

Cambridgeshire & Peterborough Structure Plan 2003

Planning for success



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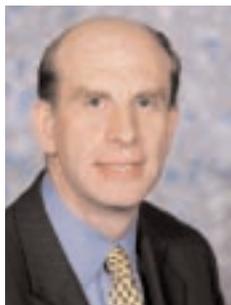
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Foreword



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Lead Member for Strategic Planning
Cambridgeshire County Council



Councillor John Peach
Cabinet Member for Environment
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Our Legacy for the Future

We are pleased to introduce this new Plan which has been drawn up to meet the needs of people in our area.

Cambridgeshire County Council and Peterborough City Council have jointly prepared the Structure Plan. It sets out a more detailed development strategy for the area based on Regional Planning Guidance for East Anglia (RPG6) which was published in November 2000. Both Councils adopted the Plan on 22nd October 2003.

The Structure Plan has to meet the challenges of major growth and change to 2016 and beyond. It aims to secure greater sustainability for the longer term, through integrating environmental, social and economic objectives whilst providing for new jobs and other significant development requirements. The success of this depends on increased partnership working between Local Planning Authorities, other agencies, local communities, statutory bodies and the private sector.

A wide range of individuals, organisations and interest groups were consulted throughout the

Structure Plan process. Innovative methods were used to reach those that would not normally get involved in the planning process. This included the use of CD-ROM which provided background information and included a planning game, plus roadshows and exhibitions. Judging from the representations received, this proved to be a success.

Cambridgeshire County Council and Peterborough City Council have worked extensively with the District Councils, to ensure that as far as possible agreement has been reached on the Structure Plan. The principles and policies of the Structure Plan will be carried forward into Local Plans/Local Development Documents, Local Transport Plans and other infrastructure investment programmes which will affect our quality of life.

We would like to thank everyone who took part in the Structure Plan review, either by making representations or appearing at the EIP. Your views have helped to shape this Structure Plan. This could be the last Structure Plan in this form, as the new Planning and Compulsory Purchase Bill will replace structure plans with Regional Spatial Strategies and Local Development Documents. However, it will provide a lasting legacy for the future.

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Introduction

The Challenge ahead

- 1 This new Structure Plan is proposed at a time of major growth in the economy and housing needs of the Cambridgeshire and Peterborough area. Growth is the result of success which has to be nurtured and sustained. Whilst development puts pressure on the environment and on local infrastructure, it also brings opportunities for better jobs, homes, transport and landscapes.
- 2 The Structure Plan is intended to improve the quality of life of everyone who lives, works and spends time in Cambridgeshire and Peterborough.

Working together

- 3 As this document will affect everyone in some way, it is important that all parts of the community have helped shape its contents. It is our shared vision for the future.
- 4 During the review of the Structure Plan, extensive consultations were held with local people to discuss the issues and options affecting the area. These views are incorporated as far as possible within this Plan.

- 5 The Structure Plan is just one of a number of documents and plans, prepared by various organisations and bodies, which affect the area. Every effort has been made to involve partner organisations. We see the principles of partnership working and community involvement becoming increasingly important as this Plan is implemented, for example through the preparation of Community Strategies.
- 6 Cambridgeshire County Council and Peterborough City Council have worked extensively with the District Councils, to ensure that as far as possible joint agreement has been reached on this Structure Plan. The principles and policies of the Structure Plan will be carried forward into Local Plans.

What is the Structure Plan?

- 7 The Structure Plan is a statutory document required to establish the broad requirements for new homes, industry, shops and supporting services and infrastructure. The Structure Plan itself does not show specific sites for development, but can indicate general strategic locations. Detailed Local Plans will be prepared by District Councils and Peterborough Unitary Authority in accordance

with the principles and policies of the Structure Plan. Planning applications for individual developments will be considered in relation to Structure Plan and Local Plan policies.

- 8 The Structure Plan, therefore, provides the strategic policy framework for planning and development that will take place locally. It ensures that the provision for development is realistic and consistent with national and regional policies and secures consistency between local plans for neighbouring areas.
- 9 Cambridgeshire County Council and Peterborough City Council are required under the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991 to prepare and keep up-to-date a Structure Plan for the area. This Plan was adopted by Cambridgeshire County Council and Peterborough City Council in October 2003. It replaces the previous Plan dated December 1995.

The need for a replacement

- 10 There have been a number of key changes since the 1995 Structure Plan was adopted, that have been taken into account in the new Plan:
 - the success of the high tech and business economy, especially around Cambridge;
 - continued population growth and new household formation;
 - pressure on transport and other infrastructure such as schools, health services etc;
 - the need for affordable homes in areas of economic pressure;
 - the need to enhance opportunity for economic regeneration, especially in Peterborough and the market towns of North Cambridgeshire;
 - new national and regional planning guidance, with implications for housing, town centres and retailing, transport, flood risk, urban regeneration and rural prosperity;
 - the need to incorporate improved understanding of the principles of sustainable development;
 - the need for more flexibility in the planning framework and the ability to adapt to change.

- 11 The end of the former Structure Plan period was 2006. This Plan rolls forward the time period to 2016.
- 12 An important feature of the new Structure Plan is that it has been prepared jointly by Cambridgeshire County Council and Peterborough City Council. Peterborough became an independent Unitary Authority in 1998, however, both authorities have a joint responsibility to maintain the Structure Plan.
- 13 Regional Planning Guidance for East Anglia (RPG6) was published in November 2000. The guidance provides specific requirements for development in Cambridgeshire and Peterborough with a time horizon of 2016.
- 14 The Guidance covers the three counties of Cambridgeshire, Norfolk and Suffolk, and Peterborough as a Unitary Authority. The Guidance gives a clear spatial strategy for new housing, employment and transport infrastructure at the regional level. A sequential approach for identifying new housing locations is set out, and it also identifies the number of new dwellings that must be accommodated in the Structure Plan area each year. The importance of Cambridge as a world leader in higher education, research and knowledge-based industries and the need to maintain and enhance this position is also emphasised.
- 15 RPG6 recognises the particular strategic challenges facing the Cambridge Sub-Region, an area which encompasses Cambridge and the ring of market towns within 15 miles or so (See Fig 9.1).
- 16 RPG6 provided the outline for the spatial development strategy for the Cambridge Sub-Region. It directed that a study of development options for the Cambridge Sub Region should be undertaken, complemented by a further study of how the development will be implemented. The requirements for the Cambridge Sub-Region are therefore given specific attention in this Plan (see Chapter 9).
- 17 It is equally important that Peterborough and North Cambridgeshire (the areas outside the Cambridge Sub Region) are fully considered (See Figure 10.1), including the role of Peterborough within the East of England and economic regeneration of the market towns. These issues are also addressed specifically within the Plan (see Chapter 10).
- 18 In April 2001 the area covered by RPG6 and part of the South East Region covered by RPG9 were combined to form a new region: East of England. Planning guidance for the

The Regional context

East of England Region (RPG14) is being prepared and will be published in draft in February 2004. The final version is expected late in 2005. When finalised, RPG14 will update the existing RPG6 (East Anglia) and part of RPG9 (South East) up to 2021.

Revision to Development Plan System

- 19 New planning legislation is expected to come into operation in 2004. This will result in the gradual replacement of structure plans and local plans, which currently make up the development plan, by regional special strategies and local development documents. The regional spatial strategy will be a part of the new RPG14, and the local development documents will be a part of each Local Planning Authority's local development framework.
- 20 As the policies and proposals in this Structure Plan have been adopted before the commencement of the new legislation, they will be 'saved' for a period of three years from the date when the new legislation comes into operation. Some elements of the Plan may be saved for a longer period if they are fully in accordance with the emerging regional spatial strategy or local development documents.

Local studies

- 21 The following studies have been particularly significant in informing the preparation of the policies of the Structure Plan;

Cambridge Sub-Region Study

Following the requirements of RPG6, this study was undertaken by independent consultants and published in September 2001. It included a fundamental review of the Green Belt, validation of the urban capacity of Cambridge and investigated the potential and feasibility of developing a new settlement between Cambridge and the surrounding ring of market towns. It also assessed options for accommodating development in locations with good public transport links to Cambridge, including market towns, larger villages and previously established new settlements.

Cambridge to Huntingdon Multi Modal Study (CHUMMS)

This study is one of a series of national studies focussing on key problem areas. It examined the transport problems in the corridor and the preferred plan for integrated multi-modal transport improvements has been agreed by the East of England Regional Planning Body.

Cambridge Sub-Region Implementation Study

This examined the future provision of transport, health and education facilities needed as a result of the forecast growth and development of the region. Infrastructure totalling £2billion is anticipated to be needed to keep pace with the amount of development. Measures are identified to:

- Speed up the planning process;
- Include more location-specific proposals in the Structure Plan;
- Secure funding from appropriate sources;
- Establish a stakeholder partnership for programming and implementation.

- 22 It is accepted that to implement such scale of development within the prescribed timescale requires action that is beyond the normal scope and planning role of local councils. The implementation study, therefore, recommended that a Stakeholder Partnership be established to bring together funding sources and land holdings. In October 2003 it was agreed to establish a limited liability company called The Infrastructure Partnership as the most effective means of delivery of new housing and support infrastructure, such as transport and affordable housing, across the Cambridge Sub-Region.

- 23 The Partnership takes its membership from local councils, regional organisations, community and business sectors. It co-ordinates activity across the main development and infrastructure providers, maximising efficiency, bringing in specialist skills and resources and giving a strong voice to the Sub-Region in attracting Government and private sector funding. Planning and development control powers, however, remain with the local authorities.

Forecasts

- 1 The forecasts underlying the Structure Plan are given in Tables A – C. The forecasts for population, dwellings and employment cover the period 1999 to 2016. The 2001 Census figures were not finalised before adoption and therefore remain 1999-based. Retail forecasts cover the period 2001 to 2011.

Table A: Changes in population between 1991 and 1999 and forecast population for 2016

Area	Total Population			Annual Change (%)		Total Change	
	1991	1999	2016	1991-1999	1999-2016	1991-1999	1999-2016
Cambridge City	106,000	110,400	131,500	0.5	1.0	4,400	21,100
East Cambridgeshire	61,200	67,900	79,300	1.3	0.9	6,700	11,400
Fenland	75,500	81,900	92,800	1.0	0.7	6,400	10,900
Huntingdonshire	146,500	157,200	166,000	0.9	0.3	10,700	8,800
South Cambridgeshire	122,500	129,900	172,600	0.7	1.7	7,400	42,700
Cambridgeshire	517,000	547,300	642,200	0.8	0.9	35,600	94,900
Peterborough	157,000	154,700	181,800	-0.2	1.0	-2,300	27,100
Cambridge Sub-Region	384,000	409,600	494,500	0.8	1.1	25,600	84,900
Peterborough and North Cambridgeshire	284,700	292,400	329,500	0.3	0.7	7,700	37,100
Cambridgeshire and Peterborough	668,700	702,000	824,000	0.6	0.9	33,300	122,000

Source: Research Group, Cambridgeshire County Council

Population

- 2 In line with Regional Planning Guidance and in response to continued job growth, the rate of population growth for the Structure Plan area (Table A) is anticipated to rise from 0.6% per annum seen throughout the 1990s, to 0.9% per annum between 1999 and 2016. A higher level of in-migration will largely account for this increased level of growth. In relation to each District and Peterborough, assumptions have been made reflecting local circumstances and the proposed development strategy affecting the appropriate scale of house building. All Districts apart from Huntingdonshire are expected to accommodate at least the level of growth associated with natural change as well as a margin of varying significance for continued in-migration.

Housing

- 3 Forecast change to dwelling stock (Table B) reflects the policy totals for housing in each District (Policy P5/1). They are net figures, taking into account possible losses through demolitions and change of use. The Policy totals reflect Regional Planning Guidance and subsequent assessments including the Cambridge Sub-Region Study. The

assessments have taken into account preliminary forecasts of population and households, employment prospects and planning commitments. Policy judgements were applied to give the figures set out in the policy. Housing growth is expected to be at a faster annual rate of change than experienced in the 1990s and with greater concentration in the Cambridge Sub-Region.

