesey are identified as additional target centres in Policy SP5/3.

14.13 The local authorities will continue to work with the Rural Development Commission in promoting employment initiatives in the part of the District currently designated as a Rural Development Area.

Shopping

14.14 The town centres of Chatteris, March, Whittlesey and Wisbech will be protected under Policy SP6/1 from retail developments which may adversely affect their viability and vitality. Policy SP6/3 further specifies that major convenience shopping developments will normally be located within or immediately adjacent to these town centres. Retail warehouses will only be permitted within the built-up area of the towns (*Policy SP6/5*).

Transport

14.15 Transport infrastructure investment will play a vital role in the economic regeneration of Fenland. Whilst considerable attention is given to road transport where most movements take place, it is intended that the potential for other modes including transport by bus and rail, should be fully exploited. Consideration will be given to the possibility of re-opening the line from March to Wisbech for passenger services.

Policy SP14/2

THE COUNTY COUNCIL WILL GIVE PRIORITY TO PUBLIC TRANSPORT AND ROAD IMPROVEMENTS WHICH WILL MAKE THE FENS AREA MORE ACCESSIBLE AND ATTRACTIVE TO POTENTIAL NEW EMPLOYMENT INVESTMENT. OF THE ROAD IMPROVEMENTS PARTICULAR IMPORTANCE IS ATTACHED TO THE IMPROVEMENT OF THE A605 BETWEEN WHITTLESEY AND PETERBOROUGH, AND TO SCHEMES WHICH IMPROVE ROAD LINKS TO CAMBRIDGE AND THE M11 (*see Policy SP7/19A*)

14.16 Inconvenient access is still considered to be a deterrent to new firms moving into the area. High priority has been given to the comprehensive improvement of the A141 and A142 Fen Link Roads. Consideration will be given particularly to ways of improving a route from Fenland to Cambridge, which will be consistent with the strategy for the dispersal of employment growth to target centres.

14.17 current congestion problems on the A605, and the importance of the link to Peterborough for the future of Whittlesey, have led the local authorities to place a high priority on the improvement of this route. Further residential development at Whittlesey is not considered acceptable until the solution to traffic problems on the A605 has been secured (*Policy SP3/1*). However, it should be recognised that such a scheme may not be given priority by the Department of Transport. Developer contributions may be necessary to facilitate the improvement.

14.18 The County Council noted the Department of Transport's proposals to improve the A47 east-west route (as shown in Policy SP7/16). However, the Trunk Roads Review of November 1995 has withdrawn most of these schemes except the Thorney Bypass (although it is likely to be put on hold). The A47 link is vital to the prosperity of the area as it gives access to the A1 and the Midlands. Improved access to Peterborough would help to make Wisbech a more attractive location for new employers.

Surface Water Quality and Flood Protection

14.19 Most of the rivers and waterways in Fenland are on low gradients, and do not have sufficient flows to absorb easily treated water from sewage works, whilst still complying with relevant environmental standards. The additional effects of any proposed new developments must therefore be very carefully assessed in relation to Policy SP8/4.

14.20 The Structure Plan policies relating to flood protection (*Policies SP8/6 and SP8/7*) will have particular significance for a low lying District such as Fenland.

Agriculture

14.21 As almost the entire District, outside already built areas, consists of high grade agricultural land (Grades 1, 2 and 3a), the need for development will have to be weighed against the value of the land as an agricultural resource (*Policy SP10/1*). The economic and social objectives of the strategy for Fenland may in some cases override retention of land for agriculture. Where development is appropriate and compatible with the interests of countryside conservation, land which has the least long term potential for productive agricultural use should be taken.

Brick-making

14.22 The brick-making industry has been an important element of the local economy in the Whittlesey area, but the factories, chimneys and vast areas of clay excavation are visually very intrusive. Smoke and gases from the brick-making process are harmful to local amenity. Therefore any proposals for new or expanded brick-making facilities in the Peterborough and Whittlesey Area should be part of an overall programme of rationalisation which will minimise the adverse impact of the industry on the area as a whole (*see Policy SP11/4*).

Urban Conservation

14.23 The conservation of historic buildings has particular significance in Fenland, because of the contribution it can make to improving the image of the area as an attraction to economic growth and to tourism. The local planning authorities will continue to promote the Town Schemes at Wisbech and Chatteris. The Town Scheme at Wisbech has been in operation for some time. Wisbech is one of Britain's historic towns and was listed by the County for British Archaeology (1965) as being of national importance. The Town Scheme at Chatteris has been more recently established, in recognition of the particular character of this small market town.

Countryside Conservation

14.24 There is a particularly important link between countryside conservation and the conservation of historic buildings, which can be a prominent part of the open fen landscapes. Conversely, large scale modern agricultural buildings are an intrusive feature of some areas. All new building in the countryside should have regard to the principles of the *Cambridgeshire Landscape Guidelines* (*see Chapter 12*).

14.25 The Nene Washes and the Ouse Washes (mainly outside the District in the adjoining area of East Cambridgeshire) are internationally important wetland habitats, in particular for wildfowl and migratory birds. Subject to the need to ensure that the Washes continue to act as a flood storage reservoir to protect the middle level and south level Fenland areas from flooding, the local authorities will safeguard the sites against any development which would harm these valuable habitats (*see also Policies SP12/3 and SP12/5*).

Tourism, Recreation and Leisure

14.26 The local authorities will encourage tourism in Wisbech and throughout the District. An expansion of the tourist industry is to be encouraged as part of the strategy for economic development in the north and east of the County (*see Policy SP13/1*).

14.27 As part of its policy for improved access to the countryside the County Council proposes the establishment of pocket parks and picnic sites in the District, with priority to locations close to existing settlements (see *Policy SP13/2*). The provision is needed because of the access restrictions imposed by the intensive cultivation of the fen countryside. Schemes to create new footpaths or landscape improvements will be concentrated on the periphery of the Market Towns. The creation of a country park in Fenland is retained as a long-term goal, although there are no specific proposals or resources for this.





Chapter 15 PETERBOROUGH

Strategy

15.1 Peterborough is in that part of the East Anglia intended by RPG6 *Regional Planning Guidance for East Anglia (1991)* to benefit from the targeting of investment in job growth and related investment. It is also within the northern area of the County identified in the Cambridgeshire Strategy for improvement in job opportunities and the maintenance or improvement of services (*Chapter 2 - Guiding Principles 2 and 3*). Priority is to be given to promoting employment growth in the north and east of the County (*Policy SP5/2*). Part of the growth is to be achieved by the diversion or dispersal of jobs from the south and west of the County. As a main urban centre Peterborough is the natural focus for the concentration of major development, with new housing and jobs in close proximity, and well related to public transport links, in line with Guiding Principle 5 of the County Strategy (*Chapter 2*).

15.2 The strategy for Peterborough is, therefore, to provide for the continuing growth of the urban area, including natural increase of the population, and net inward migration related to the requirements of industrial and commercial development. Development will be broadly in line with the previous Structure Plan and the *Peterborough Local Plan*. This provision included Peterborough Southern Township, other urban expansion in suitable locations, and some limited growth in villages.

15.3 The support of the local authorities will continue to be given to the promotion of the City as an attractive location for the siting of new industries, including services and high technology. Peterborough occupies a key position on the major communications corridor running southwards to Huntingdon and Cambridge. This spine facilitates the transfer of ideas and enterprise, and will assist in the encouragement of new investment in the District.

15.4 In addition, special efforts will be made to diversify the existing employment base, with particular attention to alleviating unemployment problems. Consequently, the expansion of existing businesses will, wherever environmentally suitable, be encouraged.

15.5 The development of Peterborough's sub-regional role for shopping, leisure and entertainment is supported. The New Town development has provided for a greatly improved level and range of facilities within relatively easy reach of the northern parts of the County and adjoining parts of Lincolnshire, Leicestershire and Northamptonshire. These will be improved where appropriate.

15.6 The City's employment and service role for a wide sub-region must be complemented by adequate communications. In addition to road schemes already programmed, an improvement of the A605 through Stanground and Whittlesey would ease congestion and would further improve the accessibility of the Fens.

Peterborough Policies

Settlement

15.7 The County settlement policies in Chapter 3 provide the framework for specific proposals in Peterborough District. Peterborough is identified as one of the two major centres in the County (*Policy SP3/1*). The identification of Rural Growth, Limited Rural Growth and Other Settlements will be as determined by the District Council in accordance with Policies SP3/2, SP3/3 and SP3/4.

Housing

Policy SP15/1 THERE IS TO BE AN EMPHASIS ON THE CONTINUING RESIDENTIAL EXPANSION OF THE URBAN AREA OF PETERBOROUGH AS IT IS THE MAIN CENTRE FOR EMPLOYMENT AND SERVICES, AND THE FOCUS OF THE PUBLIC TRANSPORT NETWORK.

PROVISION FOR NEW DWELLINGS FOR THE PERIOD 1991 - 2006 IN PETERBOROUGH DISTRICT WILL BE APPROXIMATELY 9,800 AS IDENTIFIED IN POLICY SP4/1. THIS PROVISION EXCLUDES PETERBOROUGH SOUTHERN TOWNSHIP (see Policy SP15/2).

15.8 Most of the land required has already been identified in the *Peterborough local Plan*, including the site at Paston Reserve. Subject to Paston Reserve remaining available for housing, the need for additional allocations will be limited to sufficient land for approximately 800 further dwellings when the Local Plan is rolled forward to 2006 (see Table 15.1).

Table 15.1: Housing Provision in Peterborough 1991 - 2006

Type	Location	Built mid 1991 - mid 1994	Committed (planning permissions and Local Plans)	Additional	TOTAL
	Urban	1,279	4,898		
Estate	Rural	74	889	800	7,940
	Urban	194	306		
Non-estate	Rural	73	169	1,058	1,800
	TOTAL	1,620	6,262	9,740	1,858

Note: Non-estate = infill, groups, changes of use and conversion

* Does not include the Peterborough Southern Township as the housing figures for this are split between

Peterborough and Huntingdonshire and are treated in Policy SP4/1 as a separate entity (1,450 in Peterborough and

3,750 in Hunts)

Source: Land Use Monitoring Unit, Cambridgeshire County Council

15.9 Securing the provision of affordable housing is an important objective for Peterborough (see Policies SP4/3 and SP4/4). A survey of the extent of need was carried out by a consultant appointed by the District Council to support detailed policies for affordable housing in the Local Plan.

15.10 In the urban area of Peterborough, there is provision for the development of suitable sites for housing and the change of use from housing to other uses will generally be resisted. Preference will be given to the rehabilitation and improvement of existing housing, with selective redevelopment, rather than redevelopment on a large scale (see also paragraph 4.18).

Policy SP15/2 PROVISION IS ADDITIONALLY MADE FOR ABOUT 5,200 DWELLINGS AT PETERBOROUGH SOUTHERN TOWNSHIP, TO BE LOCATED SOUTH OF THE CITY PARTLY WITHIN THE PETERBOROUGH DISTRICT COUNCIL AREA AND PARTLY WITHIN HUNTINGDONSHIRE DISTRICT (*see also Policy SP16/2*).

15.11 The new Township was included in the 1989 Structure Plan. Approval has already been given by the two District Councils to the development of Peterborough Southern Township. The Township is to provide for a balanced community including homes, employment, shopping, educational, social and recreational facilities, at each stage of the development. It is intended to create an attractive living and working environment in a parkland setting bringing large areas of derelict land, formed by the process of clay extraction and now partially reclaimed, into productive use. Existing features of nature conservation importance are expected to be retained and the possibility of designating a Site of Special Scientific Interest (SSSI) and a Local Nature Reserve (LNR) is being explored.