Table B: Changes in number of dwellings between 1991 and 1999 and forecast numbers of dwellings for 2016

Area	Total Dwellings			Annual Change (%)		Total Change	
	1991	1999	2016	1991-1999	1999-2016	1991-1999	1999-2016
Cambridge City	41,200	44,100	56,600	0.9	1.5	2,900	12,500
East Cambridgeshire	25,600	29,700	37,000	1.9	1.3	4,100	7,300
Fenland	32,200	36,900	45,000	1.7	1.2	4,700	8,100
Huntingdonshire	58,000	65,200	74,700	1.5	0.8	7,200	9,500
South Cambridgeshire	48,300	52,800	72,800	1.1	1.9	4,500	20,000
Cambridgeshire	205,300	228,700	286,100	1.4	1.3	23,400	57,400
Peterborough	64,400	68,600	81,400	0.8	1.0	4,200	12,800
Cambridge Sub-Region	152,700	169,500	217,000	1.3	1.5	16,800	47,500
Peterborough and North Cambridgeshire	117,000	127,800	150,500	1.1	1.0	10,800	22,700
Cambridgeshire and Peterborough	269,700	297,300	367,500	1.2	1.3	27,600	70,200

Source: Research Group, Cambridgeshire County Council

Employment

- 4 Overall job growth in the Structure Plan area (Table C) is forecast to be 65,000 between 1999 and 2016, of which just under 51,000 is within the Cambridge Sub-Region and 14,500 in Peterborough and north Cambridgeshire. In the City and South Cambridgeshire job growth is forecast to be 1.3% per annum compared with a rate of 1.4% per annum in the period 1991 to 1999. This implies a reduction in the rate of job growth in the Cambridge Sub-Region for the Structure Plan period, although it is still expected to be over 1% per annum. Nevertheless, the projections suggest that Cambridge and South Cambridgeshire will be particularly buoyant whilst more positive encouragement will be needed to ensure that Peterborough and the market towns also prosper.

Retail floorspace

Convenience goods

- 5 In terms of convenience goods, the forecast need for the provision of new floorspace is negligible. This is due in most cases to the large scale investment in convenience goods stores that has taken place in recent years. However, there will probably be a need for some further convenience goods floorspace in Peterborough by 2011.

Comparison goods

- 6 Towards the end of the Plan period there will be some additional demand for comparison shopping in many areas, although this may not need additional floorspace in all cases. For example, longer opening hours and new methods of retailing could absorb much of the additional demand. Much of the demand in the Cambridge area will be catered for by proposed developments at the Grand Arcade and in the Grafton Centre. In Peterborough however, there is likely to be a need for additional floorspace once Serpentine Green (Hampton) has achieved its potential pattern of trade.

Table C: Employment in Cambridgeshire and Peterborough, 1991-2016

Area	Total Employment (000s)			Annual Change (%)		Total Change (000s)	
	1991	1999	2016	1991-1999	1999-2016	1991-1999	1999-2016
Cambridge City & South Cambridgeshire	137.56	153.75	191.93	1.4	1.3	16.9	38.18
East Cambridgeshire	17.37	22.66	25.35	3.4	0.7	5.29	2.69
Fenland	29.39	31.91	34.15	1.0	0.4	2.52	2.24
Huntingdonshire	59.62	72.7	81.91	2.5	0.7	13.08	9.21
Cambridgeshire	243,94	281,02	333,34	1.8	1.0	37,08	52,32
Peterborough	90.71	96.03	109.03	0.7	0.7	5.32	13.0
Cambridge Sub-Region	N/a	242.51	293.27	N/a	1.1	N/a	50.76
Peterborough and North Cambridgeshire	N/a	134.54	149.10	N/a	0.6	N/a	14.56
Cambridgeshire and Peterborough	334.65	377.05	442.37	1.5	0.9	42.4	65.32

Source: Cambridge Econometrics, Research Group, Cambridgeshire County Council

- Sustainable design in built development
 - Plan, Monitor and Manage
 - Environmental restrictions



Providing for today and for the future

1

In this chapter of the Plan you will find policies on:-

- **the overall approach to development**
- **environmental restrictions on development**
- **sustainable design in built development**
- **Plan, Monitor and Manage**

Introduction

- 1.1** This chapter sets out how the Structure Plan aims to secure greater sustainability for the longer term, through integrating environmental, social and economic objectives whilst providing for significant development requirements. The success of this depends on increased partnership working between Local Planning Authorities, other agencies, local communities, statutory bodies and the private sector.
- 1.2** Whilst this is a Plan for Cambridgeshire and Peterborough, its policies and proposals do have implications for sustainable development over a much wider area. Decisions taken within the Plan area may, for example, affect regional communications, national competitiveness or have impacts globally on climate change. These wider considerations are reflected in the policies and proposals.
- 1.3** In particular it is recognised that climate change is one of the greatest environmental issues facing the world today. It has potentially far-reaching disruptive effects on society, the economy, human health and the natural environment. Many aspects of strategy included in this Plan are intended to reduce or minimise the contribution which the area makes to global climate change and to adapt to the impacts which climate change will inevitably bring to the area.

Characteristics of the area

- 1.4** The Structure Plan area contains two main cities, Cambridge and Peterborough, together with a number of market towns and villages. Cambridge has an important regional role and is of national and international importance for its outstanding historic character, as a centre of learning and research, and because of its emergence as a centre of excellence for high technology industries. Peterborough has a major regional role with its sphere of influence spreading into surrounding counties.
- 1.5** Although parts of the Structure Plan area are experiencing very strong economic growth, economic prosperity is not spread evenly. The south and west of the Plan area is generally developing faster than the north and east. Agriculture continues to shape the character of the rural areas but has decreasing economic significance.
- 1.6** Peterborough has good strategic road and rail networks. However, the development of transport infrastructure throughout the Structure Plan area has, in general, seriously lagged behind population and economic growth. High growth in car use and movement of freight across and within the area has impacted on the environment.

- 1.7** Past pressures for development have been guided by planning policies intended to prevent undue loss of open land and protect the special character of Cambridge and other settlements. This restraint has, however, contributed to the high rise in house prices, affected access and choice of homes, and for many people increased the need to travel. Investment in social infrastructure has not matched the growth in development adding to levels of social deprivation for those who are excluded from the Cambridge phenomenon. High costs of living, together with poor access to jobs, homes and services, have resulted in a lower quality of life for many people.
- 1.8** The Structure Plan area contains a diverse range of environments with much that is vital to protect. The Ouse and Nene Washes are of international importance for wildfowl and migratory birds, whilst low-lying fenland areas provide unique landscapes. The potential consequences of climate change are of particular significance and although this is the driest part of the country many areas are at risk of flooding.
- 1.9** These characteristics have shaped the challenges that this Structure Plan seeks to address. These include:
- providing for sustained economic growth above the national average;
 - delivering infrastructure that meets the needs of the economy and a growing population;
 - ensuring the benefits of strong economic performance are channelled throughout the Plan area;
 - achieving a better match between economic development and the level and location of housing provision;
 - minimising the need to travel and reducing reliance on the car, whilst catering for continued economic growth;
 - making more efficient use of land through greater use of previously developed land (brownfield) and buildings and by developing at higher densities;
 - ensuring the environment is adequately protected from the adverse effects of development and that opportunities to improve and enhance local distinctiveness and biodiversity are fully taken;
 - ensuring that new development is of a high standard of design, makes efficient use of resources, and minimises greenhouse gas emissions so impacts of climate change are addressed.

Overall Strategic Aim and Sustainable Development Strategy

1.10 Regional Planning Guidance (RPG6) (November 2000) provides the regional framework for development plans to take forward the vision for East Anglia. Its vision of sustainable development is one where:

- economic opportunities are maintained and improved;
- there is increasing social equity for all areas;
- the environment is protected and enhanced while the distinctiveness of each locality is maintained; and
- natural resources are conserved.

Strategic challenges

1.11 These objectives are taken forward in this Plan through the overall Strategic Aim and Sustainable Development Strategy, which is set out in Table 1.1.

1.12 The overall Strategic Aim is intended to help sustain and improve the quality of life for present and future generations. It underlies the Sustainable Development Strategy.

1.13 The Sustainable Development Strategy gives the overall direction for the policies of the

Plan. The Strategy has been developed in response to the issues and challenges as summarised earlier in this chapter. It takes into account national Planning Policy Guidance (PPGs) and RPG6. The Strategy should lead to planned and concentrated growth, with housing, jobs, services and facilities in sustainable locations. This will help improve access and benefit the health and quality of life for all sectors of the community. The Strategy falls into four distinct yet inter-related aspects:

- 1 Scale and Location of Development – identifies the scale and distribution of development required to meet the needs of Cambridgeshire and Peterborough up to 2016.
- 2 Economic and Social Development – establishes the framework for sustained economic growth and more equitable distribution of economic development and social opportunity.
- 3 Provision of Infrastructure and Community Facilities – provides the framework for integration of new development with the investment required for transport, community services and facilities, and other infrastructure.
- 4 Performance of Development – identifies the form of development required to provide for greater sustainability.

Table 1.1: Overall Strategic Aim, Sustainable Development Strategy Objectives and Relevant Policies

Overall Strategic Aim	Policies
To integrate environmental, economic and social progress and minimise consumption of resources by making provision in sustainable locations for planned growth of housing, jobs, services and facilities. The benefits of this provision are to be accessible to all sectors of the community.	P1/1 Approach to development P1/2 Environmental restrictions on development P1/3 Sustainable design in built development P1/4 Plan, monitor and manage P2/1 Employment Strategy P4/1 Tourism, recreation and leisure strategy
Sustainable Development Strategy Objectives	Policies
1 Scale and location of Development a) The distinct function and role of two parts of the Structure Plan area will be recognised and addressed by: 1. Providing for the Cambridge Sub-Region to accommodate continued expansion whilst restoring the balance of jobs and housing 2. Assisting Peterborough and North Cambridgeshire to improve economic performance and attract more employment and services	P9/1 Housing distribution – Cambridge Sub-Region P9/2 a,b,c Green Belt P9/3 New settlement P9/4 Market Towns – Cambridge Sub-Region P9/5 Economic regeneration of Chatteris P9/6 Promotion of clusters P9/7 Selective management of employment development P9/8 Infrastructure provision P9/9 Cambridge Sub-Region transport strategy P9/10 Retail provision – Cambridge P10/1 Housing distribution – Peterborough and North Cambridgeshire P10/2 Economic and social regeneration P10/3 Market Towns – Peterborough and North Cambridgeshire P10/4 Peterborough – economic growth P10/5 Peterborough – Hampton P10/6 Retail provision – Peterborough P10/7 Peterborough and North Cambridgeshire transport strategy
b) Most new homes, employment, facilities and services will be provided: 1. within the main cities (Cambridge and Peterborough) in ways which add to the overall quality of these places 2. as expansion of the main cities (Cambridge and Peterborough) including substantial mixed use developments 3. in a new settlement close to Cambridge 4. in the market towns 5. in Rural Centres with a good service base and which meet specific needs	P1/1 Approach to development P2/2 General location of employment P5/1 Housing distribution P7/6 Historic built environment P7/12 Location of waste management facilities P9/1 Housing distribution – Cambridge Sub-Region P9/3 New settlement P9/4 Market Towns – Cambridge Sub-Region P10/1 Housing distribution – Peterborough and North Cambridgeshire P10/3 Market Towns – Peterborough and North Cambridgeshire P10/4 Peterborough – economic growth P10/5 Peterborough – Hampton

Sustainable Development Strategy Objectives	Policies
<p>c) The locations at which most new homes, employment, facilities and services will be provided will be ones that:</p> <ul style="list-style-type: none"> • minimise the need to travel • can be well served by public transport • optimise the use of rail facilities • make efficient use of energy, resources and infrastructure • contribute to the efficient use of land, with the optimum use of previously developed land • minimise the risk of flooding • enable improved landscapes • are not important for biodiversity 	<p>P1/2 Environmental restrictions on development P2/2 General location of employment P2/5 Distribution, warehousing and manufacturing P3/2 Locating uses which attract large numbers of people P5/2 Re-using previously developed land and buildings P6/3 Flood defence P7/7 Renewable energy generation P7/9 Minerals supply P7/10 Location of new sand and gravel workings P8/1 Sustainable development – links between land use and transport P8/4 Managing demand for car travel P8/5 Provision of parking P8/11 Provision for the movement of freight and lorry parking</p>
<p>d) The distribution of development will achieve a better strategic balance between the location of homes and jobs</p>	<p>P2/3 Strategic Employment Locations P5/1 Housing distribution P9/1 Housing distribution – Cambridge Sub-Region P10/1 Housing distribution – Peterborough and North Cambridgeshire P10/2 Economic and social regeneration</p>
<p>e) The expansion of main shopping and commercial services will take place in the centres of Cambridge, Peterborough, the Market Towns and as part of the planned provision of a new settlement</p>	<p>P3/1 Vitality and attractiveness of centres P9/3 New settlement P9/10 Retail provision – Cambridge P10/6 Retail provision – Peterborough</p>
<p>f) The character and setting of Cambridge will continue to be protected through the maintenance of a Green Belt, following a review of the boundaries of the Green Belt to provide for the long-term expansion of the City</p>	<p>P9/2 a,b,c Green Belt</p>
<p>g) Priority will be given to biodiversity and quiet forms of recreation in certain selected areas of the countryside</p>	<p>P4/2 Informal recreation in the countryside P7/3 Countryside Enhancement Areas</p>

Sustainable Development Strategy Objectives	Policies
2 Economic and Social Development	
a) The expansion of high technology and knowledge based clusters in the Cambridge Sub-Region and complementary high technology developments in Peterborough will be supported	P2/1 Employment strategy P2/4 Development and expansion of employment clusters P9/3 New settlement P9/6 Promotion of clusters P10/4 Peterborough – economic growth
b) Economic regeneration and urban renaissance particularly in Peterborough and North Cambridgeshire will be encouraged	P10/2 Economic and social regeneration P10/4 Peterborough – economic growth
c) Strategies to revitalise market towns and support local economic regeneration of rural areas, by integrating improvements to their economy, environment, transport and other services will be prepared.	P2/6 Rural economy P3/4 Rural services and facilities P9/4 Market Towns – Cambridge Sub-Region P10/3 Market Towns – Peterborough and North Cambridgeshire
d) Development which meets local needs and supports the local economy will be favoured	P3/3 Local facilities and services in urban areas P4/4 Water-based recreation P6/5 Telecommunications P9/5 Economic regeneration of Chatteris
e) Economic diversity will be sought, with particular attention to rural areas and areas of deprivation	P2/6 Rural economy P10/2 Economic and social regeneration
f) Additional housing development will bring forward a high proportion of affordable and key worker homes to meet local needs and support economic development	P5/4 Meeting locally identified housing needs P5/5 Homes in rural areas P9/1 Housing distribution – Cambridge Sub-Region
3 Provision of Infrastructure and Community Facilities	
a) Investment in new infrastructure and community services will be guided through involvement of central and local government, service providers, the private sector, local communities and other relevant organisations	P6/2 Local and Strategic Partnerships P9/8 Infrastructure provision
b) New development will be required to facilitate the provision of new and improved infrastructure for sustainable transport and movement, education, health and other community services including the use of developer contributions	P6/1 Development-related provision P8/2 Implementing sustainable transport in new development P8/3 Area Transport Plans P8/6 Improving bus and community transport services P8/7 Improvements to rail services P8/8 Encouraging walking and cycling P8/10 Transport investment priorities (and P9/9 and P10/7)

Sustainable Development Strategy Objectives	Policies
4 Performance of Development	
<p>a) New development will be required to:</p> <ol style="list-style-type: none"> 1. be part of a mixed-use scheme where scale and circumstances make this realistic 2. be of good quality design with a distinct sense of place providing for safe walking and cycling, good public transport access and reducing opportunities for crime 3. achieve an increase in average densities in order to use land efficiently 4. achieve protection and enhancement of biodiversity, heritage, landscape character, townscape, local distinctiveness, air, land and water quality, and improve health 5. achieve good resource conservation through a life cycle approach to the use of materials, energy, and water 6. achieve an increase in walking and cycling 7. avoid creating pollution <p>P8/8 Encouraging walking and cycling P8/9 Provision of Public Rights of Way</p>	<p>P1/3 Sustainable design in built environment P4/3 Protection of open space and recreation facilities P4/4 Water-based recreation P5/3 Density P6/4 Drainage P7/1 Sites of Natural and Heritage Interest P7/2 Biodiversity P7/4 Landscape P7/5 Urban fringe P7/6 Historic built environment P7/8 Safe and healthy air, land and water P7/12 Location of waste management facilities</p>

Policy P1/1 – Approach to Development

The great majority of land for new development will be located:

- within Cambridge and Peterborough consistent with the role and character of those cities;
- as expansion of Peterborough and as expansion of Cambridge, subject to changes to the Green Belt boundary;
- through the creation of a small town at Longstanton/Oakington close to Cambridge;
- in and where appropriate adjoining the market towns of Chatteris, Ely, Huntingdon, March, St Ives, St Neots, Wisbech and on a lesser scale Ramsey and Whittlesey.

Local Plans may provide for a limited proportion of the overall development provision

to take place at identified Rural Centres on a scale appropriate to the size, location and function of such centres, especially where it can make a contribution to the specified social and economic needs of those communities or to groups of communities.

When identifying sites for development in Local Plans at each of the above locations, or when reviewing commitments or assessing development proposals, Local Planning Authorities will apply the following selection criteria:

- provision involving the use of previously developed land and buildings within existing settlements should be afforded the highest priority;

- provision within existing settlements should be preferred over the use of land outside the settlement, subject to the need to safeguard important open spaces;
- on the periphery of settlements previously developed land and buildings should be preferred over the use of land that has not been developed previously.

In all cases development should be located where travel distances by car can be minimised, walking and cycling encouraged and where good public transport accessibility exists or can be provided.

1.14 The policies in this chapter provide the overarching guidance for all development and should be read in conjunction with the policies in all other chapters. Where appropriate, the policies within individual chapters should also be considered together. Inevitably, many development proposals will give rise to potential conflicts between environmental, social and economic objectives. The key principles to be applied to any proposal, but especially where such conflicts could arise, are that developments should so far as possible:

- Comply with the strategy and policies of this Plan;
- Minimise any conflict with any individual component of the Plan by the way that the development is located and will perform;
- Compensate for any unavoidable conflict with the Plan through appropriate planning agreements.

Approach to development

1.15 Policy P1/1 takes forward RPG6 requirements to concentrate development in the main centres, larger towns and in a new settlement, in preference to the smaller towns and villages. The strong sequential preference set out in RPG6 Policies 4 and 22 has influenced

the choice of locations for development and the site selection criteria in Policy P1/1. This aims to redress the imbalance between jobs and houses. It concentrates development within the built-up areas aiming to minimise the need for use of the private car through locating development where good public transport services already exist or where they can be provided. This, together with a preference for development to take place on previously developed land, will help to create more sustainable communities with better access to jobs and services.

1.16 The market towns that have been selected for growth are those with a population at or approaching 20,000. They serve an important function by providing shops and stores, schools and health centres, and other essential services and facilities for their surrounding communities. Chatteris is included because it is a town well placed to provide a vital link between the Cambridge Sub-Region and other Fenland towns. Local Plans may define the extent of Market Towns, which can include adjoining settlements. In the Market Towns, the scale and nature of development will vary depending on local circumstances and particular policies elsewhere in the Structure Plan.

*Key Indicator B
(See Table 11.1)*

Policy P1/2 – Environmental Restrictions on Development

No new development will be permitted within or which is likely to adversely affect:

- internationally and nationally important nature conservation areas;
- Scheduled Ancient Monuments or other nationally important archaeological sites or their settings;
- functional flood plains or other areas where adequate flood protection cannot be given and/or there is significant risk of increasing flood risk elsewhere.

Development will be restricted:

- in the countryside unless the proposals can be demonstrated to be essential in a particular rural location;
- where there is an unacceptable risk to the quality of ground or surface water;
- where the best and most versatile agricultural land would be significantly affected;
- to prevent sterilisation of workable mineral deposits;
- where there could be damage, destruction or loss to areas that should be retained for their biodiversity, historic, archaeological, architectural, and recreational value.

Key Indicators E and F
(See Table 11.1)

1.17 Rural Centres will generally have a population of at least 3,000 and have good access to a secondary school and employment opportunities, contain a primary school, food shops, post office, surgery and have good public transport services. Development in Rural Centres should enhance the viability of the centre and surrounding villages. Rural Centres must be accessible from surrounding rural areas to help improve quality of life in rural areas. The role of Rural Centres will vary across the Plan area according to local circumstances. Within the Cambridge Sub-Region the availability of good public transport access to Cambridge will be a particularly important consideration in identifying such centres.

1.18 This policy does not provide for development in non-sustainable locations. However, it is recognised that there may be some instances where small-scale development may help to meet local economic and social needs of smaller settlements (see Policies P2/6, P3/4 and P5/5). Local Plans will be expected to identify where small-scale employment and affordable housing is required to help support village communities.

Environmental restrictions on development

1.19 Policy P1/2 is needed to give protection to the area's important environmental assets. It gives specific protection to both internationally and nationally important nature conservation sites including:

- the five Ramsar Sites (Chippenham Fen, Ouse Washes, Nene Washes, Wicken Fen and Woodwalton Fen) which are internationally and nationally important wetland sites particularly noted as waterfowl and wading bird habitats;
- the two designated Special Protection Areas (Ouse and Nene Washes) which protect the habitats of threatened and migratory species of birds. Significant pollution, disturbance or deterioration has to be avoided in these areas;

- the designated Special Areas of Conservation (part of the Ouse Washes and the Nene Washes, Woodwalton Fen together with Chippenham Fen and Wicken Fen, the Barnack Hills and Holes, Orton Pit, part of Devil's Dyke and Portholme Meadow), which represent the range, variation, quality and biodiversity of the rarest habitats and species in Europe;
 - the nine National Nature Reserves (Barnack Hills and Holes, Castor Hanglands, Chippenham Fen, Collyweston Great Wood, Holme Fen, Monks Wood, Upwood Meadows, Wicken Fen, Wodwalton Fen); and
 - the 101 Sites of Special Scientific Interest (SSSIs) which are of special interest for their flora, fauna, and geological and landform features and cover only 2.3% of the Structure Plan's land area (which is lower than the national average of 6.8%).
- 1.20** Environmental Assessments will be required for all planning applications which may significantly affect the above sites. In accordance with the Countryside and Rights of Way Act (2000), Local Planning Authorities will work with English Nature wherever development requiring planning permission is proposed, that is likely to damage the special features of an SSSI (consultation area for wetlands extends up to 2km from the SSSI boundary).
- 1.21** This policy also affords the strongest protection to nationally important archaeological resources, in line with advice in PPG16, as there are areas rich with archaeological interest as a result of historic settlements and past agricultural and religious activity.
- 1.22** As flood risk is of great significance in this area, the policy stipulates that there will be no inappropriate development on functional flood plains and/or that new development will not significantly increase the risk of flood elsewhere. Local Planning Authorities will consult with the Environment Agency, Internal Drainage Boards and other relevant organisations where there are potential flooding issues. Policies P6/3 and P6/4 deal with flood defence and sustainable drainage systems required for new development.
- 1.23** Significant development in the countryside is not normally sustainable. Only development that is specifically required by this Plan (for example the new settlement at Longstanton/Oakington) or that is essential for countryside activities or to the operation of local farming (including diversification), forestry, mineral extraction or public utility services, may be permitted.

Policy P1/3 – Sustainable Design in Built Development

A high standard of design and sustainability for all new development will be required which:

- minimises the need to travel and reduces car dependency by providing:
- an appropriate mix of land uses and accessible services and facilities;
- compact forms of development through the promotion of higher densities;
- a safe and people-friendly environment,
- direct walking and cycle routes;
- good access by public transport;
- managed access for the private car and other motor vehicles;
- infrastructure for modern telecommunications and information technology.

Provides a sense of place which:

- responds to the local character of the built environment;
- is integrated with adjoining landscapes;
- creates distinctive skylines, focal points, and landmarks;
- includes variety and surprise within a unified design;
- includes streets, squares and other public spaces with a defined sense of enclosure;
- includes attractive green spaces and corridors for recreation and biodiversity;

- conserves important environmental assets of the site;
- pays attention to the detail of forms, massing, textures, colours and landscaping.

Makes efficient use of energy and resources by:

- including energy conservation measures and energy efficient siting of buildings;
- utilising renewable energy sources, energy from waste or combined heat and power where possible;
- incorporating facilities for waste recycling;
- incorporating water efficiency measures;
- incorporating sustainable drainage systems;
- using sustainable construction processes and materials.

Takes account of community requirements by:

- involving the local community and the providers of community services in the design process;
- including a mix of housing opportunities in residential developments;
- designing for the needs of all sections of the community including children, old people and people with disabilities;
- designing to minimise opportunities for crime.

1.24 The area's important aquifers – the Chalk and Lower Greensand in the south and the South Lincolnshire Limestone in the north-west – need to be protected together with the rivers which are important for wildlife and for the landscape. Groundwater resources are critical for the maintenance of public water supply and particular care will be taken to avoid contamination of these resources. Development in Groundwater Protection Zones will be carefully assessed and will be restricted according to type and size of development. Responsibility for the sufficiency and quality of water resources lies with the Environment Agency. Care will be taken to avoid putting future supplies of water at risk.

1.25 The Structure Plan area has one of the largest areas of high-grade agricultural land in the United Kingdom. This is an important resource which should be conserved. Some development on urban fringes is required in order to facilitate sustainable development. The loss of best and most versatile agricultural land will be kept to a minimum, particularly the highest grades, and preference will be given to previously developed land and land within the urban areas (see Policy P1/1).

Key Indicators N and O
(See Table 11.1)

- 1.26** A variety of important mineral resources are found in the Structure Plan area – sand, gravel and limestone are worked for aggregate purposes. Other minerals quarried include chalk, chalk marl and clay. There are extensive deposits often occurring under high quality agricultural land or in areas valued for their biodiversity and landscapes, e.g. river valleys. It is important to protect these economic resources from being sterilised by other forms of development. If such sterilisation is likely then proposed development will need to demonstrate an over-riding justification and prior extraction of the mineral may be considered.
- 1.27** Development should be located where it will have the least environmental impact. Local Plans should include policies to ensure features of value are protected.
- 1.29** More information on many of the requirements of this Policy will be found in DTLR publications such as 'By Design', 'Places, Streets and Movement' and 'Better Places to Live'. Measures to promote community safety and development which minimises crime through its design, should be undertaken by Local Planning Authorities in consultation with developers and other bodies.
- 1.30** Further guidance may be provided in Local Plans or in further Supplementary Planning Guidance. Design statements, design briefs and master plans will be important tools in securing an agreed approach between local authorities, local communities and developers.