Employment

15.12 Peterborough remains a primary location for economic growth which will be mainly located in the urban area. Peterborough is a target centre for employment generating development identified in Policy SP5/3. Land required for industry, warehouses and office uses during the Plan period has already been more than adequately catered for in the *Peterborough Local Plan*. It is anticipated that the City will attract further employment in high technology activity. A range of sites is available for a variety of employment requirements, including offices uses in central locations or on a large scale in landscaped business parks. There is to be significant provision for new employment opportunities in Peterborough Southern Township. It is recognised that education and training to provide the labour force with appropriate skills and abilities will be an important element in the attraction of further employment to Peterborough.

Policy SP15/3 INITIATIVES WHICH HELP TO REDUCE PETERBOROUGH'S UNEMPLOYMENT, PARTICULARLY IN THE OLDER PARTS OF THE CITY, WILL BE ENCOURAGED.

15.13 Despite the diversification which has take place in the employment structure, unemployment has remained at a high level and is particularly concentrated in the City's older wards. The local planning authorities will support and participate in initiatives, particularly those that target employment generation on the inner areas, and will also support, where appropriate, the expansion of existing businesses.

Shopping

15.14 The maintenance of Peterborough City Centre as one of the County's sub-regional shopping centres is a major aim of Structure Plan policy. Consolidation of recent major retail and infrastructural investment is supported. The City Centre and the existing Township/District Centres are to be protected from retail developments which would threaten their viability or vitality (*Policy SP6/1*). It is not expected that there would be scope for further superstores in Peterborough during the Plan period, other than schemes already with planning permission and provision to serve Peterborough Southern Township. Criteria for the provision of retail warehouses in Peterborough is set out in Policy SP6/5.

Policy SP15/4 IN ASSESSING PROPOSALS FOR MAJOR NEW SHOPPING DEVELOPMENTS, ACCOUNT WILL BE TAKEN OF THE LIKELY EFFECT OF PROPOSALS ON THE FUTURE VIABILITY AND VITALITY OF THE SHOPPING CENTRE PLANNED TO SERVE THE NEEDS OF PETERBOROUGH SOUTHERN TOWNSHIP.

15.15 The success of the new Township is vital to the continuing growth of Peterborough. Shopping is regarded as a key component of the range of social and commercial facilities needed in the Township. The retail centre will be at the hub. Therefore, the protection to be given to the Township shopping centre under Policy SP15/4 is intended to be equivalent to the protection given to existing centres under Policy SP6/1.

Transport

15.16 General policies relevant to transport in Peterborough are found in Chapter 7. Outside the City major Trunk Road improvements are programmed for the A1 but the Trunk Roads review of November 1995 has had a significant effect on the A47 (*Policy SP7/16*). County Road improvements are planned for the A15 and

the A605 (*Policy SP7/19A*), subject to funding. Specific policies for the urban area are set out below. The A15/A16 Trunk Road bypass for the Deepings in Lincolnshire passes through Peterborough City Council area, and Cambridgeshire County Council has assisted Lincolnshire County Council in preparing and promoting the scheme.

15.17 The County Road Programme makes provision for the dualling of the A15 Werrington Parkway, but otherwise no significant road improvement scheme within the urban area is envisaged up to 2001 (*Policy SP7/19A*). However, expenditure is planned on road safety measures, particularly safety barriers on the Parkways. The need for further road improvements will be considered as part of the Peterborough Area Schemes (*Policy SP7/19B*). The urban route hierarchy for Peterborough is to be defined in the *Peterborough Local Plan* (see *Policy SP7/3*).

15.18 Priority will be given to the needs of pedestrians, cyclists and access by public transport (see *Policy SP7/10*). This will ensure a safe and pleasant environment for pedestrians using shopping streets and should also help to support the commercial prosperity of the centre. Particular emphasis is given to measures to prevent extraneous traffic from entering or traversing the central streets.

Peterborough Transport Strategy

Policy SP15/5

A NEW TRANSPORTATION STRATEGY FOR PETERBOROUGH WILL BE PREPARED WHICH WILL:

- ENCOURAGE ALTERNATIVE MODES OF TRANSPORT TO THE PRIVATE CAR;**
- ADDRESS TRAFFIC CONFLICTS IN AND AROUND THE CITY CENTRE, GIVING GREATER PRIORITY TO PUBLIC TRANSPORT, CYCLES AND PEDESTRIANS;**
- CONSIDER THE NEED TO LIMIT THE GROWTH OF CENTRAL AREA CAR PARKING;**
- WHERE NECESSARY, MAKE OTHER ADJUSTMENT TO THE TRANSPORT INFRASTRUCTURE TO TAKE ACCOUNT OF THE GROWTH OF THE CITY AND INCREASING TRAVEL NEEDS.**

15.19 The road network will remain the foundation of the future urban transport strategy. It is a tremendous asset to the City. However, as the Structure Plan period unfolds a number of important questions will emerge about how the system should be adapted to changing circumstances:

- how to reconcile ease of movement for the private car with the principles of a sustainable transport strategy which encourages more energy efficient modes, and forms of transport which are more in keeping with the amenity of the urban environment?
- how to adjust to growing volumes of traffic generally and, more specifically, where they are generated by large-scale new development?
- how to cope with traffic conflicts in the City Centre and surrounding areas, including the possibility of greater bus priority, and revisions to parking policies?

15.20 The most appropriate means of considering these questions would be through a review of the transport strategy for Peterborough, which is based on the *Greater Peterborough Master Plan (1971)*. The existing infrastructure is working well, but some limitations are beginning to emerge. As plans for further expansion of the City have evolved (for example Peterborough Southern Township) the case for a review has become more evident.

Public Transport

Policy SP15/6

WHERE SIGNIFICANT TRAFFIC MANAGEMENT MEASURES ARE INTRODUCED, PRIORITY FOR BUSES WILL BE INCORPORATED AS APPROPRIATE.

15.21 Traffic management measures will help to secure the most efficient use of the existing road system, and can improve conditions for buses, especially at junctions, thus helping to keep time and operating costs to a minimum. The possibility of improving access for bus passengers into the central areas of the City will also be investigated. Amongst the options to be considered will be Park and Ride. Where possible, encouragement will be given to arrangements for staggering working hours to spread peak-period congestion and thereby make better use of existing highway and public transport capacity. In the longer term it is intended to facilitate improvements in bus operation throughout the City, allowing for some segregated routes, but otherwise giving priority over other road users at junctions and at points accessing the City Centre.

15.22 The extension of bus services into Peterborough Southern Township at an early stage will be an important objective. It is also intended to explore further the potential for a new railway station.

Car Parking

15.23 The general framework for parking policy in Peterborough is given by Policy SP7/12. The provision of both public and private parking spaces in the central area will be considered in relation to the floorspace increases of shopping, office, other commercial and entertainment uses as they develop, in accordance with the role of Peterborough as a major sub-regional centre. Commuted payments may be required from landowners or developers in proportion to floorspace increases, in order to assist local authorities to make adequate parking provision at suitable locations or for investment in public transport facilities.

Cycling

Policy SP15/7 A COMPREHENSIVE CYCLE NETWORK IN THE CITY AND OTHER AREAS OF THE DISTRICT WILL BE COMPLETED, APPROPRIATELY MAINTAINED AND EXTENDED INTO NEW DEVELOPMENTS.

15.24 Peterborough has a high proportion of cyclists in its population, owing partly to the flat topography of the area. It is intended to continue the programme of providing safe and convenient facilities in the form of purpose-built tracks, priority lanes and junctions, and encouragement to use quieter streets where segregation cannot be achieved. Provision by, or contributions from, developers may be sought to help in the implementation of an appropriate cycle network.

Traffic Management in Residential Areas

15.25 In a number of residential areas encompassed by the network of main traffic routes, there remain environmental problems caused by through traffic seeking short cuts. Where necessary, further appropriate traffic measures will be introduced and also broader environment improvement where necessary (*Policy SP7/10*).

Brick-making and Clay Extraction

15.26 The brick-making industry has been a notable part of the Peterborough scene, although there are no active brick works remaining within the District. Smoke and gases from the brick-making processes in adjoining Districts are harmful to local amenity, and the brick works are visually intrusive in some areas. Therefore, the local planning authorities will seek to reduce the environmental impact of existing brick-making facilities by agreement when considering planning applications for new or expanded works (*see Policy SP11/4*).

15.27 Reclamation of existing clay pits has been undertaken on a large-scale south of Peterborough, using pulverised fuel ash (PFA) from power stations. In the latter stages, this reclamation took place largely outside the District in Huntingdonshire. Most of the reclaimed area is to be occupied by Peterborough Southern Township, which will also extend over areas which have not been reclaimed under the PFA scheme. The infrastructure used in the PFA reclamation programme is now being decommissioned.

15.28 The existence of large pits in and adjoining the District may prove convenient for local landfill operations. However, this should not prevent the adoption of waste recycling where it is the most suitable method of disposal (*see Chapter 11*). The increasing transportation of wastes over long distances may not be appropriate because of the energy costs of transfer.

Urban Conservation

Policy SP15/8 THE LOCAL AUTHORITIES WILL GIVE SPECIAL ATTENTION TO CONSERVATION IN THE HISTORIC CORE OF PETERBOROUGH.

15.29 Peterborough is included in the list of historically important towns produced by the Council of British Archaeology. A part of central Peterborough has been designated as a Conservation Area. The Cathedral, together with associated gardens and ecclesiastical buildings, will continue to be a permanent and valued feature of the City. In the commercial areas some streets retain the character of previous centuries. In a City of predominantly recent buildings, these older streets and isolated groups are particularly valuable and, therefore, will be retained and new development will be required to harmonise with them.

15.30 There are a number of villages of historic and architectural character in the District, and every effort will be made to conserve and enhance them (see Policy SP12/11).

Countryside Conservation

15.31 The Nene Washes which extend into the District are of international significance as a wetland and an important habitat for birds. They have been designated a Ramsar Site and a Special Protection Area. Subject to the need to ensure that the Washes continue to act as a flood storage reservoir, the local authorities will safeguard the site against any development which would harm its value as a wildlife habitat (see Policies SP12/3 and SP12/5).

Tourism, Recreation and Leisure

15.32 Proposals for tourist facilities and attractions will be encouraged in the Peterborough area (see Policy SP13/1). This is consistent with the Cambridgeshire Strategy for encouraging job related investment in the north and east of the County. It is also consistent with the tourist strategy for encouraging the development and promotion of tourism in locations away from Cambridge. Amongst the attractions in and around Peterborough are the Cathedral, Nene Park, the Nene Valley Railway, Burghley House, Elton Hall and the Peakirk Waterfowl Gardens Trust.

15.33 Peterborough is a major centre for sport, particularly specialised facilities. General recreational opportunities are available in the Nene Park which includes facilities for sailing, golf, boating, camping and angling. Within the Park there is a Country Park at Ferry Meadows and a regional rowing course at Thorpe Meadows. Available within the City are a regional indoor swimming pool and an athletics track. Further major provision will be encouraged in accordance with the development of Peterborough's role as a sub-regional centre. Proposals should have regard to particular needs identified by the Eastern Council for Sport and Recreation.

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Chapter 16 HUNTINGDONSHIRE

Strategy

16.1 Most of Huntingdonshire is within the relatively prosperous and congested part of East Anglia from where the Regional Planning Guidance proposes that there should be some dispersal of investment in jobs, to areas in the north and east of the Region. This intention is also reflected in the Cambridgeshire Strategy (*Chapter 2 - Guiding Principle 2*), together with the importance of protecting the environment of the south and west of the County from inappropriate development (*Guiding Principle 4*).

16.2 The strategy for the District is to continue to work towards a period of consolidation, rather than further rapid growth. There will be some targeted promotion of employment growth to try to ensure that there are jobs to meet local needs in areas of lower prosperity, or where access to facilities is deficient. Particular attention will be given in this regard to Ramsey. In addition St Neots has been identified to accommodate employment which will relieve pressure on the Cambridge Area.