Sustainable design in built development

- 1.28** A major contribution to the achievement of sustainable development can be made through good design. Policy P1/3 requires that every aspect of a development proposal is examined to ensure that its performance is as sustainable as possible. Detailed design is as important as overall strategy in achieving sustainable development objectives.

Policy P1/4 – Plan, Monitor and Manage

The Structure Plan will be continuously monitored in relation to key indicators and targets, and where appropriate the following mechanisms will be triggered:

- action to secure timely provision of infrastructure;
- advice to Local Planning Authorities in relation to amendments to Local Plan policies and phasing;
- review of the Structure Plan in whole or in part.

Local Plan Reviews will include an early review of existing land allocations and will

provide mechanisms for continuous management and review of the form and phasing of development in the Plan period that can respond to changing circumstances and the principles of sustainable development. Appropriate mechanisms may include trigger points for:

- release of sites and the phasing of development
- infrastructure requirements
- further review of land allocations
- policy reviews.

Key Indicators K and M
(See Table 11.1)

Plan, Monitor and Manage

- 1.31** Government guidance is now placing greater emphasis on the regular review and monitoring of planning policies throughout the Plan period because conditions may change in the Plan period. For example, if infrastructure requirements are failing to be met, this will be picked up through regular monitoring and such issues can then be addressed through an alteration to the Plan or through replacement policies.
- 1.32** Chapter 11 provides further detail on how development will be monitored throughout the Plan period and sets out the key indicators against which the performance of this Structure Plan will be measured.

- Developing and expanding employment
 - strategic sites for development
 - The rural economy



Places for work

2

In this chapter of the plan you will find policies on:

- **the employment strategy for Cambridgeshire and Peterborough**
- **the general location of employment**
- **main strategic employment locations for development**
- **development and expansion of employment clusters**
- **distribution, warehousing and manufacturing**
- **the rural economy.**

Introduction

- 2.1 This chapter sets out policies and proposals for economic growth and development across the Structure Plan area.
- 2.2 The policies take forward the Sustainable Development Strategy in Chapter 1 by:
- providing strategic direction for future economic growth (for all types of employment);
 - directing economic development to town and city centres and locations which have an imbalance of local employment and housing opportunities and where there is good public transport accessibility;
 - maintaining and enhancing the region's economy and competitiveness;
 - supporting Clusters – including the need to extend those based around Cambridge to locations beyond;
 - supporting the viability of rural communities by promoting the retention of village shops and services and including policies that build on strengths of rural areas and locations for strategic investment.

Recent economic trends

- 2.3 The overall picture in Cambridgeshire and Peterborough through the 1990s has been one of strong growth both in its economy and its population. The Cambridge Sub-Region and the City of Peterborough are the two main centres of employment, with science-based, research and computer technology growing very rapidly in the Cambridge area. Allied sectors such as education, financial and business services and distribution have also performed strongly.
- 2.4 Population growth has been rapid, averaging around 4,000 people each year in the 1990s, with parallel increases in labour supply. However, with a buoyant economy, unemployment has continued falling throughout the 1990s and has consistently remained below that in the UK generally.
- 2.5 Historically, Cambridgeshire and Peterborough have enjoyed economic activity rates (i.e. the proportion of the population of working age in or looking for work) higher than the national and regional averages. Cambridge is at the forefront of knowledge based industry, and the centre for a world-class biotechnology cluster of research institutes and companies. This is a dynamic local economy and its continued expansion is essential to the national interest. This requires

a commitment to 'invest in success', including affordable homes for an expanding workforce and infrastructure to service business needs.

- 2.6** The north and east of the Plan area are less prosperous than the south and west, but have the potential to accommodate increased economic activity.
- 2.7** It should be noted that pockets of unemployment and relative economic disadvantage, such as lack of training and qualifications, occur throughout the area, even in southern areas, especially within the cities and larger market towns.
- 2.8** House prices have risen faster than incomes, particularly in the south of Cambridgeshire. As a consequence, in-commuting has increased, with its associated problems of traffic pollution and congestion.

Economic prospects

- 2.9** The prospects are good for the Cambridgeshire and Peterborough economy over the next fifteen years. Despite recessionary fears for the world economy generally, the strong industry mix in the East of England as a whole suggests that recession is likely to be short-lived and recovery robust. Furthermore, the position of the Cambridge Sub-Region as the 'powerhouse' of the East of England economy is unlikely to change.

Employment forecasts

- 2.10** Employment forecasts for Cambridgeshire and Peterborough have been commissioned from Cambridge Econometrics. More detailed information on forecasting is included in the Structure Plan Technical Report.
- 2.11** The forecasts suggest an increase of just under 64,000 jobs between 2001 and 2016. An estimated 49,300 of these are expected to occur in the Cambridge sub-region and 14,600 in North Cambridgeshire and Peterborough. Employment is expected to continue to grow steadily throughout the next fifteen years, exceeding the UK and East of England growth rates. Growth is expected mainly in service sectors, which currently account for 77% of the Plan area's employees. These are often relatively low-paid jobs in, for instance, healthcare and social services – a factor that gives rise to greater need for affordable housing. Two very important features of the forecasts are:
- the large growth anticipated in computing services employment - up from 9,400 jobs in 2001 to over 32,200 in 2016;
 - substantial increase in part-time employment. Of the 64,000 net 'extra' jobs forecast, almost 36,000 are for part-time employees (56%).

2.12 The current forecasts of the resident labour force (or labour supply) for Cambridgeshire and Peterborough show an additional 54,600 people in or looking for work between 2001 and 2016. The breakdown of employment and labour supply for the two main sub-areas, together with the Structure Plan area, is shown in Table 2.1:

Table 2.1: Comparison of Forecasts of Employment & Resident Labour Supply, Sub-Regions, 2001-2016

Area	Labour	2001	2016	Change 2001/16
Cambridge Sub-Region	Employment	244,100	293,300	49,200
	Labour Supply	230,900	273,100	42,200
	Difference	13,200	20,200	7,000
North Cambs & Peterborough	Employment	134,500	149,100	14,600
	Labour Supply	153,800	166,200	12,400
	Difference	-19,300	-17,100	2,200
Cambridgeshire & Peterborough	Employment	378,600	442,400	63,800
	Labour Supply	384,700	439,300	54,600
	Difference	-6,100	3,100	9,200

Source: Cambridge Econometrics; Research Group, Cambs County Council

2.13 Although there does not appear to be a direct correlation between employment and labour force in these forecasts, there are a number of factors which may reduce the apparent imbalance:

- double jobbing;
- rising economic activity rates;
- cross border commuting.

- a) Labour supply – which measures people – does not equate exactly with labour demand, or employment, which measures jobs. An increasing proportion of people have more than one job. ‘Double-jobbing’ accounts for over 5% of employment in some areas. As increasing numbers of jobs are of a part-time nature, this percentage is likely to rise.
- b) The labour supply forecasts include assumptions about changing economic activity rates for men and women. For example there has been an increasing number of women seeking jobs in recent years. In the forecasts, such trends tend to flatten out in the longer term because of uncertainty about changes 10 years hence. However, there is good reason to believe that there will be more people coming onto the labour market than suggested by the forecasts in the groups aged 50 and above. This is because pressures to stay in work or move into part time employment for older age groups are set to increase.
- c) The figures for North Cambridgeshire and Peterborough show an excess of labour supply over jobs. However, the totals disguise the fact that Peterborough itself is a centre of net in-commuting whilst the rural North Cambridgeshire area is a net out-commuting area.

2.14 The fact that employment growth may exceed the 'trend' increase in the resident labour force means that priority must be given to training, re-training and multi-skilling the existing workforce to match the employment needs of industry, particularly in the expanding sectors, and in the north, to match the decline in manufacturing. The education sector, including the Cambridge and Peterborough Universities (see also Policy P10/4) will have an important role to play

here. Providing affordable as well as key worker housing will also be important given the high proportion of 'new' jobs which are part-time and often relatively low paid.

2.15 It is anticipated that with measures to match the workforce to the needs of business and service sectors, this Plan provides for an appropriate balance between jobs and homes, and particularly for affordable, social and key worker housing. Future monitoring will measure the relationship between jobs and housing provision, the amount that is affordable, commuting levels and overall house prices, to identify whether the Plan remains on course over time.

Policy P2/1 – Employment Strategy

The economic growth of the Plan area will be supported:

in the Cambridge Sub-Region by:

- encouraging the continued expansion of high technology and knowledge-based industry;
- securing investment in new infrastructure needed to relieve obstacles to growth using existing land allocations and making new allocations where appropriate;
- the selective management of employment which does not need to be located in or close to Cambridge (see Policy P9/7);

in Peterborough and North Cambridgeshire by:

- securing investment in physical infrastructure and supporting social, environmental and community initiatives which will assist economic regeneration;
- taking full advantage of the range of existing land allocations and vacant or under-used sites in the area;

in both areas by:

- encouraging a wider range of business and industrial development;
- developing the skills of the labour force in line with the needs of the economy;
- enabling the diversification of the rural economy (see Policy P2/6).

Employment strategy

2.16 This strategy for employment in Cambridgeshire and Peterborough aims to build on the success of the clusters of research and technology-based industries around Cambridge and to address regional disparities within the Plan area.

2.17 The strategy has a common theme of supporting economic growth throughout the Plan area, with different approaches for its two constituent parts. This is because each area has different economic problems. In and around Cambridge it is important that research and technology expansion is not

Key Indicators A1 & A2
(See Table 11.1)

Policy P2/2 – General Location of Employment

Where there is a need for new land allocations for employment, provision will be mainly concentrated in Cambridge, in Peterborough, in market towns and in Rural Centres where this could help reduce out commuting and also on the strategic sites identified in Policy P2/3.

Local Plans will review existing employment allocations and allocate a range of sites for the continued growth of employment and to broaden the local economy. Development will be located in line with the objectives of Policy P1/1 so as to:

- work towards a balance of jobs and housing;
- maintain a range of types and sizes of premises for business requirements;
- encourage a range of employment opportunities for local people;
- reduce the need to travel, particularly by private car;
- enable the fullest use of public transport, walking and cycling for work-related journeys;
- maximise the use of previously developed land and buildings;
- support rural services and facilities (see Policy P3/4).

Key Indicators C & K
(See Table 11.1)

stifled by labour shortages, congestion or availability of suitable sites. There are already major land allocations in Peterborough and North Cambridgeshire and therefore the priority here is to create the right supporting conditions to encourage economic growth. Priority will be given to promoting economic and employment growth in the areas of Cambridgeshire and Peterborough most in need of economic regeneration (see Policy P10/2 and Policy P9/5). Diversification will maximise opportunities to maintain incomes and employment in rural areas.

2.18 Both the Cambridge Sub-Region and the Peterborough and North Cambridgeshire chapters contain more detailed policies on specific parts of the strategy for economic growth (see policies P9/6, P9/7, P10/2, P10/3).

2.19 Table 2.2 shows employment land take-up by district within Cambridgeshire and Peterborough; both past trends from 1991-2002 and estimates of future land take-up 2002-2016. The latter try to include a reasonable balance between existing commitments, providing for continued economic growth and re-orientating employment locations in line with the general development strategy including allowance made for development at Strategic Employment Locations (where such sites are not already allocated or have planning permission). Estimates were produced jointly between the Strategic Planning Authorities and district councils. It must be noted that these are indicative figures only and will need to be tested through Local Plans. Also that completions and outstanding commitments only take account of employment land within the B1-B8 use classes, whereas the employment forecasts at the beginning of the chapter cover all sectors of employment as do the policies in Chapter 2.

Table 2.2 Employment land take up – past trends and future estimates

District		Completions actual mid 1991 – 31/03/02	Planning permissions 31/03/02	Local Plan Allocations 31/03/02	Total PP & allocation commitment at 31/03/02 (b+c)	Completions annual average mid 1991 – 31/03/02	Average completions mid 1991 – 31/03/02 projected 2002-2016 e x 14	SPAs estimate of annual take up between 2002-2016 f	SPAs estimate of take up 2002-2016 g
		a	b	c	d	e			
Fenland	Land Ha	65.98	64.55	130.80	195.35	6.1	85.4	8	112
Peterborough	Land Ha	129.83	197.75	97.87	295.62	12.1	169.4	16	224
Huntingdonshire	Land Ha	136.38	64.55	40.48	105.03	12.7	177.8	15*	210
East Cambs	Land Ha	56.42	47.92	28.79	76.71	5.3	74.2	6	84
Cambridge City	Land Ha	24.33	19.30	5.13	24.43	2.3	32.2	4	56
South Cambs	Land Ha	115.43	132.43	13.31	145.74	10.7	149.8	14**	196
TOTAL		528.37	526.50	316.38	842.88	49.2	688.8	63	882

Source: Cambridgeshire County Council and Peterborough City Council

* Huntingdonshire take-up dependent on future of Alconbury Airfield

** the increased land take up shown for South Cambridgeshire allows for additional employment land to secure a sustainable balance of development in the new mixed developments on the fringe of Cambridge and in the new town at Longstanton/Oakington. This increased supply of employment land in the District is expected to endure beyond 2016.

Annual employment land take up (column f) has been derived as a judgement based on past completion rates, employment capacity of existing allocations; the proposed employment development in each area, including the location of strategic employment locations (see Tables 5.2 and 5.3 of the revised Technical Supplement) and the relevant employment policies of the Structure Plan. Forecast changes in labour demand has also been taken into consideration.

General location of employment

2.20 While there is currently enough employment land to cater for the projected growth (as can be seen in Table 2.2), additional strategic employment land is proposed in order to maintain the momentum of the 'Cambridge Phenomenon'. Local Planning Authorities should monitor the quantity, quality and location of sites and develop a mechanism to bring forward sites as appropriate (see Policy P1/4). A range of suitable sites will be provided for industrial and commercial development wishing to expand or relocate, and for new businesses wishing to establish in the area (see Policies P9/4 and P9/7).

2.21 Losses in the traditional sectors of employment such as agriculture and manufacturing mean that there is a need for a wide range of job opportunities throughout the Plan Area. Quality and permanence of jobs is also important. Flexible working, encouraging working from home, workplace homes, new Information and Communication Technologies (ICT) will also play a part in the future for employment. For those in low paid employment, the availability of affordable homes and convenient and cheap transport will be of equal or greater significance. Cambridge University and Anglia Polytechnic University are recognised as important employers in the region with potential to

influence employment opportunities across the Structure Plan area.

2.22 Where new allocations are needed, they should be in sustainable locations as set out in Policy P2/2. In market towns and Rural Centres the aim should be to reduce out-commuting from the town and the surrounding rural catchment. Provision for mixed developments and higher densities should also be encouraged with the aim of achieving closer proximity between homes and new employment areas.

Strategic employment locations

2.23 The Structure Plan identifies a number of locations that have been chosen on the basis of their ability to provide a major role in the employment strategy. The sites provide important opportunities for employment growth because of their scale and/or their suitability for prestige development in strategic locations. High quality development will enable the sites to act as a catalyst for continued expansion of the 'Cambridge Phenomenon' or for strategic regeneration projects throughout the Structure Plan area. These sites may also act as 'stepping stones' to spread the economic benefits to locations beyond the Cambridge Sub-Region.

Policy P2/3 – Strategic Employment Locations

Strategic employment sites in Cambridgeshire and Peterborough will be provided where there are good transport links, a locally available labour supply and the potential for business or industrial expansion. Locations are as follows:

- land at Alconbury Airfield will provide an opportunity for a strategic employment development during the Plan period, either for the existing distribution and transport related proposals or other appropriate uses;
- the new settlement at Longstanton/Oakington will provide a key opportunity for new employment associated with high technology clusters in the Cambridge Sub-Region;
- land at Hampton will give high profile encouragement to investment in the Peterborough area;
- March Trading Park will be promoted to improve marketability and generate investment for the market town and its surrounding area;
- the south-west approach to Wisbech will be promoted, with environmental enhancements, to improve marketability and generate investment for the market town and its surrounding area;
- on land to be released from the Green Belt on the edge of Cambridge in accordance with Policy P9/2c, at locations close to Addenbrooke's Hospital, between Madingley Road and Huntingdon Road, and at Cambridge Airport, for mixed use development including the expansion of education and research facilities;
- land at Chatteris will assist in the economic regeneration of that town and act as a stepping stone for spreading the economic benefits of the 'Cambridge Phenomenon' northwards.

Key Indicator A3
(See Table 11.1)

2.24 Land at Alconbury Airfield provides a major strategic opportunity for a mixed employment development. Current proposals, the subject of an Appeal, include warehousing suitable for national distribution centres and the provision (phase two onwards) of a purpose-built rail link into the site that will enable road/rail interchange for occupiers. If,

however, the Appeal is dismissed by the Secretary of State, the County Council will work together with Huntingdonshire District Council, Ministry of Defence and East of England Development Agency to determine the most appropriate future use of the former airfield.

- 2.25** The new settlement at Longstanton/Oakington will accommodate businesses primarily serving local needs and the needs of the Sub-Region, including possible re-locations from Cambridge (see Policy P9/3). This will provide an additional focus for high technology and knowledge-based investment. The new settlement is not intended to attract new employment which does not need to be located in the Sub-Region.
- 2.26** Hampton is a major existing, mixed-use development, still at an early stage, which will provide continued high quality employment opportunities for both the township and the Peterborough area (see Policy P10/5).
- 2.27** March Trading Park and the southwest approach to Wisbech will provide key employment allocations to support the further growth of these market towns in the north and east of the Structure Plan area. The aim for both sites is to improve their environment and thus marketability to benefit the fenland economy.

Policy P2/4 – Development and Expansion of Employment Clusters

Linkages and partnerships between successful clusters in the Cambridge Sub-Region and clusters in Peterborough and elsewhere in the Plan area, or in adjoining regions, will be facilitated to help spread the benefits of cluster growth.

In allocating sites suitable for new and existing employment clusters, the Local Planning Authorities, with their partners, will:

- take account of the distribution, dynamics and spatial requirements of particular clusters;
- ensure provision is made in sustainable locations well related to the local labour market, primarily in urban areas well served by public transport;
- indicate appropriate contributions from cluster businesses to facilitate provision of key worker housing and public transport;
- seek to facilitate cluster potential in market towns and on an appropriate scale in rural areas in accordance with Policy P2/6.

2.30 The future role of regional airports, including Cambridge Airport, is currently the subject of review, which should clarify uncertainty about development possibilities on and around the airport site.

Development and expansion of employment clusters

2.31 Local Planning Authorities will work together with the EEDA and the GOEE to support the growth of research and technology clusters and business clusters, including the allocation of sites in Local Plans for business expansion, research facilities, education establishments and support services. A key role will be played by the Greater Cambridge Partnership and the Greater Peterborough Partnership in implementing this policy. Both Partnerships are supported by government, local authorities, businesses and other statutory and voluntary agencies. It is recognised that business clusters extend beyond the boundary of the Structure Plan area and joint working (and marketing) across county boundaries is essential to ensuring their successful development.

*Key Indicator J
(See Table 11.1)*

2.28 The strategic employment location at Chatteris builds upon Policy P9/5 which gives priority to the town for economic regeneration within the Cambridge Sub-Region. Land allocated will provide for additional jobs to assist the town in its role as a stepping-stone for development towards the Fens.

2.29 The strategic employment locations on the edge of Cambridge, included in land to be released from the Green Belt are allocated for mixed-use development including the expansion of education and research facilities. Paragraphs 9.25-9.28 consider the role of these expanded communities in more detail.

2.32 'Clusters' are defined as concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries (EEDA Regional Economic Strategy 2001). Clusters may be concentrated in a particular location or linked locations. Links between businesses as well as with their science and research base can be encouraged to successfully assist competition in the world market. The presence of clusters is a key attribute of the Structure Plan area's competitive position. Examples of existing clusters are:

- genome and biotechnology: Genome Campus, Hinxton, Great Abington etc;
- computer software and services: Cambridge and South Cambridgeshire;
- education: Cambridge;
- telecommunications, Cambridge: South & East Cambridgeshire;
- primary care trusts, and health authority: Fulbourn;
- healthcare teaching and research: Addenbrooke's Hospital, Cambridge;
- audio industries: Huntingdonshire;
- food: Fenland;
- distribution: A1/A14;

- environmental services: Peterborough;
- insurance and financial services: Peterborough.

2.33 The successful development of clusters will require the provision of associated services, improved infrastructure including the transport network and availability of an appropriately skilled and flexible workforce. It is vital to value current skills that are held and address skills mismatch through training. An adequate supply of a mix of housing, including affordable and key worker housing will be equally important.

2.34 The availability of land and premises is also crucial to cluster development, particularly premises for speculative development and at low rental levels, such as short lease incubator units. Incubator units, such as the Innovation Centre near the Cambridge Science Park and Espace Centres at Ely and Littleport, can provide a base for new ideas to be developed and tested and help foster innovation and competition.

Policy P2/5 – Distribution, Warehousing and Manufacturing

Distribution, warehousing and manufacturing activities which generate large volumes of freight movement will only be located on sites with good access to rail freight facilities, and to motorways, trunk or other primary routes (see also Policy P8/11).

Distribution and warehousing facilities will not be permitted within or close to Cambridge (see Policy P9/7).

2.35 When allocating sites the Local Planning Authorities should consider the future development of each cluster and define policies appropriate to each, taking into account the likely mix of uses on each. From the Use Classes Order, these will generally comprise B1 uses (research and development, light industry) A2 (offices and professional services) and D1 (education and training centres), plus other uses where appropriate. Further guidance on cluster development in the different parts of the Structure Plan area can be found in Chapters 9 and 10.

Distribution, warehousing and manufacturing

2.36 Much of Cambridgeshire and Peterborough lies within easy reach of the haven ports and the major manufacturing areas in the Midlands. It is therefore under pressure for continuing growth of distribution (Use Class B8 – warehousing and logistics) facilities. Suitable sites for distribution and also for manufacturing which improve the variety of jobs available locally will be allowed providing they meet the provisions of the Plan. Sites should be accessible by a range of transport methods, and minimise environmental impact. The Local Transport Plans and Freight Strategy provide additional guidance (see Policy P8/11).

2.37 Local Planning Authorities will identify those activities which generate large volumes of freight where direct or very close access to rail and motorway or primary route is required.

2.38 Cambridge and its immediate environs is not appropriate for large-scale distribution and warehousing activities, because housing and employment, with a need to be close the City, have priority on land which is identified for development.

Policy – P2/6 Rural Economy

Sensitive small-scale employment development in rural areas will be facilitated where it contributes to one or more of the following objectives:

- helping to achieve a balance of employment with the type and quantity of local housing;
- supporting new and existing business and research and technology clusters (see Policy P2/4);
- providing opportunities for home working, or making good use of new information and communication technologies;
- enabling farm or rural diversification where appropriate to the local area, including appropriate rural tourism (see Policies P4/1 and P4/2);
- enabling the re-use of existing buildings;
- enabling the re-use of vacant, derelict or under-used land within villages;
- helping to maintain or renew the vitality of rural areas.

Employment allocations in local plans for rural areas will be predominantly located in Rural Centres (see Policy P1/1).

Key Indicator K
(See Table 11.1)

Rural economy

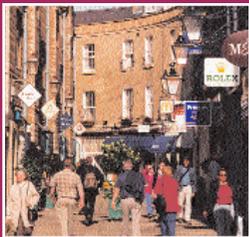
2.39 Within rural areas the market towns are the main centres for employment (see policies P9/4 and P10/3). However, some villages also serve an important role as local centres for services and employment. It may therefore be appropriate for Local Plans to provide for sensitive small-scale employment development in these locations (Rural Centres). Such development should be located where it minimises travel needs and helps support the

vitality of rural communities. (see also Policy P3/4). New employment development in rural areas will also help to provide a better choice of jobs and may improve earnings, which are generally lower than in urban areas.

2.40 Farm diversification can enhance employment opportunities in the countryside. Such diversification may include planting of woodland, farm shops, farm-based food processing and food packing, craft workshops, sporting facilities, fishing lakes, equestrian businesses, nature trails and holiday accommodation.

2.41 New technology and improved telecommunications are helping to bring about significant opportunities for job creation in more isolated areas. However, the lack of infrastructure provision and lower levels of skills and awareness are constraints in rural areas that need to be overcome to make better use of ICT. Therefore new businesses that can undertake most of their business using ICT, new housing developments that include provision for working from home, and local centres for remote working should all be encouraged.

- Encouraging local facilities
 - Supporting rural services and facilities
 - Promoting Town Centre improvements



City, Town and Rural Centres

3

In this chapter of the plan you will find policies on:

- **promoting Town Centre Strategies for comprehensive improvements**
- **supporting established centres as the focus for uses attracting large numbers of people**
- **encouraging local facilities in urban areas**
- **supporting the provision of rural services and facilities**

Introduction

3.1 The city and town centres in the Structure Plan area are at the heart of our social, economic and cultural life. Some of them are also physically very distinctive because of their historical legacy. The two sub-regional centres of Cambridge and Peterborough have the widest range of higher order services and facilities. The market towns serve as more local area centres, each with their local identity and different range of services.