16.3 The emphasis of the policies is on control of the location and rate of development to avoid large-scale building in advance of local needs. However, it is recognised that some of the housing pressures from inward migration must be met is the local population is also to have a reasonable opportunity to obtain suitable accommodation. Concentration of much of the new development in the Market Towns will reduce the spread of dormitory development and reinforce the function of the Market Towns as local service centres. However, the market towns are approaching their environmental capacity. The policies take account of this limitation to growth, as well as the ability of some villages to absorb further development.

Huntingdonshire Policies

Settlement

16.4 The County settlement policies in Chapter 3 provide the framework for specific proposals in Huntingdonshire. The following classification of settlements has been made according to function and suitability for growth:

Market Towns (*Policy SP3/1*): Huntingdon, St Neots, St Ives, Ramsey

Rural Growth, Limited Rural : As determined by the District Council in

Growth, and Other Settlements : accordance with the Structure Plan Policies

(*Policies SP3/2, SP3/3 and SP3/4*)

Policy SP16/1

THERE IS TO BE AN EMPHASIS ON NEW HOUSING PROVISION IN THE MARKET TOWNS OF HUNTINGDONSHIRE AS THEY ARE THE MAIN CENTRES FOR EMPLOYMENT AND SERVICES, AND THE FOCI OF THE PUBLIC TRANSPORT NETWORK. THE CONTINUED EXPANSION OF HOUSING AT RAMSEY BEYOND DEVELOPMENT ALREADY GRANTED PLANNING PERMISSION IS DEPENDENT UPON NECESSARY ROAD IMPROVEMENTS (see Policy SP3/1).

PROVISION FOR NEW DWELLINGS FOR THE PERIOD 1991 - 2006 IN HUNTINGDONSHIRE WILL BE APPROXIMATELY 12,300 AS IDENTIFIED IN POLICY SP4/1. THIS PROVISION EXCLUDES PETERBOROUGH SOUTHERN TOWNSHIP (see Policy SP16/2). APPLICATIONS FOR HOUSING ESTATE DEVELOPMENT LIKELY TO RESULT IN INCREASES SIGNIFICANTLY ABOVE THIS LEVEL WILL NORMALLY BE REFUSED.

16.5 The housing provision in Policy SP16/1 is consistent with the overall level for Huntingdonshire specified in Policy SP4/1. This will allow for an element of inward migration, in addition to the considerable needs arising from natural change in the District. The Market Towns as defined in Policy SP3/1 are to be regarded as locations for urban area growth identified in Policy SP16/1. Much of the land required has already been identified in the *Huntingdonshire Local Plan (Deposit)* (see Table 16.1). However, in order to carry provision through to the year 2006, there will be a need to consider further areas such as those identified as long term development options in the Local Plan at Huntingdon, St Neots and Yaxley. There is some potential for "windfall" development of larger than group size (housing groups are normally up to 8 dwellings) within the Market Towns. Such development may be counted towards the non-estate category.

Table 16.1: Housing Provision in Huntingdonshire 1991 - 2006

<u>Type</u>	<u>Location</u>	<u>Built mid 1991 - mid 1994</u>	<u>Committed (planning permissions and Local Plans)</u>	<u>Additional</u>	<u>TOTAL</u>
	Market Towns	1,322	4,119		
Estate	Rural	629	2,484	1,500	10,054
	Market Towns	125	262		
Non-estate*	Rural	176	852	835	2,250
	TOTAL	2,252	7,717	2,335	12,304

Note: * Non-estate = infill, groups, changes of use and conversion

Does not include the Peterborough Southern Township as the housing figures for this are split between Peterborough and Huntingdonshire and therefore are quoted separately.

Source: Land Use Monitoring Unit, Cambridgeshire County Council

16.6 Securing the provision of affordable housing is an important objective for Huntingdonshire (see *Policies SP4/3 and SP4/4*). Surveys of the extent and location of need by the District Council will be necessary to support detailed policies for affordable and low cost housing in the Local Plan.

Policy SP16/2

PROVISION IS ADDITIONALLY MADE FOR ABOUT 5,200 DWELLINGS AT PETERBOROUGH SOUTHERN TOWNSHIP, AS SET OUT IN POLICY SP15/2, TO BE LOCATED TO THE SOUTH OF PETERBOROUGH PARTLY WITHIN THE HUNTINGDONSHIRE DISTRICT COUNCIL AREA AND PARTLY WITHIN PETERBOROUGH DISTRICT.

16.7 Because the proposed township straddles the District boundary, a relevant policy is included in both Chapters (*see also paragraph 15.11*).

Phasing

Policy SP16/3 THE RELEASE OF LAND FOR HOUSING DEVELOPMENT IN HUNTINGDONSHIRE DISTRICT WILL BE PHASED TO MAINTAIN A FIVE YEAR SUPPLY OF LAND AT THE STRUCTURE PLAN RATE OF DEVELOPMENT, WHILST CONSERVING ALLOCATIONS TO MEET REQUIREMENTS IN THE REMAINING PART OF THE STRUCTURE PLAN PERIOD.

16.8 It will be important to ensure that land allocated for housing is not used up in the early years of the Plan, defeating the intention to resist continued over-rapid growth in the District. Phasing proposals should be included in the Local Plan. Such proposals should take into account the availability of essential infrastructure or other relevant constraints. A clear indication of phasing will be of benefit to service providers in estimating future needs. Applications for housing estate development will normally be refused if they would lead to a total supply of outstanding permissions greatly exceeding the five year requirement for Huntingdonshire as a whole.

Armed Forces

16.9 The armed forces of both the United Kingdom and the United States have a major presence in the District with important air force establishments at Alconbury (USAF), Molesworth (USAF), Brampton (RAF), and Wyton (RAF). Some significant changes arising from the proposed revised structure of British Forces are already anticipated, notably the new role to be played by Brampton (Logistics Command), and Wyton (Support Management group). It is understood that there will be a net increase of 1000 personnel at Wyton.

16.10 At the same time there are expected to be significant reductions in personnel at RAF Alconbury as a result of the USAF decision to cease flying operations from that base. The major part of the site, infrastructure and buildings is expected to become surplus to requirements. The potential opportunity for large scale uses at Alconbury, which is well located on strategic transport routes, means that there will be no justification for significant development proposals outside the development plan framework elsewhere in the District.

Policy SP16/4 THE PROPOSED RELEASE OF LAND AT RAF ALCONBURY WILL PROVIDE AN OPPORTUNITY FOR A MIXED DEVELOPMENT PARTICULARLY FOR DISTRIBUTION AND TRANSPORT RELATED USES DURING AND BEYOND THE PLAN PERIOD. THE DEVELOPMENT OF THIS AREA WILL BE GUIDED BY A PLANNING BRIEF TO BE PREPARED AND APPROVED BY THE LOCAL PLANNING AUTHORITY IN CONSULTATION WITH OTHER RELEVANT AGENCIES.

16.11 The local planning authorities and the Ministry of Defence have prepared a development brief, to be finalised by the end of 1995, which will form supplementary planning guidance to the Huntingdonshire Local Plan.

16.12 The brief will set out the most appropriate long-term use of the site and address the need for:

- a high quality development
- a comprehensive landscaping scheme
- early removal of unneeded buildings and other structures
- convenient access by public transport
- provision of rail freight to the site
- use of the runway for air freight
- development to be within the capacity of highway infrastructure

- consideration of recreational opportunities
- phased development of the site
- measures to protect the amenity of nearby residents

Employment

16.13 The amount of land to be allocated for industry, warehousing and office uses has already been adequately provided for in the *Huntingdonshire Local Plan (see Policy SP5/1)*. A range of sites is available for a variety of requirements, including high technology activity which is expected to play an important role in the future growth of industry in Huntingdonshire. The encouragement of further industry on a large-scale across the District would be contrary to the aim of reining back on previous rapid rates of growth. The continued demand for strategically placed warehouse and distribution facilities will make itself felt, particularly in the light of the planned improvements to the primary route network. However, sufficient capacity has been included in the guidelines for warehousing, taking into account premises already available. It should be noted that all the current employment land allocations in Peterborough Southern Township are located within the Peterborough City Council Area.

16.14 Ramsey is included in the area of the county (*referred to as the "north and east" in Policy SP5/2*) where priority is to be given to the promotion of economic and employment growth. Significant land allocations for industry have already been made in the town, particularly at St. Mary's Road. Further investment in infrastructure, roads (particularly the B1040), services, environment and training will be necessary if promotion is to be effective.

16.15 Both Ramsey and St Neots are identified as target centres for employment generating development, and other job related investment (*Policy SP5/3*). They are not primary target centres, but "additional target centres" within the terms of the Policy.

Shopping

16.16 The town centres of Huntingdon, Ramsey, St Ives, and St Neots are protected under Policy SP6/1 from retail developments which may adversely affect their viability and vitality. Policy SP15/4, in the Peterborough Chapter, similarly protects the viability and vitality of the planned shopping centre for Peterborough Southern Township, and should be taken into account when assessing shopping proposals in Huntingdonshire.

16.17 Policy SP6/3 specifies that major convenience shopping developments will normally be located within or immediately adjacent to the town centres of Huntingdon, Ramsey, St Ives and St Neots. Retail warehouses will only be permitted within the built-up area of these towns (*Policy SP6/5*).

Transport

16.18 General policies and the overall approach to transport in Huntingdonshire are found in Chapter 7. On inter-urban Trunk Routes (*Policy SP7/16*), significant improvements are planned for the A1, the A14 and the A428 (subject to the outcome of the November 1995 review of Trunk Road Schemes).

16.19 Inter-urban improvements for County Roads (*Policy SP7/19A*) are planned for a further stretch of the A1096 (St Ives to A14), A1123 (St Ives Northern Bypass), and B1040. Other sections of road to be considered are identified in Policy SP7/19B. Securing the improvement of the B1040 route between Ramsey and the Fen link road (a141), together with a development related relief road, is essential before further permissions for housing estates are granted at Ramsey (*see Policies SP3/1 and SP16/11*). The road improvements would also assist job related development in the town (*Policy SP5/3*). Developer contributions are likely to be needed to bring the B1040 improvement forward (*Policy SP7/19B*).

16.20 In the Huntingdon/St Ives area there will be growing traffic pressures, including those arising from the large-scale improvements to the trunk road network. Therefore, a Traffic Scheme, to include a range of appropriate measures, will be investigated (*Policy SP7/19B*).

16.21 Policies SP7/10, SP7/11 and SP7/12 relate to urban traffic management and parking in Huntingdon, St Ives, St Neots and Ramsey.

Brick-making and Clay Extraction

16.22 The brick-making industry is a significant feature of Huntingdonshire immediately south of Peterborough and the works, chimneys and vast areas of clay excavation are visually very intrusive. Smoke and gases from reduce the environmental impact of existing brick-making facilities by agreement when considering planning applications for new or expanded works

16.23 Reclamation of existing clay pits has been undertaken on a large-scale south of Peterborough, using pulverised fuel ash (PFA) from power stations. The reclamation has now ceased. Most of the reclaimed area is reclaimed under the PFA scheme.

Urban Conservation

16.24 Policy SP12/12 indicates the importance of safeguarding and enhancing the character of the County's Ouse Valley as a whole. The local authorities, together with English Heritage, support Town Schemes in St Neots, Godmanchester and Huntingdon.

habitat, and of particular value for wildfowl and migratory birds. Subject to the need to ensure that the Ouse Washes continue to act as a flood storage reservoir, the local authorities will safeguard the site against any *(see Policies SP12/3 and SP12/5).*

Tourism, Recreation and Leisure

16.26 Proposals for tourist facilities and attractions will be encouraged in the District in accordance with Policy be given to the promotion of tourism in the north and east of the County. The town has local attractions, but is not naturally the focus of large-scale visitor activity. Tourist promotion may play a part in the targeting of St *(see Policy SP5/3).*

16.27 Specialist activities which may be of increasing importance are angling, boating and nature study. Water Great Ouse for marinas or permanent moorings is restricted under Policy SP13/5.