3.2 National retail policy continues to promote a sequential approach to retail development, emphasising the importance of city and town centres over out-of-town locations. This is because of the negative impact out-of-town facilities can have on the viability of town centres and on increased dependence on the car. Development should be focused on existing cities and towns to promote vital and viable centres, offering a mix of uses, which are accessible to the greatest number of people, by a range of means.

3.3 City and town centre facilities, referred to in this chapter, encompass a wide range of retail and leisure uses, including entertainment, cultural and sporting facilities and public services.

3.4 The policies aim to take forward the Sustainable Development Strategy in Chapter 1 by:

- supporting established centres as the focus for uses which attract large numbers of people;
- promoting City and Town Strategies to enhance the vitality and viability of centres;
- encouraging the retention of local facilities;
- supporting rural services and facilities.

Recent trends and forecasts

3.5 There was a marked recovery of the economy during the 1990s which, coupled with population growth and in-migration, has led to an increased demand for retail floorspace in many parts of Cambridgeshire and Peterborough.

3.6 However, the additional need for retail opportunities is likely to be absorbed in a variety of ways, through existing commitments and new city centre schemes in the pipeline, the revitalisation of existing floorspace, longer opening hours and new methods of retailing such as internet shopping.

- 3.7** The results of the Hillier Parker retail study for the Peterborough and Cambridgeshire area show that for Cambridge up to 2011, there is little need for additional convenience goods floorspace and existing commitments satisfy requirements for comparison goods. In the city of Peterborough, however, there will be a need for further comparison goods floorspace by 2011 and probably also for some convenience goods. The position may be reassessed later in the Plan period to assess retail need beyond 2011.
- 3.8** There is no significant additional demand forecast for comparison or convenience goods floorspace in any of the market towns with the exception of further comparison goods capacity in Huntingdon.

Definitions of types of location

- 3.9** The types of location referred to in the plan are defined in PPG6 as follows:
- 1 **city and town centres:** centres which provide a broad range of facilities and services and which fulfil a function as a focus for both the community and for public transport;
 - 2 **edge of centre:** a location within easy walking distance (up to 300 metres) of the primary shopping area of a city or town centre;

- 3 **district centre:** groups of shops separate from the city or town centre with usually one supermarket as well as non-retail services;
- 4 **local centre:** small grouping of local shops;
- 5 **out-of-centre:** separate from the town centre but not necessarily outside the urban area;
- 6 **out-of-town:** located out of centre on a greenfield site or on land not clearly within the current urban boundary.

Vitality and attractiveness of centres

- 3.10** PPG6 and RPG6 identify city and town centres as the preferred locations for developments that attract a lot of people, including shopping, leisure, entertainment and other key uses. Their role should continue to be supported through comprehensive Town and City Centre Strategies. Land use issues identified through the City or Town Centre Strategy should be linked to Local Plan policies.
- 3.11** Where appropriate Local Plans should also recognise the importance of District and Local centres in meeting everyday needs in close proximity to residential areas.

Policy P3/1 – Vitality and Attractiveness of Centres

The vitality and attractiveness of city and town centres will be promoted and enhanced through the development and implementation of integrated City and Town Centre Strategies. These will seek to:

- support the role of the city and town centres as the primary locations for shopping, employment, leisure, culture and entertainment;
- encourage mixed use development;
- diversify and enhance the local economy through the provision of a wide range of services and facilities;
- retain and increase housing;
- protect and conserve the existing heritage of the centre;
- encourage a high quality environment;
- improve the quality of development and enhance sense of place;
- improve accessibility through public transport, walking and cycling access;
- reduce the impact of traffic on centres;
- improve town and city centre safety.

City and town centre boundaries will be defined in Local Plans. Appropriate policies will be considered to support District centres.

Key Indicator B
(See Table 11.1)

3.12 Local Planning Authorities and partner organisations should prepare City or Town Centre Strategies, incorporating checks on the performance of city and town centres, in order to identify the most appropriate ways in which vitality and viability can be maintained and enhanced. The strategies should use the distinctive character of the city or town and should aim to cover the following;

- an appraisal of the city/town centre
- description of current and future development strategies (i.e. transport)
- identification of indicators for monitoring success of strategy
- management and partnership arrangements
- resourcing and implementation of the strategy.

3.13 A start has already been made in the development of Market Town Transport Strategies. These need to be broadened in line with Policy P3/1.

3.14 A mix of employment, housing, shopping, leisure and entertainment uses are crucial to the achievement of vital town centres. It helps to improve the range of activity going on around the clock, increasing the natural surveillance provided by greater numbers of people around at various times of day. The concentration of uses enables people to make linked trips, with benefits for the environment.

3.15 Local Planning Authorities should also seek to address the issues of quality in new development, traffic management and accessibility in the Town and City Centre Strategies.

3.16 Within the Cambridge Sub-Region the transport and access strategy points to the need to focus major retailing facilities, for instance in the form of department and other major comparison goods shops, in the city centre. In this context the Local Planning Authorities have encouraged the major investment proposals which would lead to the development of the Grand Arcade and the extension of the Grafton Centre. These proposals would be particularly accessible by public transport, including park and ride and by cycling and walking. It would only be in the event of them not proceeding that alternative locations for major shops will be considered. Within Peterborough, the City Council is leading a partnership initiative to develop a city centre master plan development framework with a time horizon of 10 to 15 years. A mix of uses is envisaged with individual areas having specific themes. Around 11 main sites have been identified, comprising 60-70 hectares in total for comprehensive redevelopment, which will help to attract inward investment and create uses including residential, education, culture, leisure, retail and other business activities.

3.17 In Peterborough North Westgate and the regeneration of Queensgate will be an important first stage in delivering the city centre master plan providing quality, well designed retail, leisure and residential buildings to increase the attractiveness of the city centre as a whole. The scheme will also open the opportunity to rejuvenate Bridge Street and strengthen the historic, cultural and architectural heart of Peterborough and to enhance Cathedral Square as the City's main centrepiece. This should be considered through the review of the Peterborough Local Plan.

Policy P3/2 – Locating Uses which Attract Large Numbers of People

Proposals for leisure and sporting facilities, shopping and other uses which attract large numbers of people should be focused in existing city and town centres.

Where suitable city and town centre sites are not available, development should be located on edge-of-centre sites. Out-of-centre locations will only be considered where no suitable city, town or edge-of-centre sites are available.

Proposals should:

- be accessible by a range of transport modes, particularly public transport, walking and cycling;
- be of a scale appropriate to the size of the centre and its catchment area; and
- address an identified need in the plan area over the lifetime of the plan.

Development that is appropriate in other centres will be defined in Local Plans.

facilities. Provision for shopping and other facilities for the new town are set out in Policy P9/3. Policies P9/10 and P10/6 provide further detail on retail provision in the Cambridge Sub-Region and in Peterborough.

3.19 Good accessibility is vital to ensure that a realistic choice of public transport, walking and cycling options are available to access employment, shops, services and leisure facilities. Whilst improving accessibility through walking and cycling is vital, this should be balanced against the recognition that accessibility by the private car, particularly for those with a disability and those living in rural areas, remains a necessity.

3.20 A sequential approach to development is adopted, as set out in PPG6. This means that the preferential locations for development are city and town centre sites, followed by edge-of-centre sites, district and local centres, and finally out-of-centre sites. Development should take place in locations that are accessible or can be made accessible through improvements, by a choice of transport modes. The utilisation of previously developed land should be encouraged. Proposals for retail warehouses should be considered under the remit of policies P3/1 and P3/2.

Key Indicator H
(See Table 11.1)

Uses which attract large numbers of people

3.18 The cities and market towns in the Structure Plan area are all distinctive in their own way and the uses appropriate in each centre will vary according to the centre's size, character and catchment area. The cities of Cambridge and Peterborough should remain the focus for large scale services and facilities such as major comparison goods retailers and department stores, museums, theatres, cinemas, fitness centres, major swimming pools and sporting venues. Market towns and district centres serve a local catchment area, and should therefore continue to be the focus for everyday needs such as convenience shopping, banking, and leisure

Policy P3/3 – Local Facilities and Services in Urban Areas

Local Planning Authorities will encourage the retention of local facilities and services within urban areas and assess the need for additional provision.

Policy P3/4 – Rural Services and Facilities

Local planning authorities will support the vitality of rural communities by encouraging the retention and expansion of village shopping facilities, on a scale appropriate to their location and serving a local function, and key community services.

Local services and facilities

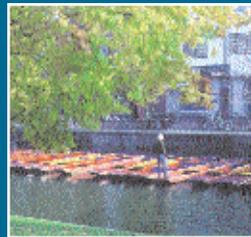
- 3.21** RPG6 states that there is a need to reinforce the vitality of local centres to avoid shops and community facilities being under-utilised. A range of facilities should be encouraged in local centres which are appropriate to the local role and catchment of the centre. This will assist in serving day-to-day needs and reduce the need for people to travel.
- 3.22** Key local facilities encompass a wide range of services including healthcare and education provision, local shops, post offices, banks and building societies, small scale leisure facilities, provision for places of religious worship and play areas and community halls.
- 3.23** It is important that new development contains an appropriate mix of land uses and accessible facilities and services. Policies P3/1 and P6/1 contain further guidance on these issues.

Rural services and facilities

- 3.24** Development plans should seek to support the viability of rural communities by promoting the retention of village shops and services in all rural settlements. Facilities which are required to be located within larger rural settlements in order to be viable, should be given preference in Rural Centres.

- 3.25** Rural areas suffer from problems of social exclusion and poor access to services, which particularly affects the elderly and the young. Being able to reach essential community services such as healthcare provision, post offices, banks and building societies, will be particularly important for these groups of people.
- 3.26** Local Authorities should also be supportive of innovative means of maintaining rural services. An example of this could be through encouraging the rural post office network to extend the range of business activities and services it offers, including banking, Internet access, pensions, and local pharmacists.
- 3.27** Local Authorities can support the vitality of rural communities through providing advice and support for community and investment initiatives and through community transport initiatives.

- Providing for new or improved tourist attractions
 - Managing and promoting tourism
 - Protecting existing open space



Tourism, Recreation and Leisure

4

In this chapter of the plan you will find policies on:

- **the overall tourism, recreation and leisure strategy**
- **promoting informal leisure and recreation in the countryside**
- **protecting existing open space and recreational facilities**
- **developing strategies for water-based recreation.**

Introduction

- 4.1** This chapter seeks to maximise the economic potential of tourism, recreation and leisure whilst ensuring that facilities are provided where they cater for the needs of the local population and visitors, on a sustainable basis.
- 4.2** In Cambridgeshire and Peterborough the total value of tourism in 1999 was £754 million and the total number of actual tourism related jobs supported 21,530 people (East of England Tourist Board, 2000). Increases in the overall spending power in the Plan area as well as growing leisure time and mobility are likely to put increased pressure on existing and new tourism, leisure and recreational facilities. These pressures may need to be managed to ensure they do not damage the facilities people have come to enjoy.
- 4.3** Leisure and recreation cover a wide range of activities, from informal activities, such as walking and cycling, to organised sports such as football and cricket. Cultural recreational activities, such as visits to historic places, museums and galleries are also included. (Cambridgeshire County Council has adopted a Cultural Strategy jointly with the District Councils to promote these opportunities.) These activities can benefit the local economy and improve the health and well being of the population.
- 4.4** Policies relating to facilities which attract large numbers of people, such as football stadia, swimming pools, museums and galleries, can be found in Chapter 3 – City, Town and Rural Centres. Such facilities should be located in accordance with the sequential approach to development, in or on the edge of town or city centres where they can be easily accessed by public transport, cycling and walking (see policies P3/1 and P3/2).
- 4.5** The policies in this chapter should be implemented by taking into account the regional tourism strategy and local area tourism strategies produced by City and District Councils. They aim to take forward the Sustainable Development Strategy in Chapter 1 by:
- diversifying and promoting the tourism industry as an economic priority;
 - meeting the needs for sport and recreation in locations which minimise the need for travel and are not detrimental to the environment;
 - protecting existing open space and recreational facilities;
 - developing strategies for enhancing informal countryside recreation;
 - encouraging proposals for water-based recreation.

Policy P4/1 – Tourism, Recreation and Leisure Strategy

New or improved tourism, recreation and leisure development should:

- maintain or increase employment opportunities;
- meet the needs of local communities as well as visitors;
- be accessible by a choice of sustainable transport modes;
- protect or improve the local environment, landscape and residential amenity;
- strengthen and diversify the local economy, particularly in Peterborough and North Cambridgeshire.

Tourism will be actively promoted in Peterborough, the Market Towns and surrounding areas. In Cambridge the impact of tourism will be carefully managed.