Chapter 17 EAST CAMBRIDGESHIRE

Strategy

17.1 The Ely and Littleport areas of East Cambridgeshire lie in that part of East Anglia intended by the Regional Planning Guidance to benefit from the targeting of investment in job growth and related development. These areas are also within the north and east area of the County, identified in the Cambridgeshire Strategy for improvement in job opportunities and the maintenance or improvement of services (*Chapter 2 - Guiding Principles 2 and 3*). Priority is to be given to promoting economic and employment growth in the north and east of the County (*Policy SP5/2*). Part of the growth is to be achieved by the diversion or dispersal of jobs from the south and west of the County.

17.2 The area surrounding Newmarket is transitional between the south and west, and the north and east of the County. There is a need to diversify the employment base and small-scale developments may be appropriate here. However, the environmental qualities of the Newmarket area lead to policy considerations similar to those for the adjoining Cambridge Area, where growth is to be restrained.

17.3 The emphasis of the strategy for East Cambridgeshire, encouraging more investment in jobs and giving priority to the maintenance and improvement of services, is intended to improve living standards and reduce the dependence of the area on Cambridge. Economic development in the Ely area will reflect the potential for attracting enterprises which might otherwise locate in the Cambridge Area. The town of Soham also has potential for employment and housing growth. Existing industries in the District will be encouraged to expand and will be given assistance where appropriate.

East Cambridgeshire Policies

Settlement

17.4 The settlement policies in Chapter 3 provide the framework for specific proposals in East Cambridgeshire. The following classification of settlement has been made according to function and suitability for growth:

Market Towns (*Policy SP3/1*):

Ely

Rural Growth, Limited Rural Growth, and Other Settlements (*Policy SP3/2, SP3/3 and SP3/4*):

As determined by the District Council in accordance with the Structure Plan Policies

Housing

Policy SP17/1

THERE IS TO BE AN EMPHASIS ON NEW HOUSING PROVISION IN ELY AND IN THE LARGER SETTLEMENTS OF EAST CAMBRIDGESHIRE WHICH ALSO HAVE GOOD SERVICES, EMPLOYMENT AND COMMUNICATIONS, PARTICULARLY PUBLIC TRANSPORT.

PROVISION FOR NEW DWELLINGS FOR THE PERIOD 1991 - 2006 IN EAST CAMBRIDGESHIRE WILL BE APPROXIMATELY 7,500 AS IDENTIFIED IN POLICY SP4/1. APPLICATIONS FOR HOUSING ESTATE DEVELOPMENT LIKELY TO RESULT IN INCREASES ABOVE THIS LEVEL WILL NORMALLY BE REFUSED.

17.5 The housing provision in Policy SP17/1 will allow for a significant level of inward migration into the District. Most of the land required has already been identified in the *East Cambridgeshire Local Plan* and the *Ely Local Plan*.

Table 17.1: Housing Provision in East Cambridgeshire 1991 - 2006

Type	Location	Built mid 1991 - mid 1994	Committed (planning permissions & Local Plan)	Additional	TOTAL
	Ely	226	2,027		
Estate	Rural	499	2,133	0	4,885
	Ely	37	91		
Non-estate*	Rural	405	744	1,400	2,677
TOTAL		1,167	4,995	1,400	7,562

Note: * Non-estate = infill, groups, changes of use and conversions

Source: Land Use Monitoring Unit, Cambridgeshire County Council

17.6 Securing the provision of affordable housing will be an important objective in East Cambridgeshire, including provision to be made within the main housing allocations and on smaller sites (*Policies SP4/3 and SP4/4*).

Green Belt

17.7 Parts of the Parishes of Bottisham, Lode and Swaffham Bulbeck lie within the Cambridge Green Belt and are therefore subject to strong development constraint (*Policy SP18/3*).

Employment

17.8 Land provision for industry, warehousing and office uses has already been more than adequately provided for in the *East Cambridgeshire Local Plan* and the *Ely Local Plan* (see *Policy SP5/1*). The main challenge for the employment strategy is not to find land, but to ensure adequate provision of services and infrastructure, training, and to enhance the environment and image of the District.

17.9 Ely (including Littleport, Soham and Sutton) is identified as a prime target centre for employment generating development and other job related investment (*Policy SP5/3*). The Ely area will therefore be given priority consideration for a co-ordinated programme of action and promotion to enhance its attractions and to simulate economic growth. The local authorities will attempt to ensure that land identified for industrial use is readily available for development. The Ely area has a range of employment locations suitable for offices, high technology, warehousing and manufacturing industry. Additionally, applications for the expansion of existing businesses will be favourably considered. The area is the first stop for enterprises diverted or dispersed from the Cambridge Area towards the north and east of the County and the Region.

17.10 The Parishes of Littleport and Downham are included in the current Fenland Rural Development Area (RDA), reflecting the Government's recognition of the particular problems of the area.

17.11 Outside Ely, development providing employment will be permitted on a scale appropriate for particular settlements (*Policy SP3/5*). For the rural area surrounding Newmarket, the town will remain a dominant employment centre where expansion will be in accord with the Suffolk Structure Plan. Environmental considerations limit the opportunities for new land allocations, but major housing and employment growth is proposed in the Suffolk Structure Plan for Red Lodge. Small-scale employment growth may be appropriate in the adjoining villages of East Cambridgeshire, particularly where it assists in the diversification of the local economy away from overdependence on agriculture and the horse racing industry.

Shopping

17.12 The town centres of Ely, Littleport, and Soham are protected under Policy SP6/1 from retail developments which may adversely affect their viability and vitality. Policy SP6/3 further specifies that major convenience shopping developments will normally be located within or immediately adjacent to these town centres. Retail warehouses will only be permitted within the built-up area of the same towns (*Policy SP6/5*).

Transport

17.13 General policies relevant to transport in East Cambridgeshire are found in Chapter 7. Inter-urban improvements for County roads are planned for the A142 (Fordham Bypass), A1101 and A1421 (*Policy SO7/19A*). Other road schemes will be considered in the longer term (*Policy SP7/19B*).

Policy SP17/2 THE COUNTY COUNCIL WILL GIVE PRIORITY TO PUBLIC TRANSPORT AND ROAD IMPROVEMENTS WHICH WILL MAKE EAST CAMBRIDGESHIRE MORE ACCESSIBLE AND ATTRACTIVE TO POTENTIAL EMPLOYMENT INVESTMENT AND WHICH WILL ENHANCE LINKS INTO THE FENS. OF THE ROAD IMPROVEMENTS PARTICULAR IMPORTANCE IS ATTACHED TO THE A142 ROUTE FROM NEWMARKET TO ELY AND TO AN IMPROVED ROUTE BETWEEN CAMBRIDGE AND THE FENS AREA INCLUDING THE A10 TRUNK ROAD IMPROVEMENT*, AND THE A1421 (A142 TO A10 LINK).

*** Withdrawn from the Trunk Road Programme in November 1995.**

17.14 Improved accessibility by both public transport and road remains an important key to unlocking the potential for further economic development in Fenland and East Cambridgeshire. The road improvement schemes listed in Policy SP17/2 are considered to offer considerable benefits to the area in this respect.

Water Resources

17.15 The protection of both groundwater and surface water from the effects of development is an important consideration (*Policy SP8/4*). However, particular attention in East Cambridgeshire is drawn to the care required in the protection of potable groundwater sources in the chalk aquifer in the vicinity of Newmarket (*Policy SP8/5*).

Countryside Conservation

17.16 The Ouse Washes, which lie mainly within East Cambridgeshire, are an internationally important wetland habitat and of particular value for wildfowl and migratory birds. Subject to the need to ensure that the Ouse Washes continue to serve as a flood storage reservoir to protect vulnerable areas from flooding, the local authorities will safeguard the site from any development which would harm these valuable habitats (see *Policies SP12/3 and SP12/5*).

Urban Conservation

17.17 The important attached to the safeguarding and enhancement of the County's historic towns is given in Policy SP12/12.

17.18 Ely is included in the Council for British Archaeology list of historic towns and contains one of the outstanding conservation areas in the County. The cathedral is the most well known attraction, but the interest of the centre as a whole is very high. The local planning authority will continue to exercise strict controls over new development, give advice on conservation matters, and offer financial assistance as appropriate.

Conservation of the character of Ely is essential to develop its tourist economy. The local authorities will endeavour to achieve greater recognition of the City's international importance and consequently greater financial support for its conservation.

Tourism, Recreation and Leisure

17.19 The local authorities will encourage tourism in Ely and throughout the District (*Policy SP13/1*). Ely has received increasing numbers of tourists in recent years, but still does not attract many overnight visitors. Subject to policies for the protection of the environment, development proposals for hotels, guest houses and caravan and camping sites will be given favourable consideration. Available facilities will be given greater publicity.

17.20 The Eastern Council for Sport and Recreation has identified the potential of the River Great Ouse between Ely and Brandon Creek for water recreation, although additional permanent moorings and marinas upstream from Ely are to be strictly limited (*Policy SP13/5*). Its development would help to relieve other sections of the River, benefit local residents and strengthen the local economy by making the area more attractive to tourists. Horse racing and related activities associated with Newmarket attract many visitors to the south of the District.

Horse Racing

17.21 Within an area south and east of Newmarket, which is of particular importance for the horse racing industry, suitable proposals for horse farms and training establishments will be given favourable consideration in relation to Policy SP12/1 which restricts development in the countryside. The Horse Racing Interest Area is defined in the *East Cambridgeshire Local Plan*.





Chapter 18 CAMBRIDGE AREA

(South Cambridgeshire and Cambridge City)

18.1 This Chapter deals with policies relating to the two districts of South Cambridgeshire and Cambridge City. For many aspects of policy the two are mutually dependent, and are considered together in part (a) under the heading Cambridge Area - General. **Throughout the Structure Plan the term Cambridge Area is used to refer to the two districts as a single planning entity.** However, for important aspects of policy implementation, particularly Local Planning and Development Control, more detailed policies are necessary on an individual District basis, and these are given in parts (b) and (c).

(a) Cambridge Area - General

Strategy

18.2 The Cambridge Area is identified, in RPG6 *Regional Planning Guidance for East Anglia (1991)* as a relatively prosperous and congested area from which there should be some dispersal of investment in jobs to areas to the north and east of the Region. This intention is also reflected in the Cambridgeshire Strategy (*Chapter 2 - Guiding Principle 2*), together with the importance of protecting the environment of the south and west of the County from inappropriate development (*Guiding Principle 4*).

18.3 The strategy for the Cambridge Area is to maintain existing policies of restraint, but with selective provision for development which will best meet the essential needs of the Area. The development of high technology industry will be sustained in the local and the national interest. As a concomitant of this approach, it will be necessary to curtail severely the further expansion of the office sector. It is intended to achieve a more balanced employment structure by giving opportunities for development most likely to match the abilities of lower skilled workers. At the same time it is recognised that education, training and re-skilling must play a part if there is to be a reduction in the skills mismatch.

18.4 High technology and support industries, with an acknowledged need to be in the Area, will be accommodated as far as possible. However it is envisaged that Cambridge itself will specialise in research and development to which it is best suitable as a location. Manufacturing and service aspects of high technology will be encouraged to find suitable locations in centres elsewhere in the County. Such centres can provide complementary opportunities for high technology related development, with good local communications to Cambridge.

Policy SP18/1

WITHIN AN OVERALL POLICY OF CONTROLLED GROWTH, PROVISION WILL BE MADE FOR CONTINUING DEVELOPMENT IN OR CLOSE TO CAMBRIDGE, NECESSARY TO MAINTAIN THE CITY'S ROLE AS A SUB-REGIONAL CENTRE AND TO ENSURE ADEQUATE JOBS AND HOUSING FOR THE EXPECTED POPULATION.

18.5 In terms of the location of new development, the strategy is essentially one of concentration, as it is for the County as a whole. It aims to bring people, jobs and services as close together as possible, bearing in mind the objective of containing the spread of Cambridge. The expansion of Cambridge City, particularly for housing, is tightly contained by the Green Belt. It is recognised therefore that there will be further commuting to Cambridge.

18.6 It is intended to provide scope and choice for growth in a range of villages where there is capacity for expansion and where development is appropriate to village character and environment. Such development, through appropriate location and improved transport infrastructure, will seek to improve access between homes, jobs and services. In general, rural development will be concentrated in the larger and better served villages, especially to the north of Cambridge. Most of the opportunities for development during the Structure Plan period have already been identified in the *South Cambridgeshire Local Plan* and the *Cambridge City Local Plan (Deposit)*.

18.7 There is a presumption against major housing development south of Cambridge. This is to minimise the occupation of new housing by out-of-County commuters, and to protect the special environment of that area.

18.8 The Regional and County strategy indicates that unrestrained demand for development should not be accommodated in the Cambridge Area, particularly where important constraints would be breached. Nevertheless reasonable provision should be made for demand which cannot be met in the immediate area, and local needs must not be overlooked. The planning permission already granted for a new settlement to the west of Cambridge (near Bourn) will help to relieve some housing pressures locally. More generally, the housing provision for Cambridgeshire, 60,000 dwellings, is intended to meet forecast demand for the County as a whole.

18.9 It is forecast that the resumption of growth in retail demand is likely to require the provision of further large-scale shopping floorspace in the Plan period. An edge-of-town location is preferred.

18.10 The *Cambridge Transport Strategy (1990)*, adopted by the County Council following widespread local consultation, has been incorporated into the Structure Plan and integrated with the land-use policies. It is intended to provide a package of measures which will increase road safety, give more priority to pedestrians and cyclists, enhance the amenity of the urban area, relieve the most congested areas, and encourage a change of mode from the private car to more energy efficient means of transport including advanced passenger transport systems. New development opportunities will be favoured where they minimise the need for travel, and encourage journeys on foot, cycle or by public transport.

Settlement

18.11 The County settlement policies in Chapter 3 provide the framework for specific proposals in the Cambridge Area. Cambridge is identified as one of the two main centres in the County where development for jobs and services will be appropriate (*Policy SP3/1*). In South Cambridgeshire there are no Market Towns (*Policy SP3/1*), and the Rural Growth, Limited Rural Growth, and Other Settlements will be determined by the District Council in accordance with Policies SP3/2, SP3/3 and SP3/4.

18.12 The following definitions of the Central, Intermediate and Outer Areas in Cambridge apply when they are mentioned in the policies for the Cambridge Area:

- the **Central Area** is approximately the area bounded by Queens Road, Northampton Street, Chesterton Lane, River Cam, Elizabeth Way, East Road, Gonville Place, Lensfield Road, Fen Causeway and Newnham Road (*see Policies SP18/9, SP18/11, SP18/17, SP18/18*);

- the **Intermediate Area** covers the dense residential and commercial development close to the Inner Ring Road, particularly to the south and east of the centre (between the Inner Ring Road and the railway), and the area to the north of the centre (*see Policies SP18/9, SP18/17*);

- the **Outer Area** of Cambridge includes land in South Cambridgeshire closely associated with the urban area (*see Policy SP18/9*);

The precise definition of these areas is a matter for the District Councils.

Housing

Phasing

Policy SP18/2

THE RELEASE OF LAND FOR HOUSING DEVELOPMENT IN THE CAMBRIDGE AREA WILL BE PHASED TO MAINTAIN A FIVE YEAR SUPPLY OF LAND AT THE STRUCTURE PLAN RATE OF DEVELOPMENT, WHILST CONSERVING ALLOCATIONS TO MEET REQUIREMENTS IN THE REMAINING PART OF THE STRUCTURE PLAN PERIOD.

18.13 It will be important to ensure that land allocated for housing is not used up in the early years of the Plan, defeating the intentions of the policy of restraint. Phased proposals should be included in Local Plans. Such proposals should take into account the availability of essential infrastructure, or other relevant constraints. A clear indication of phasing will be of benefit to service providers in estimating future needs. Applications for housing estate development will normally be refused if they would lead to a total supply of outstanding permissions greatly exceeding the five year requirement for the Cambridge Area as a whole.

Low Cost and Affordable Housing

18.14 On of the most crucial issues in the Cambridge Area will be securing affordable housing (*see Policies SP4/3 and SP4/4*). The average dwelling price in Cambridge City in December 1994 was £83,000, 18% above the County average. In South Cambridgeshire the average dwelling price was £91,000, which was 29% above the County average. This placed adequate housing beyond the resources of many people, despite the general decline in house prices since the late 1980s (*see paragraph 4.13*).

Green Belt

18.15 A major feature of planning policy for Cambridge over many years has been the Green Belt. This has been essential in containing the growth of the City and maintaining its character and setting. It helps to protect the countryside around Cambridge and to ensure that the villages within it do not coalesce. In 1992 the *Cambridge Green Belt Local Plan* was finally adopted as a statutory document, confirming the boundaries which define the appropriate limits to growth for the foreseeable future.

Policy SP18/3

A GREEN BELT WILL BE MAINTAINED AROUND THE CITY OF CAMBRIDGE IN ORDER TO CONTAIN ITS URBAN GROWTH, PRESERVE ITS UNIQUE CHARACTER, MAINTAIN ITS PRESENT SETTING AND PREVENT COMMUNITIES IN THE ENVIRONS OF CAMBRIDGE FROM MERGING INTO ONE ANOTHER.

WITHIN THE GREEN BELT APPROVAL WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR THE CONSTRUCTION OF NEW BUILDINGS OR FOR THE CHANGE OF USE OF EXISTING BUILDINGS FOR PURPOSES OTHER THAN AGRICULTURE AND FORESTRY, OUTDOOR SPORT, CEMETERIES, INSTITUTIONS STANDING IN EXTENSIVE GROUNDS, OR OTHER USES APPROPRIATE TO A RURAL AREA.

TO THE SOUTH OF THE CITY, THE GREEN BELT WILL BE MAINTAINED CLOSE TO THE URBAN AREA. ELSEWHERE, THE INNER GREEN BELT BOUNDARY IS DRAWN TO PROVIDE ONLY FOR DEVELOPMENT WHICH HAS AN ESSENTIAL NEED TO BE LOCATED IN CAMBRIDGE AND WHICH CANNOT BE ACCOMMODATED ELSEWHERE. FOR THIS PURPOSE A RESERVE OF LAND IS PROVIDED BETWEEN THE INNER EDGE OF THE GREEN BELT AND THE BUILT UP AREA, PARTICULARLY SOUTH OF THE LINE OF THE A14 BETWEEN THE B1049 AND THE KING'S LYNN/LONDON RAILWAY LINE.

WHERE NOT IMMEDIATELY REQUIRED FOR DEVELOPMENT IN ACCORDANCE WITH THIS POLICY, SUCH LAND IS DESIGNATED AN AREA OF SPECIAL RESTRAINT AND WILL BE PROTECTED FROM INAPPROPRIATE DEVELOPMENT.

PROPOSALS FOR RE-USE OR REDEVELOPMENT OF REDUNDANT HOSPITALS IN THE GREEN BELT WILL BE CONSIDERED IN THE LIGHT OF THE APPROPRIATE GOVERNMENT POLICY GUIDANCE.

18.16 Because land suitable for development is still very scarce in the Cambridge Area, it is important that no part of the "reserve of land", referred to in Policy SP18/3, is released for development unless it is clearly essential for the needs of Cambridge, and cannot be accommodated on another suitable site. The "essential need to be in Cambridge" should therefore be carefully considered in Local Plans when allocating remaining uncommitted land between the urban edge and the inner boundary of the Green Belt, particularly on the Cambridge Northern Fringe. For example, it should be considered whether high technology uses remain a priority, given the opportunities which now exist on the Northern Fringe and elsewhere. Also, the Northern Fringe has become the preferred location for large-scale shopping development in the Cambridge Area (*Policy SP18/8*).

18.17 To the south of Cambridge it is important that the City's relationship to the surrounding landscape is maintained by a tight Green Belt boundary. In this sector the boundary closely follows the existing urban edge.

Employment

18.18 Employment land within the Cambridge Area will be reserved for development which has a clear need to be located close to the City in order to serve local requirements, or to contribute to the continuing success of Cambridge as a major centre for research and development (*Policies SP5/1 and SP5/3*). Firms which do not need close physical proximity to the City will be encouraged to locate elsewhere in the County (*Policy SP5/4*). Warehousing serving a regional or wider market will not normally be permitted in the Cambridge Area (*Policy SP5/5*). Where suitable alternative uses can be found for redundant employment land or premises, these will be favourably considered (*Policy SP5/1*).

18.19 Reasonable expansion of existing industries is desirable in the interests of both the local and the national economy, and will normally be permitted (*Policy SP5/6*). However, it is important to ensure that the scale of expansion does not conflict with the overall policy of controlled growth in the Cambridge Area. An important material factor will include whether the expansion is directly related (and physically related in terms of siting) to activities and investment already established.

Policy SP18/4

SUBJECT TO THE SETTLEMENT AND EMPLOYMENT POLICIES IN CHAPTERS 3 AND 5, DEVELOPMENT FOR NEW INDUSTRIES IN THE B1 TO B8 USE CLASSES WILL BE PERMITTED ON A LIMITED SCALE IN THE CAMBRIDGE AREA PROVIDED THEY CAN SATISFY ONE OR BOTH OF THE FOLLOWING CRITERIA:

(i) HIGH TECHNOLOGY AND RELATED INDUSTRIES CONCERNED PRIMARILY WITH RESEARCH AND DEVELOPMENT, WHICH CAN SHOW A SPECIAL NEED TO BE CLOSELY RELATED TO THE UNIVERSITIES OR OTHER ESTABLISHED RESEARCH FACILITIES OR ASSOCIATED SERVICES IN THE CAMBRIDGE AREA;

(ii) OTHER SMALL INDUSTRIES AND ENTERPRISES (INCLUDING NON-RETAIL WAREHOUSES) WHICH WOULD CONTRIBUTE TO A GREATER RANGE OF LOCAL EMPLOYMENT OPPORTUNITIES, ESPECIALLY FOR THE SEMI-SKILLED AND UNSKILLED, OR WHOSE INITIAL DEVELOPMENT IS DEPENDENT ON THE USE OF LOCALLY BASED SKILLS AND EXPERTISE.

18.20 As a general guideline, a development may be considered small if the floorspace is under 1,850 square metres (sq.m.) (approximately 20,000 square feet (sq.ft.)). However, the scale appropriate in any particular case will depend on the character of the proposal, and of the area in which it is to be located. New developments falling within this Policy will only be permitted if they will not cause pollution, noise, or otherwise harm the environment. Proposals should conform in all important respects with the policies of the Structure Plan.

18.21 In the case of proposals for high technology industries in category (i) above, emphasis will be given to research, design and development processes. These may involve small scale manufacturing operations, but extensive large-scale operations will be excluded. This category is designed to allow for the development of industries which derive particular benefit from close association with research specialisations in the area not readily available elsewhere. The terms "High Technology" and "Research and Development", as used in Policy SP18/4, are defined in paragraph 5.39.

18.22 Category (ii) allows for developments which would help to diversify the local employment structure, and provide more opportunities for local workers in unskilled and semi-skilled manual occupations. Included within this category would be suitable initiatives by individuals seeking to develop new ideas or processes using skills already available in the area. In no circumstances however will development be permitted on a scale which would lead to a significant demand for new labour from beyond the Cambridge Area.