Tourism, recreation and leisure strategy

- 4.6** This policy creates a positive framework for plans and proposals relating to tourism, recreation and leisure. At the same time it identifies criteria so that provision will be targeted to sustainable locations, to meet local needs and to support economic objectives. Proposals will be subject to assessments of environmental capacity and measures needed to manage the impact of increased tourist numbers. More detailed policies may be included in Local Plans.
- 4.7** Cambridge, with the University and its colleges, is a major generator of tourist and leisure activity and the local economy benefits considerably from the jobs and income it creates. However, the concentration of

tourism on a relatively small part of the City causes congestion and problems for the people that live and work in Cambridge. If not carefully managed, tourism may also detract from the environment that tourists are coming to enjoy. The aim is to achieve tourism that is sustainable and accessible to as many people as possible. Cambridge City Council should assess proposals for tourism against a locally agreed strategy of positive management and selective development, working in partnership with local communities, businesses and government agencies.

- 4.8** Tourism in Peterborough, the market towns and North Cambridgeshire has not, in the past, contributed so significantly to the economy as in Cambridge and its immediate surrounding area. Particular emphasis should therefore be given to the promotion of tourism to the north and east of the Plan area and in the nine market towns, many of which have riverside attractions and historical associations. Peterborough City Council should explore the opportunities for developing quality tourism projects and key cultural facilities within the City.

Policy P4/2 – Informal Recreation in the Countryside

Local Plans and major new developments adjoining the countryside will include proposals for informal leisure and recreation, including country parks and routes for walkers, cyclists and horse riders.

Such proposals should be accessible to the main centres of population and reached by a choice of means of transport. Provision will form part of a network of safe routes in the countryside and will be suitable for use by people with disabilities.

Informal recreation in the countryside

- 4.9** Informal recreation provides enjoyment and exercise for many people, which contributes towards the health and well being of the population. The countryside provides an important resource for people to undertake informal leisure pursuits such as walking, cycling and horse riding. Opportunities for increasing recreation and access will be concentrated on urban fringes and in conjunction with the new settlement. Policy P4/2 should be read in conjunction with Policy P7/3 'Countryside Enhancement Areas' which encourages quiet forms of recreation in particular areas.
- 4.10** There may be roads that would be suitable for designation as 'Quiet Lanes' under the Transport Act 2000. These are country lanes where walkers, cyclists and horse-riders are given priority and traffic speeds are reduced. Other quiet recreational activities that can be encouraged include angling, sailing, and nature watching (see also Policy P7/3).

- 4.11** Country parks provide opportunities for a range of informal recreational pursuits and for nature conservation. This is important for Cambridgeshire and Peterborough which otherwise has limited open countryside areas for informal recreational use.
- 4.12** Walking and cycling are the two most popular participant sports in the country. The flat landscape of Cambridgeshire and Peterborough is well suited to cycling which offers a sustainable way of enjoying the countryside with significant health benefits. The County Council will produce Rights of Way Improvement Plans to steer the recording, protection, management and improvement of the Rights of Way network.
- 4.13** Projects such as the Peterborough 'Millennium Green Wheel' cycle network have been successful in providing recreational routes convenient for residents of Peterborough and the surrounding villages. The Fens Cycle Tourism project links 'the Green Wheel' to Fenland towns and forms part of a national Sustrans route. Similar projects should be encouraged, to further expand the network of safe rural/urban cycle routes for recreational purposes. Additionally, proposals related to long distance footpaths, the National Cycle Network and the National Bridle Route Network will be encouraged.

Policy P4/3 – Protection of Open Space and Recreation Facilities

Existing open spaces and outdoor recreation facilities should not be developed for another use if they are required to meet local needs, unless alternative equally satisfactory provision can be made elsewhere in the local area.

Key Indicator N
(See Table 11.1)

4.14 Policy P4/2 aims to promote safe access for all to recreation and leisure in the countryside to as wide a sector of the population as possible. Policy P8/9 'Provision of Public Rights of Way' in Chapter 8 is also relevant in this context.

Protection of open space and recreation facilities

4.15 Open spaces, such as commons, public parks, pocket parks and playing fields have a vital role in meeting the leisure needs of the population by providing recreational areas near to their homes. Such facilities provide general health benefits for those that use them and also contribute to the environmental quality of the area. Therefore they should normally be protected.

4.16 There will be cases when it may be beneficial to move such facilities in order to achieve better access and amenity. A local assessment of need to be undertaken by the Local Planning Authorities should be used to inform decisions and demonstrate whether substitution or replacement would provide a qualitative gain for the community. Local Plans should set out the requirements for areas for informal recreation and leisure taking account of local need.

Policy P4/4 – Water-Based Recreation

The use of waterways and other water bodies for appropriate recreation, tourism and economic development will be supported in Peterborough and Cambridgeshire.

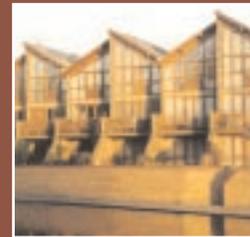
A strategy to develop the recreational and tourism potential of the Nene Valley will be drawn up in conjunction with adjoining Local Planning Authorities and other bodies.

Elsewhere, Local Planning Authorities will produce appropriate strategies for the enhancement of the recreation and the tourism potential of the River Cam, River Great Ouse, Middle Level System and other water bodies where there is sufficient environmental capacity.

Water-based recreation

- 4.17** The waterways and water bodies of Cambridgeshire and Peterborough are an important resource for recreation and tourism as well as providing areas for wildlife and nature conservation. Local Planning Authorities should encourage proposals for using waterways for tourism and leisure uses, including the use of river systems to provide a sustainable mode of transport. In doing so they should take into account any environmental impacts from, for example, pollution, congestion and noise, which could have an adverse effect on nature conservation and quieter forms of recreation.
- 4.18** The Environment Agency is producing Waterway Plans for all navigations for which it has responsibility. Within the Structure Plan area they provide a framework for development of navigation and water-related recreation for the River Great Ouse and the River Nene. The plans cover a range of issues, including improvement of facilities, access both to and adjacent to the waterway, enhancement of biodiversity value and improved navigation infrastructure. The Middle Level, which is not under the control of the Environment Agency, forms an important link between the Nene and the Ouse where additional recreational use could be promoted subject to there being no adverse impact on drainage functions.
- 4.19** The proposed link between Milton Keynes and Bedford will provide a much improved route between the waterways of the Midlands and those in the East of England, opening up the potential for increased recreational use of the waterways of Cambridgeshire. This likely increased usage and the economic benefits it will bring should be taken into consideration in planning increased provision of waterside facilities such as marinas and temporary moorings and associated facilities.
- 4.20** The capacity of waterways is an important factor in considering whether development proposals should proceed. Circumstances and usage will change over time. The local authorities will need to take account of existing and forecast usage in drawing up and assessing proposals. There may also be opportunities to advance proposals which can relieve points of congestion by working with other bodies, such as the Environment Agency and the Middle Level Commissioners.

- Meeting local housing needs
 - Distribution of housing
 - Homes in rural areas



Where we live

5

In this chapter of the plan you will find policies on:

- **the distribution of housing**
- **the re-use of previously developed land and buildings**
- **housing densities**
- **meeting locally identified housing needs**
- **homes in rural areas.**

Introduction

5.1 Cambridgeshire and Peterborough has experienced, and will continue to experience rapid housing growth in comparison to many other parts of the country.

5.2 The housing requirements of Cambridgeshire and Peterborough are addressed in RPG6. This identifies a need for 4,000 dwellings per annum to be constructed, amounting to 80,000 dwellings between 1996 and 2016. Taking account of houses built between 1996 and 1999, this leaves a requirement for 70,200 additional dwellings.

5.3 The overall requirement figure can be further updated by taking into account dwelling completions since 1999, land with planning permission, land already allocated in existing local plans and an estimate of 'windfall' sites. Taking these factors into consideration leaves an approximate 'new land' requirement of 21,200 dwellings for the Plan area at mid 2001. However, the final 'new land' figure will be determined in each District through the Local Plan/Local Development Framework process, after a reassessment of allocations as set out in Structure Plan Policy P1/4.

5.4 The policies in this chapter take forward the Sustainable Development Strategy in Chapter 1 by:

- specifying the overall distribution of housing provision;
- setting targets for locating new dwellings on previously developed land;
- setting density targets for new developments;
- meeting local needs and diversity in the provision of housing;
- providing small-scale housing in rural areas.

Policy P5/1 – Housing Distribution

Provision will be made in Cambridgeshire and Peterborough for 70,200 additional homes between 1999-2016 to be distributed as follows:

Area	Total
Cambridge city	12,500
East Cambridgeshire	7,300
Fenland	8,100
Huntingdonshire	9,500
South Cambridgeshire	20,000
Peterborough	12,800
Cambridgeshire and Peterborough Total	70,200

Supplementary Planning Guidance will set out the phasing of development during the Plan period and allow for development needs continuing beyond 2016. Policies in Local Plans will set out the more detailed phasing of housing provision.

Housing distribution

- 5.5 A particular issue of strategic concern for the Structure Plan is the need to address the housing-employment imbalance which is causing problems of long distance commuting, particularly in the Cambridge Sub-Region. RPG6 requires a higher rate of building in the Cambridge Sub-Region and a reduced rate of building in Peterborough and North Cambridgeshire. This is addressed in the provision and distribution of housing.
- 5.6 Both national and regional guidance strongly promote concentrating major housing development in sustainable locations and therefore most will be located within or adjoining the main urban areas to make the most efficient use of resources, infrastructure and facilities.
- 5.7 Strategic advice on allocating land for housing and housing design is found in Policies P1/1 and P1/3 respectively. Policy P1/4 provides the mechanisms for the Plan, Monitor and Manage process which will be critical to ensuring the delivery of the targets set in Policy P5/2.

Key Indicator G1
(See Table 11.1)

Policy P5/2 – Re-using Previously Developed Land & Buildings

Between 1999 and 2016, at least 50% of new dwellings will either be located on previously developed land or will utilise existing buildings. Provision within each Local Planning Authority area will seek to achieve or surpass the following targets:

Cambridge City	65%
East Cambridgeshire	30%
Fenland	35%
Huntingdonshire	43%
South Cambridgeshire	37%
Peterborough	80%

If monitoring shows that the targets are not being met, Local Planning Authorities should take appropriate action to encourage the bringing forward of previously developed land.

Key Indicator D
(See Table 11.1)

Re-using previously developed land and buildings

- 5.8** PPG3 has introduced a sequential approach to the identification of housing land, with a much greater emphasis on re-using previously developed sites in urban locations and increasing the efficiency in the use of land. Annex C to PPG3 'Housing' defines previously developed land.
- 5.9** In recent years about 39% of new homes have been built on previously developed sites in the Structure Plan area. Regional Planning Guidance sets a target for the East Anglia region of at least 50% of additional

dwellings to be developed on previously used land or by conversion of existing buildings. This appears to be an appropriate, although challenging target, for Cambridgeshire and Peterborough. It is recognised that delivery of the build rate in the Cambridge Sub-Region may lead to the targets in Policy P5/2 being achieved later rather than earlier in the Plan period.

- 5.10** The target figure set for each city or district area has been estimated, in part from the status of existing allocations and, in part from estimated capability to make future allocations on previously developed land. This capability will need to be reviewed in light of urban capacity studies and also in the light of progress toward achievement of the targets during the Plan period.
- 5.11** The assessment may result in the exclusion of some allocated sites that fail to meet sustainability criteria. However, there are likely to be compensating gains arising from revised density assumptions and a greater contribution from other housing sources, such as conversions and changes of use.

Policy P5/3 – Density

The average density of new housing development will need to be increased across the Structure Plan area in order to maximise efficiency in the use of sites. In setting density standards appropriate to their area Local Planning Authorities should take into account the following guidelines:

Densities of at least 40 dwellings per hectare should be sought in locations close to a good range of existing or potential services and facilities and where there is, or there is the potential for, good public transport accessibility.

In appropriate locations in or close to the centres of cities and Market Towns and in planned new communities, and in locations with access to high quality public transport services, significantly higher densities should be sought.

Densities of less than 30 dwellings per hectare will not be acceptable.

Local Planning Authorities should seek to maximise the use of land by applying the highest density possible which is compatible with maintaining local character.

Key Indicator P
(See Table 11.1)

Density

5.12 The housing density targets are aimed at achieving more efficient use of land without detriment to urban or rural character, loss of essential greenspace or landscaping. It is intended that overall density levels will be significantly higher than the average of 25-30 dwellings per hectare that have been the case in the past. Densities referred to in the Plan are net, as defined in PPG3, Annex C.

5.13 In all areas close to a good range of facilities and services and with good public transport, densities of 40 dwellings per hectare and above should be achievable without loss of public open space, by innovative design, (see Policy P1/3) and by reducing parking provision. In some locations, particularly urban centres and close to public transport nodes, considerably higher densities will be appropriate. Opportunities for car-free housing development will be considered in such circumstances.

5.14 However, in many parts of the Structure Plan area, people are dependent on cars, and parking spaces to accommodate them will be essential. The adoption of improved layout and design standards by the Local Planning Authorities and their implementation through negotiated planning gain agreements with developers will help to promote concentrated, sustainable development. Policy P8/5 provides more detail on parking standards for new developments.