18.23 In the Cambridge Area the expansion of existing firms will generally be given preference over development by firms wishing to move into the Area (*see Policy SP5/6*) subject to Cambridge Area employment policies (*SP18/4 - SP18/7, and SP18/17*) and other relevant Structure Plan policies.

Offices

Policy SP18/5

OFFICE DEVELOPMENT WITHIN THE B1 USE CLASS WILL ONLY BE PERMITTED IF THE SERVICE PROVIDED IS ESSENTIAL TO THE FUNCTION OF CAMBRIDGE AS A LOCAL OR SUB-REGIONAL CENTRE, OR TO ACCOMMODATE GENUINE RESEARCH AND DEVELOPMENT USES WHICH REQUIRE OFFICE-STYLE PREMISES IN THE CAMBRIDGE AREA. IN ORDER TO CONTAIN OFFICE DEVELOPMENT WITHIN THE MAXIMA GIVEN IN POLICY SP5/1 FUTURE PERMISSIONS OR ALLOCATIONS OF LAND FOR B1 USE WILL BE STRICTLY LIMITED AND SUBJECT TO APPROPRIATE PLANNING CONDITIONS OR OBLIGATIONS. (SUITABLE PROVISION WILL BE MADE IN THE A428 NEW SETTLEMENT).

18.24 The establishment and expansion of offices which do not have a local or sub-regional function is undesirable in the Cambridge Area. Policy SP18/5 seeks to avoid unnecessary further growth of service sector employment and to limit associated population increase.

18.25 The problems created by office growth in Cambridge are sufficiently serious to warrant selective restraints within the B1 category (offices, research and development, and light industry) of the *Town and Country Planning (Use Classes) Order 1987*. Rapid office development in recent years have increased traffic, housing and environmental pressures on the Cambridge Area. Office development also competes for land which should preferably be reserves for the future growth of research and development. Cambridge is uniquely placed to continue its tradition of making a major contribution to science and technology. It is essential that speculative office development which has no need to be in Cambridge does not crowd out this vital national and international resource.

18.26 There is already a considerable stock of empty or under-used floorspace which will generate further pressures when the economic climate changes, before taking account of any further construction. Control maxima are set, in Policy SP5/1, for new office floorspace in South Cambridgeshire (45,000 sq.m. or 484,000 sq.ft.) and in Cambridge City (85,000 sq.m. or 915,000 sq.ft.). Provision through existing planning permissions and in draft Local Plan allocations (including a number of B1 allocations where floorspace is unspecified) is already sufficient to achieve these totals. Therefore Policy SP18/5 will be very strictly applied. Provision already made for employment in the A428 New Settlement will be treated as additional to the guidelines. Speculative offices or B1 developments will be discouraged and such development will only be permitted with an appropriate restrictive planning condition or obligation.

18.27 A local service is defined as a service or administrative facility principally for the Cambridge Area. This includes office floorspace which is ancillary to local industrial or other uses established in the area. A sub-regional office will generally serve the Cambridge Area and the surrounding ring of market towns.

18.28 Some activities, associated with research and development in the Cambridge Area, require business premises which are very similar in style and operation to more conventional offices. In order not to stifle such activities, where they are essential to the future expansion of research and development in the area, an exception is made within the Policy. However, it will be important for such developments to demonstrate a genuine and essential connection with research and development, and their need to be located in the Cambridge Area. This is necessary to avoid cumulative breaches of the Policy, and the build up of unwanted pressures.

Research Establishments

Policy Sp18/6 THE DEVELOPMENT OF RESEARCH ESTABLISHMENTS WHICH ARE IN THE NATIONAL INTEREST AND HAVE A SPECIAL NEED FOR LOCATION IN THE CAMBRIDGE AREA WILL NORMALLY BE PERMITTED.

18.29 This Policy relates to research establishments other than commercial offices covered by Policy Sp18/5. There are a number of agricultural, medical and other research establishments of national and international importance in the Cambridge Area. The suitable expansion of these activities and the development of new establishments in related fields will be permitted where such development is in the national interest. Applicants will be required to demonstrate that they have a specific need to be geographically close to major establishments such as the universities or the teaching hospital, requiring for example day to day personal contact and/or frequent transfer of materials and equipment. New activities will normally be restricted to existing built-up areas, but in the case of agricultural research, requiring large amounts of undeveloped land, development may be permitted in the open countryside. Where this is so, the location and design of any new or extended buildings will be subject to strict control to avoid intrusion into the landscape (*Policy SP12/6*).

Other Services and Institutions

Policy SP18/7 THE ESTABLISHMENT OR EXPANSION OF SERVICES OR INSTITUTIONS NOT WITHIN THE B1 USE CLASS WILL ONLY BE PERMITTED IN THE CAMBRIDGE AREA IF THEY HAVE A LOCAL OR SUB-REGIONAL FUNCTION.

18.30 This Policy applies to any service or institution not already covered by Policies SP18/5 or SP18/6; for example, residential institutions such as hospitals, residential schools or colleges (Use Class C2), or non-residential institutions providing various services (Use Class D1). When required primarily for a local or sub-regional purpose (*as defined in paragraph 18.27*), such developments will be allowed in appropriate locations. Service activities without a significant local or sub-regional function will not be permitted.

Shopping

18.31 Proposals for major new shopping developments must be assessed for their effect on the viability and vitality of established shopping centres, including Cambridge Central Area and Sawston (*Policy SP6/1*). Retail proposals should also be considered in relation to the other policies in the Shopping Chapter.

Policy SP18/8 THERE WILL BE ONE OR POSSIBLY TWO NEW LARGE-SCALE SHOPPING DEVELOPMENTS IN THE CAMBRIDGE AREA WHICH IN AGGREGATE ARE EXPECTED TO BE IN THE REGION OF 27,900 SQUARE METRES (300,000 SQUARE FEET) NET SALES AREA, AND WILL BE:

(i) HIGHLY ACCESSIBLE TO THE ENTIRE CAMBRIDGE SUB-REGIONAL SHOPPING CATCHMENT;

(ii) WELL RELATED TO, AND WITH GOOD ACCESS FROM, THE PRIMARY ROAD NETWORK;

(iii) EASILY ACCESSIBLE BY PUBLIC TRANSPORT, CYCLES AND PEDESTRIANS;

(iv) LOCATED AND DESIGNED TO MINIMISE ADVERSE EFFECTS ON THE ENVIRONMENT; AND

(v) LOCATED AND PLANNED TO PROVIDE A HIGH QUALITY RETAIL FACILITY COMPLEMENTING THE ROLE OF CAMBRIDGE AS A SUB-REGIONAL SHOPPING CENTRE.

LAND AVAILABLE WITHIN THE CAMBRIDGE NORTHERN FRINGE APPEARS SUITABLE FOR THIS PURPOSE AND OPTIONS FOR ITS DEVELOPMENT SHOULD BE FULLY EXPLORED BEFORE ALTERNATIVE LOCATIONS ARE CONSIDERED.

18.32 The need for a new large-scale shopping centre in the Cambridge Area is anticipated over the Plan period ("*Large-scale*" is defined in paragraph 6.13 as normally over 10,000 sq.m. or 108,000 sq.ft.). The net floorspace guideline in Policy SP18/8 applied to both durable and convenience shopping, although the requirement is primarily for durable shopping facilities. Whilst there are opportunities for retail development in the City to supplement existing provision, they are limited in scale. The central area of Cambridge is very constricted because of its historic layout. Redevelopment and construction on a major scale would damage the fabric of an area which is of outstanding architectural importance and unique environmental quality (*Policy SP18/18*). The present problems of traffic congestion and parking will be addressed by the *Cambridge Transport Strategy (Policy SP18/9)*, but would be significantly exacerbated by development of too much new retail floorspace.

18.33 However, if growing demands are not met, pressures on existing floorspace will increase, the shopping requirements of the population will be frustrated, and long-distance travel to centres elsewhere will be encouraged. It is assumed that there will be a sustained recovery in consumer demand in the Plan period. On this basis Policy SP18/8 provides for large-scale retail development in the Cambridge Area.

18.34 Large-scale out-of-town shopping will not be permitted beyond the outer boundary of the Cambridge Green Belt (*Policy SP6/6*). Therefore provision must be made closer to Cambridge. Because the impact of such development could be considerable, relevant criteria are clearly set out in the Policy. Provision of around 27,900 sq.m. (300,000 sq.ft.) net sales area, in one of two new centres should be of sufficient size and quality to meet a major share of increased demand and to attract leading retailers. Such provision needs to be located and planned to include retail outlets which complement rather than undermine central area shopping. In this way the role of Cambridge as a sub-regional centre should be enhanced.

18.35 In order to serve the sub-regional area in which Cambridge is the dominant shopping centre, the development must have generally good accessibility. It will be particularly necessary to have good accessibility to the whole of Cambridge, which comprises about 25% of the catchment population.

18.36 Large-scale shopping developments generate considerable amounts of traffic which can cause over-loading of existing road networks. New development will be well related and have good access to the primary road network. Access arrangements will need to satisfy the requirements of the Department of Transport and the local highway authority. Developers will be expected to bear the cost of necessary road works to meet highway requirements (*Policy SP8/1*).

18.37 The accessibility of the new shopping provision by modes other than the private car is important in order to reduce pollution and contributions to global warming (*PPG12 "Development Plans and Regional Planning Guidance"* and *PPG13 "Transport"*). Good accessibility for public transport, cyclists and pedestrians will also benefit sections of the community without access to the private car. Such accessibility would be easier to achieve in a location within or on the edge of the urban framework.

18.38 Large-scale developments must have regard to adverse impacts on the countryside including landscape, wildlife habitats, and rural communities. These impacts will generally be easier to avoid within or immediately adjoining the urban area of Cambridge. In the absence of very special circumstances development should not be sited in the Green Belt (*Policy SP18/3*).

18.39 The area which most clearly satisfies all of these criteria is the Cambridge Northern Fringe which lies south of the A14. This area is outside the Cambridge Green Belt and under the terms of Policy SP18/3 is reserved to provide for development which has an essential need to be located in Cambridge and which cannot be provided elsewhere.

18.40 The *Chesterton Sidings Area: Feasibility Study*, commissioned by the local planning authorities in 1992, has confirmed the development potential of the Cambridge Northern Fringe. The Sidings Study Area itself appears capable of accommodating retail development, but was not immediately available. It is, however, considered by the County Council as the preferred medium to long-term option which would best satisfy the criteria of Policy SP18/8 and be most easily integrated into the public transport network. A further study will be undertaken in accordance with Policy SP18/8.

Transport

18.41 General policies and the overall approach to transport in the Cambridge Area are found in Chapter 7. On inter-urban Trunk Routes, planning improvements have been significantly affected by the November 1995 Review. Surviving schemes are the M11 Junction 14 improvement, A14 Bar Hill to M1/A1 Link (under review as a potentially smaller scale improvement), A14 M11-A10 widening, A428 Caxton Common to Hardwick, and

the longer term A11 Junction 9-14 widening. The County Council is urging the Government also to include the A10 Harston/Hauxton bypass in the Trunk Road Programme (*Policy SP7/16*). Inter-urban improvements for County Roads are planned for the A505, and the A1303 related to M11 improvements (*Policy SP7/19A*). Other inter-urban schemes will be considered in the longer term (*Policy SP7/19B*).

18.42 This chapter concentrates on more specific policies for Cambridge and the adjoining areas of South Cambridgeshire which are most closely linked to Cambridge transport networks. The traffic problems of Cambridge are particularly acute because there has been a rapid growth of traffic concentrated in and around a core of narrow congested streets which are of outstanding environmental quality.

18.43 Provision is made in Policy SP7/3 for the definition of a Cambridge urban route hierarchy in Local Plans.

Policy SP18/9

IN CAMBRIDGE, TAKING INTO ACCOUNT THE ROLE OF THE CITY WITHIN THE SUB-REGION, THE COUNTY COUNCIL WILL GIVE GREATER EMPHASIS TO PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS WITH A VIEW TO ENCOURAGING ATTRACTIVE ALTERNATIVES TO PRIVATE MOTOR TRANSPORT BY THE PROVISION OF:

(i) INCREASED PEDESTRIAN PRIORITY IN THE CITY CENTRE;

(ii) THE RESEARCH AND THE DEVELOPMENT OF AN IMPROVED PUBLIC TRANSPORT SYSTEM SERVING CAMBRIDGE AND ADJOINING SETTLEMENTS;

(iii) INCREASED PARK AND RIDE FACILITIES, WITH THE CAREFUL LOCATION OF CAR PARKS TO MINIMISE ANY ADVERSE IMPACTS ON THE ENVIRONMENT;

(iv) ROAD IMPROVEMENT SCHEMES IN THE INTERMEDIATE AND OUTER AREAS OF CAMBRIDGE LIKED TO IMPROVING ROAD SAFETY, ACCESS TO PUBLIC TRANSPORT OR WHICH ARE NECESSARY TO FACILITATE DEVELOPMENTS ESSENTIAL TO THE IMPLEMENTATION OF THE PLAN;

(v) BUS PRIORITY MEASURES ON SELECTED ROUTES;

(vi) DEVELOPMENT OF CYCLE ROUTES WITHIN THE CITY AND EXTENSION TO THE VILLAGES BEYOND;

(vii) TRAFFIC MANAGEMENT MEASURES TO ASSIST CYCLISTS, PEDESTRIANS AND PUBLIC TRANSPORT OR FOR SAFETY AND ENVIRONMENTAL REASONS;

(viii) THE INVESTIGATION OF THE OPTIONS TO INFLUENCE TRAVEL BEHAVIOUR TO ENCOURAGE A GREATER USE OF PUBLIC TRANSPORT, CYCLING AND WALKING;

(ix) PARKING WITHIN THE CENTRAL AREA, LIMITED AS FAR AS PRACTICABLE TO THE MINIMUM NECESSARY FOR THE EFFICIENT FUNCTIONING OF THE AREA (PRIORITY WILL BE GIVEN TO SHORT-STAY USERS).

THE FULL IMPLEMENTATION OF THE STRATEGY WILL BE DEPENDENT UPON THE AVAILABILITY OF FINANCIAL RESOURCES, CONTINUING INVESTIGATIONS INTO TECHNICAL FEASIBILITY AND FURTHER PUBLIC CONSULTATION.

18.44 *Cambridge Transport Strategy for the 1990s* was the subject of extensive public consultation in the Autumn of 1989. Subsequently the County Council adopted the *Cambridge Transport Strategy (1990)* which provides the basis for Policy SP18/9. The problems which the strategy seeks to overcome include a forecast traffic growth of between 61% and 88% over 15 years (related to commercial and population expansion), the unsuitability of the Central Area of additional car parking, a rising number of accidents especially amongst cyclists, and significant environmental constraints such as the historic centre and the Green Belt.

18.45 The approach of the *Cambridge Transport Strategy* is entirely consistent with the guiding principle for transport in the Structure Plan (*Guiding Principle 6 in Chapter 2*). Emphasis is given to energy efficient and environmentally acceptable means of transport. A particularly important aspect of the Strategy is to improve

road safety in Cambridge, and to protect the most vulnerable categories of road user such as pedestrians and cyclists. Any necessary investment in roads will give priority to increasing road safety, providing access to public transport or facilitating essential new development. Therefore the Strategy includes the proposals set out in Policy SP7/19A to provide bus lanes and to build the Airport Way Link and the link from Airport Way to Milton Road (associated with Department of Transport improvements to the A14). These schemes will be planned to minimise any adverse environmental effects.

18.46 A key feature of the strategy is the proposal to develop an improved public transport system to provide an alternative mode of travel for those who need access to the city. Commuted payments may be sought from landowner and developers whose proposals will generate new traffic, to assist the local authorities in implementing the transport strategy, including public transport and park and ride facilities (see *Policies SP7/5 and SP8/1*).

Traffic Management in Residential Areas

18.47 Policy SP7/10 in the Transport Chapter makes provision for traffic management measures in urban areas, including Cambridge, to inhibit the through movement of extraneous traffic within residential areas.

Public Transport Links to New Development

Policy SP18/10 PUBLIC TRANSPORT FACILITIES INCLUDING AN IMPROVED PUBLIC TRANSPORT SYSTEM FOR CAMBRIDGE, WILL BE CLOSELY LINKED WITH THE PATTERN OF NEW DEVELOPMENT IN, AND CLOSE TO, THE CITY.

18.48 Where significant new development is planned in or close to Cambridge, such as the A428 New Settlement, or large-scale shopping development, provision should be made by the developers, in co-operation with the local authorities and the public transport operators, to link the development into the public transport network to provide a choice of travel modes which will be energy efficient and beneficial to the environment.

Tourism, Recreation and Leisure

Tourism Strategy

18.49 More than three million visitors a year are estimated to be attracted to Cambridge. They generate considerable expenditure in the City and surrounding area and support in the order to 10,000 jobs. There is the potential for further growth. Clearly tourism is an important element in the Cambridge economy. The presence of Cambridge as a major tourism generator is also of vital importance for the development of tourism elsewhere in the County. However, the strategy for the development and management of tourism must be reconciled with the problems of congestion and nuisance which it can cause.

Policy SP18/11 EMPHASIS WILL BE GIVEN TO THE SELECTIVE DEVELOPMENT AND POSITIVE MANAGEMENT OF TOURISM IN THE CAMBRIDGE AREA TO:

- (i) MAINTAIN THE ROLE OF THE CITY AS A PRIME TOURIST ATTRACTION ON AN ENVIRONMENTALLY SUSTAINABLE BASIS;**
- (ii) ENCOURAGE LONGER-STAY TOURISM;**
- (iii) RESTRAIN THE GROWTH OF FORMS OF TOURISM WHICH RELY ON MOTOR VEHICLES BEING BROUGHT INTO THE CENTRAL AREA, PARTICULARLY DURING PEAK PERIODS;**
- (iv) ENCOURAGE A WIDER SPREAD OF TOURIST ACTIVITY WITHIN THE CAMBRIDGE AREA;**
- (v) DEVELOP LINKED ATTRACTIONS IN THE COUNTY, OUTSIDE THE CAMBRIDGE AREA (USING PUBLIC TRANSPORT WHERE POSSIBLE), IN CO-ORDINATION WITH RELEVANT AUTHORITIES AND ORGANISATIONS.**

18.50 The essential attractions of Cambridge for the majority of visitors are the colleges (particularly those with access to the Backs) and the River. This concentration of tourism on a relatively small part of the City not only causes congestion and problems for the townspeople and the University, but also detracts from the environment that the visitors come to enjoy. This Policy therefore provides for the management of tourism in the centre, and encourages a wider spread of activity in the City and beyond. It builds on the approach which has already been adopted in Cambridge for a number of years. There are four key elements:

- (i) a visitor management plan (for example promoting alternative attractions, encouraging the use of public transport, better arrangements for visiting colleges and providing better information about Cambridge and surrounding areas);
- (ii) a strategy to encourage off-peak visitors, secure increased spending, and encourage longer-staying visitors (for example short-break, conference and business tourism);
- (iii) the identification of related infrastructure improvements (for example traffic management, parking policy, environmental considerations);
- (iv) the identification of capital schemes for the longer term (for example heritage centre, leisure pool).

18.51 The effective implementation of the Policy will require close co-operation between the local authorities, the East Anglian Regional Tourist Board, the English Tourist Board, and all parts of the private sector involved in the tourism industry. The tourism policies for Cambridge are an essential and complementary part of the tourism strategy for the County as a whole (*see Chapter 13*).

Policy SP18/12 ADEQUATE PROVISION WILL BE MADE FOR HOTELS, GUEST HOUSES AND SIMILAR ACCOMMODATION, INCLUDING SELF-CATERING FACILITIES, IN THE CAMBRIDGE AREA, SUBJECT TO THERE BEING NO SIGNIFICANT LOSS OF HOUSING STOCK. PROPOSALS WILL BE CONSIDERED IN RELATION TO ENVIRONMENTAL AND OTHER RELEVANT PLANNING CRITERIA.

18.52 Pressure on accommodation in Cambridge during the tourist season is intense and can be expected to increase in the longer term, not only because of the growing number of tourists, but also because there is a high demand from language schools and similar institutions. A greater proportion of staying visitors, rather than those making day trips, would help to limit peak-period congestion and would also have economic advantages for the area. In order to achieve this objective there must be suitable accommodation in and close to the City. There are generally insufficient bed spaces to cope with peak demand, particularly in the medium to low price range. The local planning authorities will give sympathetic consideration to applications for conversion to appropriate forms of visitor accommodation subject to their being no significant loss of housing stock.

Recreation and Leisure

18.53 The countryside generally, and the Cambridge Green Belt in particular, has an important part to play in meeting the recreation needs of urban and rural residents, and visitors to the Cambridge Area. Because of the need to protect the Green Belt from unsuitable development (*Policy SP18/3*), the emphasis will be on informal countryside recreation, or on low-key organised outdoor sports. Opportunities to improve footpath and cycle routes into the Green Belt from the City will be considered, as will the provision of additional picnic sites. It is a key component of the *Cambridgeshire Rural Strategy (1992)* to encourage the creation of a patchwork of new woodlands in the countryside adjacent to the main centres of population.

18.54 Cambridge is an important centre for sport of regional significance. The Eastern Council for Sport and Recreation has identified particular needs for improved sports hall provision, an indoor tennis centre, a ski-slope and a synthetic athletics track. There is currently a proposal to built a new rowing course north of the City. Any proposals must have regard to their impact on the environment. Community use of existing facilities, such as those provided by educational institutions, will be encouraged (*see paragraph 8.16*).

(b) Cambridge Area - South Cambridgeshire

Housing

Policy SP18/13 SUBJECT TO (i) AND (ii) BELOW THERE IS TO BE AN EMPHASIS ON NEW HOUSING PROVISION IN THOSE LARGER VILLAGES OF SOUTH CAMBRIDGESHIRE WHICH HAVE GOOD SERVICES, EMPLOYMENT OPPORTUNITIES AND COMMUNICATIONS, PARTICULARLY PUBLIC TRANSPORT.

(i) HOUSING GROWTH SOUTH OF CAMBRIDGE WILL BE LIMITED TO PROTECT THE COUNTRYSIDE FROM INTENSIVE DEVELOPMENT AND TO RESTRICT DEVELOPMENT WHICH ENCOURAGES LONG DISTANCE COMMUTING;

(ii) PROVISION FOR NEW DWELLINGS FOR THE PERIOD 1991 - 2006 IN SOUTH CAMBRIDGESHIRE WILL BE APPROXIMATELY 11,300 AS IDENTIFIED IN POLICY SP4/1. APPLICATIONS FOR HOUSING ESTATE DEVELOPMENT LIKELY TO RESULT IN INCREASES SIGNIFICANTLY ABOVE THIS LEVEL WILL NORMALLY BE REFUSED.

18.55 Most of the land required has already been identified in the *South Cambridgeshire Local Plan* and in the A428 new settlement. However, to secure adequate provision to the year 2006, there is a need to confirm intentions to provide for about 280 affordable housing units on Histon Road allotments and to identify land for about a further 600 dwellings in rural housing estates (see Table 18.1). (A definition of "housing estates" is given in paragraph 3.5 of the settlement chapter). In the selection of areas for further residential development, account should be taken of the other relevant policies of the Structure Plan, including the minimisation of travel needs (Policy SP3/5), the re-use of previously developed land (Policy SP3/6), and the retention of important green spaces (Policy SP3/7).

Table 18.1: Housing Provision in South Cambridgeshire 1991 - 2006

Type	Built mid 1991- mid 1994	Committed (planning permissions and Local Plans)	Additional	TOTAL
Estate	736	6,697**	880	8,313
Non-estate*	571	1,044	1,385	3,000
TOTAL	1,307	7,741	2,265	11,313

Note: * Non-estate = infill, groups, changes of use and conversions

** "Committed" includes the first 2,000 dwellings of the A428 New Settlement

Source: Land Use Monitoring Unit, Cambridgeshire County Council

18.56 The pressures for development throughout southern Cambridgeshire between the City and the Hertfordshire border have been very strong and are expected to remain so. The local planning authority will continue to implement the settlement policies very strictly in this area, to ensure that the countryside is protected from intensive development, and to limit the development of housing, which in this area is more likely to serve the needs of commuters than is housing north of the City. In order to more effectively meet the needs of people living and working in the Cambridge Area, significant new allocations for housing will be found outside the area of housing restraint as defined in the *South Cambridgeshire Local Plan*.

Housing Development in Villages

Policy SP18/14 HOUSING DEVELOPMENT, INCLUDING HOUSING ESTATES, WILL BE PERMITTED IN THE RANGE OF 200 - 400 DWELLINGS IN EACH RURAL GROWTH SETTLEMENT, AND UP TO 200 DWELLINGS IN EACH LIMITED RURAL GROWTH SETTLEMENT.

18.57 Those villages in South Cambridgeshire which are suitable for large-scale development have already undergone considerable growth, and have little environmental or infrastructural capacity to sustain further residential expansion. Policy SP18/14 is necessary to ensure that housing growth is on an acceptable scale.

18.58 There is a preponderance of larger houses with three or more bedrooms in the District, and this tendency has continued to be reflected in the construction of new dwellings. New housing development should make provision for the full range of housing needs, including one and two bedroomed properties for which declining household size is creating an increasing need (*Policy SP4/2*). These smaller properties are also more likely to meet the needs of the first-time and low income buyers.

New Settlement

18.59 The New Settlement on the A428 west of Cambridge was granted outline planning permission by South Cambridgeshire District Council in 1994. The settlement will ultimately accommodate a little over 3,000 dwellings. However, during the timescale of this Structure Plan, up to the year 2006, it is anticipated that 2,000 homes will be built. Provision is also made for a new business park as part of the development.

Employment

18.60 The amount of land required to be allocated for industry, warehousing and office uses (including the needs of high technology) has been tightly set for South Cambridgeshire District, because of the need for strategic restraint. The overall provision is 140 hectares (346 acres), including the Cambridge Science Park (*Policy SP5/1*). Within this total there is allowance for a maximum of 45,000 sq.m. (484,000 sq.ft.) of office floorspace.

Radio Telescope

Policy SP18/15 IN THE CONSIDERATION OF APPLICATIONS FOR PLANNING PERMISSION WITHIN AN AREA IN THE VICINITY OF THE RADIO ASTRONOMY OBSERVATORY AT LORD'S BRIDGE, ACCOUNT WILL BE TAKEN OF THE RISK OF INTERFERENCE TO THE EQUIPMENT BEING USED AT THE UNIVERSITY. THE AREA CONCERNED (THE "CONSULTATION AREA") WILL BE DESCRIBED IN LOCAL PLANS. WITHIN A SMALLER AREA ("THE RESTRICTED AREA", WHICH WILL ALSO BE DESCRIBED IN LOCAL PLANS) INSIDE THE CONSULTATION AREA, PLANNING PERMISSION FOR INDUSTRIAL DEVELOPMENT WILL BE REFUSED.

18.61 The international importance of the Lord's Bridge radio telescope must be safeguarded. The signals with which radio astronomy are concerned are very weak, and hence are highly susceptible to interference from domestic, industrial and other sources. "Restricted" and "Consultation" areas, in the vicinity of the radio telescope, are defined in the *South Cambridgeshire Local Plan*. Arrangements are made to consult Cambridge University about the technical consequences of specified forms of development to be examined, and to allow difficulties to be resolved either by the amendments to the proposal, or by planning agreements to regulate the installation and use of electrical appliances likely to cause interference to the equipment used at the observatory.

Groundwater Protection and Water Resources

18.62 The protection of both groundwater and surface water from development is an important consideration (*Policy SP8/4*). However, particular attention is drawn in South Cambridgeshire to the care required in protecting potable groundwater sources in the chalk aquifer south and east of Cambridge (*Policy SP8/5*).

Conservation

18.63 The chalk belt south of Cambridge is also of significance as a Nature Conservation Zone (*Policy SP12/5*) and for its landscape value (*Policy SP12/2*). It is valued for its chalk grasslands, beech woodlands, wooded commons and diversity of wildlife. It is an extension of the Chilterns area of Buckinghamshire and Berkshire to the west.

Housing

Policy SP18/16 THERE IS TO BE AN EMPHASIS ON SECURING HOUSING DEVELOPMENT ON SUITABLE SITES IN CAMBRIDGE CITY IN ORDER TO ACHIEVE A BETTER BALANCE WITH EMPLOYMENT OPPORTUNITIES, WHILST AVOIDING OVER-DEVELOPMENT OR THE LOSS OR DEGRADATION OF IMPORTANT GREEN SPACES.

PROVISION FOR NEW DWELLINGS FOR THE PERIOD 1991 - 2006 IN CAMBRIDGE CITY WILL BE APPROXIMATELY 3,700 AS IDENTIFIED IN POLICY SP4/1.

18.64 Sufficient land for the housing provision in Policy SP18/16 has been identified in the *Cambridge City Local Plan (Deposit)*. There is no specific requirement for additional allocations to meet the Structure Plan total when the Local Plan is rolled forward to 2006 (see *Table 18.2*), but it is accepted by the local authorities that if suitable opportunities for further housing developments can be found, they would be beneficial bearing in mind the scale of employment in Cambridge and the high level of housing need. However, the capacity of the City to accommodate more housing within the inner boundary of the Green Belt is becoming increasingly limited.

Table 18.2: Housing Provision in Cambridge 1991 - 2006

Type	Built mid 1991- mid 1994	Committed (planning permissions and Local Plans)	Additional	TOTAL
Estate	827	1,996	0	2,823
Non-estate*	181	339	380	900
TOTAL	1,008	2,335	380	3,723

Note: * Non-estate = infill, groups, changes of use and conversions

Source: Land Use Monitoring Unit, Cambridgeshire County Council

Employment

Land Allocations

18.65 The amount of land required to be allocated for industry, warehousing and office uses (including the needs of high technology) has been tightly set for Cambridge City, because of the need for strategic restraint. The overall provision is 50 hectares (124 acres) (*Policy SP5/1*). Within this total there is allowance for a maximum of 85,000 sq.m. (approx. 915,000 sq.ft.) of office floorspace. In meeting the requirements of high technology and related industries, particular attention will be paid to the need to preserve and enhance the special character of Cambridge (*Policy SP5/4*).

Office Restraint in the Central and Intermediate Areas

Policy SP18/17

WITHIN THE CENTRAL AND INTERMEDIATE AREAS OF THE CITY, OFFICE DEVELOPMENT (WITHIN THE B1 USE CLASS) WILL NOT BE PERMITTED. EXCEPT FOR SMALL-SCALE EXPANSION OF ESTABLISHED PREMISES NOT EXCEEDING 10% OF GROSS INTERNAL FLOORSPACE OF THE ORIGINAL BUILDING, OR WHERE FINANCIAL, PROFESSIONAL OR OTHER SERVICES APPROPRIATE TO A SHOPPING AREA (USE CLASS A1) ARE TO BE PROVIDED.

18.66 This Policy will help to limit the build-up of employment in the Central and Intermediate Areas (as defined in paragraph 18.12), where additional traffic and the demand for commuter parking is particularly difficult to accommodate. The *Cambridge City Local Plan* should define "established premises" to ensure that the 10% tolerance is restricted to office premises which have been in use for a reasonable period, and that the flexibility provided by the Policy is not misapplied to new or already expanded buildings. Suitable provision for office development outside the Central and Intermediate Areas has already been made in the Cambridge City and South Cambridgeshire Local Plans. The relocation of offices or administrative headquarters to suitable sites in surrounding market towns would normally be encouraged.

Shopping

Policy SP18/18

WITHIN THE CENTRAL AREA OF CAMBRIDGE ANY INCREASE IN FLOORSPACE ARISING FROM SHOPPING DEVELOPMENTS AND REDEVELOPMENTS WILL BE STRICTLY LIMITED BY ENVIRONMENTAL CAPACITY. SUITABLE LOCATIONS, IF ANY, AND RELEVANT PLANNING CRITERIA FOR SHOPPING DEVELOPMENTS WILL BE IDENTIFIED IN THE LOCAL PLAN.

18.67 The Central Area is defined in paragraph 18.12. Significant additional new shopping would be inappropriate to the character of the area. It would also be likely to increase traffic pressures on the narrow streets and existing car parks. However, this consideration has to be balanced against the need to allow sufficient activity to maintain existing businesses, the upkeep of the buildings they occupy and the opportunities which may exist for the very sensitively handled schemes. Appropriate redevelopment may therefore be allowed in this area, subject to identification in the Local Plan.

Transport

18.68 The context for transport policies in the City is set by Policy SP18/9 relating to Cambridge Transport Strategy.

Urban Conservation

Policy SP18/19

THE LOCAL PLANNING AUTHORITIES WILL SAFEGUARD AND ENHANCE THE CHARACTER OF CAMBRIDGE, ESPECIALLY THAT OF THE HISTORIC CENTRE AND PROTECT THE ENVIRONMENT OF THE SURROUNDING UNIVERSITY AND COLLEGE BUILDINGS AND THE OPEN SPACES ASSOCIATED WITH THESE AND THE RIVER CAM.

18.69 In accordance with Policy SP12/11 and SP18/19 the local authorities will seek to conserve the most valuable features of a City whose character is of international importance. In the application of all policies to Cambridge, special emphasis will be given to the protection and enhancement of the unique characteristics of the City, and this may be an overriding consideration in determining applications for any form of development.

University Development

Policy SP18/20

DEVELOPMENT TO MEET THE NEEDS OF CAMBRIDGE UNIVERSITY, OR ANGLIA POLYTECHNIC UNIVERSITY, WILL NORMALLY BE PERMITTED SUBJECT TO THE AVOIDANCE OF ADVERSE CONSEQUENCES FOR THE ENVIRONMENT, INCLUDING IMPACT ON THE CAMBRIDGE GREEN BELT (*Policy SP18/3*), TAKING INTO ACCOUNT ANY STATUTORY ALTERATIONS TO THE BOUNDARIES, AND SUBJECT TO THE PROVISION OF ADEQUATE STUDENT ACCOMMODATION WHICH DOES NOT REDUCE THE AVAILABILITY OF FAMILY HOUSING.

18.70 Both the University of Cambridge and the Anglia Polytechnic University are anticipated to experience expansion during the Plan period, requiring further development or redevelopment. The expected growth in student numbers attending university in Cambridge will place additional pressure on the local housing market if sufficient specialised accommodation is not provided. Any development which will lead to an increase in student numbers is expected to be balanced by an appropriate increase in student accommodation. This is a matter which will need to be considered carefully by the university or college authorities when bringing forward expansion proposals, and by the City Council when considering such proposals, or when reviewing its Local Plan. Similarly the effect of any expansion plans on the environment of the City and its setting will be a major consideration in judging the acceptability of particular proposals. Expansion of Cambridge University is expected to be concentrated in the west of the City where specific provision has been made in the *Cambridge Local Plan*.

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