5.15 The preparation of Supplementary Planning Guidance, compiled either jointly or by individual city or district councils, is encouraged to promote both higher density solutions and better design.

5.18 Housing development may be expected to make a contribution to affordable housing provision. Local Plans should include overall targets and individual targets for affordable provision to be negotiated on a site by site basis, in accordance with PPG3 and Circular 6/98 'Planning and Affordable Housing'. The targets set will vary according to the local level of need.

5.19 Affordable housing is taken to include housing for rent, discounted low cost market housing and shared equity housing. Housing provided for sale or for rent below the prevailing market level may be achieved by a contribution from the developer, landowner or other body. It will normally be subject to arrangements that will ensure its availability in perpetuity. Local Planning Authorities will assess the types of housing needed within their areas, which may include housing for people with special needs such as the elderly or handicapped.

5.20 A large proportion of newly formed households, forecast over the plan period, will comprise one and two persons. Therefore, Local Planning Authorities will make every effort to provide for a higher proportion of one and two bedroom dwellings in affordable and open market categories. This will contribute to securing a better mix and choice of housing types and more varied urban forms, at higher densities.

Policy P5/4 – Meeting Locally Identified Housing Needs

Local Plans should make provision to meet the locally assessed need for:-

- affordable housing, including key worker housing;
- one and two bedroom homes;
- housing suitable for the elderly and those with mobility problems;
- other specific groups, including students, the homeless, travellers and gypsies.

Key Indicators L & Q
(See Table 11.1)

Meeting locally identified housing needs

5.16 The need for a greater provision of affordable housing in the Cambridgeshire and Peterborough area is widely recognised. In the Cambridge Sub-Region, house prices have been rising faster than incomes, making it impossible for some to compete on the open market for housing, and creating serious recruitment problems for business.

5.17 House prices have escalated to the point that in some parts of Cambridgeshire, key workers, such as teachers, nurses and those in the emergency services have been priced out of the housing market. This is having an impact on local service provision.

5.21 It is particularly important that housing for the elderly and those with limited mobility is located within easy reach of essential services and facilities, and is designed with the particular need of the occupants in mind.

Policy P5/5 – Homes in Rural Areas

Small-scale housing developments will be permitted in villages only where appropriate, taking into account:

- the need for affordable rural housing;
- the character of the village and its setting; and
- the level of jobs, services, infrastructure and passenger transport provision in the immediate area.

Homes in rural areas

5.22 Large-scale residential development in rural areas is not appropriate because most jobs and services are concentrated in the cities and Market Towns, and this would tend to encourage more travelling. However, Policy P1/1 allows Local Plans to identify Rural Centres where some development may be appropriate to make a contribution to specified social and economic needs.

5.23 Policy P5/5 allows exceptionally for some additional rural provision on a very small scale where local considerations for individual

villages justify small-scale housing development, thus supplementing Policy P1/1. Cumulative developments should be resisted.

5.24 Small-scale housing developments can contribute to the social and economic vitality of rural communities. This will be most effective where there is an existing core of local jobs, services and transport services, which are needed to serve new residents.

5.25 The release of small sites which would otherwise not be considered for development may be necessary to meet locally identified housing need. This should be supported by a housing needs assessment and a policy clearly defining 'local need' and requiring their retention for those on low to moderate incomes in perpetuity.

5.26 In all other circumstances, housing in the countryside beyond the built up areas defined in Local Plans is not considered appropriate.

- Local and strategic partnerships
- Flood defences
- telecommunications



Supporting development

6

In this chapter of the plan you will find policies on:

- **the provision of development-related infrastructure**
- **local and strategic partnerships**
- **flood defences**
- **drainage systems**
- **telecommunications.**

Introduction

- 6.1** The provision of physical and social infrastructure plays an important role in supporting development. New development will be expected to contribute to the infrastructure needs of the Structure Plan area. Infrastructure includes a wide range of community facilities, utilities and transport infrastructure, for example: schools, libraries, community and health facilities, police, fire stations, communications, sports and leisure facilities, environmental improvements and open space, affordable homes, public transport service improvements, highway access, cycleways and footways, water supply, surface water drainage, flood protection, sewage treatment and recycling facilities.
- 6.2** RPG6 sets a very challenging development target for parts of the Structure Plan area. There is to be a significant increase in houses and jobs. Infrastructure facilities are required commensurate with this scale of development. In addition to this, there should be a recognition that there is an infrastructure deficit to be made up, arising from inadequate investment in relation to past rates of growth.

- 6.3** The policies take forward the Sustainable Development Strategy in Chapter 1 by:

- encouraging and enabling the provision of community facilities and infrastructure, the need for which has been generated by new development;
- co-ordinating the provision of appropriate infrastructure at both strategic and local levels;
- ensuring adequate flood defence and encouraging sustainable drainage;
- providing for telecommunications development.

Policy P6/1 – Development-related Provision

Development will only be permitted where the additional infrastructure and community requirements generated by the proposals can be secured, which may be by condition or legal agreement or undertaking.

Local Plans should include appropriate policies and identify the key infrastructure requirements in their site-specific policies.

*Key Indicator M
(See Table 11.1)*

Development-related provision

- 6.4** The provision of infrastructure and community facilities is important in all new developments. This contributes to sustainable development by ensuring the availability of services to those who need them and by reducing the need to travel and minimising associated traffic and pollution. Local Planning Authorities should include policies in Local Plans and identify key site-specific infrastructure requirements. Infrastructure in this context means both capital projects and/or service improvements.
- 6.5** To ensure that the necessary provision is made in new development, requirements will be attached as conditions to planning permissions and/or legal agreements, particularly under Section 106 of the Town and Country Planning Act 1990. Guidance on the scope of planning obligations is given in the Department of Environment Circular 1/97 'Planning Obligations'.
- 6.6** To support the overall development strategy for the Cambridge Sub-Region, a specially commissioned Implementation Study has concluded that a much more co-ordinated approach to infrastructure provision and developer funding will be needed. Further details of the approach in the Cambridge Sub-Region are specified in Policy P9/8.
- 6.7** Achieving the rate of high quality development and transport infrastructure required by 2016 will require a tightly managed programme of implementation – carefully phased over the Plan period. There will be a close interdependency between major infrastructure projects and housing development. As circumstances change the programme will need to be adapted and kept up to date. For this reason a detailed programme cannot usefully be included in the Structure Plan at this stage. However, a broad indication of phasing in relation to delivery of infrastructure is given in the relevant sub-regional chapters.

Policy P6/2 – Local and Strategic Partnerships

Local Planning Authorities and developers will liaise with regional and Local Strategic Partnerships to ensure that developments with significant infrastructure implications can be integrated within joint strategies and programmes for infrastructure investment, service provision, environmental improvements and community support.

Policy P6/3 – Flood Defence

If development is permitted in areas where flood protection is required, flood defence measures and design features must give sufficient protection to ensure that an unacceptable risk is not incurred, both locally and elsewhere.

*Key Indicator E
(See Table 11.1)*

Local and strategic partnerships

- 6.8** Partnerships formed at a regional and local level can help to support and implement the development strategy. Local Strategic Partnerships (LSPs) will play a key role in the new community planning agenda by preparing the community strategy, which should work with Local Plans towards common objectives. LSPs will involve local authorities, and representatives of other public, private, voluntary and community sectors.
- 6.9** Regional partnerships will involve bodies, such as East of England Development Agency (EEDA), East of England Regional Assembly (EERA), East of England Sustainable Development Round Table and any Stakeholder Partnership which arises as a result of the Cambridge Sub-Region Implementation Study. Other partnerships such as the Greater Peterborough Partnership and the Greater Cambridge Partnership also need to be involved in the process.

Flood defence

- 6.10** Avoiding the risk of flooding is one of the guiding considerations in development location as stated in Policy P1/2. No new development will be permitted within functional flood plains. However, the required scale of development and the low-lying nature of much of the Structure Plan area may, in some circumstances, result in new development being permitted in areas with a more limited risk of flooding. When searching for development locations, Local Planning Authorities will follow the risk-based sequential approach in accordance with the precautionary principle, as required in PPG25 'Development and Flood Risk' (2001). Account must be taken of the likely increase in flood risk over time as a result of the uncertain effects of climate change.
- 6.11** In assessing proposals for new development consideration must be given to the floodplain capacity and potential impediments to the flow of flood water, in order to reduce the risk of flooding elsewhere.

Policy P6/4 – Drainage

All new development will be expected to avoid exacerbating flood risk locally and elsewhere by utilising water retention areas and other appropriate forms of Sustainable Drainage Systems (SuDS) for the disposal of surface water run-off.

6.12 Local Planning Authorities must ensure that those proposing new development have assessed flood risk and measures to deal with it. The required flood defence measures and design details will be agreed by the Local Planning Authority and the Environment Agency. The provision and maintenance of flood defences that are required because of the development will be funded by the developer. It is vital that appropriate arrangements are made for the adoption and long-term management of such defences.

6.14 In designing SuDS, agreement must be reached between the Environment Agency, Local Planning Authorities, Anglian Water, relevant Internal Drainage Board and the developer regarding the adoption and maintenance of such systems. Where appropriate, developers will be expected to make financial provision towards the long term maintenance of the system through a Section 106 agreement.

Drainage

6.13 Surface water run-off from new developments can seriously affect the flow regime and quality of the receiving watercourse. This can contribute to localised and more widespread flooding. SuDS will reduce the quantity of surface run-off through infiltration or retention systems, as well as providing an opportunity for removing pollutants prior to entering the watercourse. SuDS may include such methods as swales, soakage lagoons, reed beds, retention ponds, filter strips, infiltration and permeable paving.

Policy 6/5 –
Telecommunications

Growth of new and existing telecommunications systems will be encouraged to ensure people have equitable access to a wide range of services and the latest technologies as they become available, and to reduce the need to travel.

Telecommunications

- 6.15** Modern telecommunications contribute to quality of life in two ways. Firstly, access to fast, reliable and cost-effective communications counteracts the effects of geographic remoteness and can increase social inclusion, economic competitiveness and employment opportunities. This is particularly significant in the rural area of North Cambridgeshire. Secondly, modern telecommunications can benefit the environment through reducing the need to travel, for example by home-working, tele-conferencing, distance learning and e-commerce.
- 6.16** Coverage and capacity of broadband services, cable and mobile phone network infrastructure will be encouraged. Advantage will be taken of high-tech innovations in the Cambridge Sub-Region. Wider access to the information and communication technology (ICT) hardware linked to the Internet will also be encouraged. The Cambridgeshire Community Network and the Greater Peterborough Partnership are initiatives to invest in broadband technology to provide fast Internet service.
- 6.17** The Local Planning Authorities will need to take into account environmental and health impacts of telecommunications development when drawing up Local Plans or considering planning applications.

- Conserving and enhancing biodiversity
 - Sustainable waste management
 - Countryside Enhancement Areas



Resources, Environment and Heritage

7

In this chapter of the plan you will find policies on:

- **sites of natural and heritage interest**
- **conserving and enhancing biodiversity**
- **Countryside Enhancement Areas**
- **Landscape Character Areas**
- **strategies for the urban fringe**
- **historic built environment**
- **renewable energy generation**
- **safe and healthy air, land and water**
- **minerals supply**
- **location of new sand and gravel workings**
- **sustainable waste management**
- **location of waste management facilities.**

Introduction

7.1 This chapter sets out the policies for protecting, enhancing and managing the area's environmental assets and resources.

7.2 The Structure Plan area contains a wide diversity of landscapes and habitats, including some of national and international importance, for example, the Ouse and Nene Washes. The flat fens in the north and east rise to the limestone areas in the north-west, gently undulating claylands in the west and chalk hills to the south. Man-made waterways and meandering rivers flow across a largely open agricultural landscape.

7.3 The pressures of prosperity and growth are creating major challenges for resource management, the environment and the heritage of the Plan area. The policies in this chapter take forward the Sustainable Development Strategy in Chapter 1 by:

- protecting and enhancing sites with special environmental value;

- ensuring new developments are integrated into the landscape as well as man made surroundings;
- improving the quality and distinctiveness of the historic cities, towns and villages;
- reducing pollution arising from new activities and developments;
- encouraging the sustainable use of resources.

Sites of natural and heritage interest

7.4 In addition to the protection afforded to internationally and nationally important nature conservation sites under Policy P1/2, this policy gives protection and seeks enhancement for a wider range of sites. Many of these are locally valued because they contribute to the landscape, historical, geological and/or ecological importance of the area, yet they receive little or no statutory protection.

Policy P7/1 – Sites of Natural and Heritage Interest

The following sites will be protected from the adverse effects of development:

- habitats where a statutorily protected species is known to exist or has previously been recorded and has the potential to re-colonise;
- nationally registered historic parks and gardens;
- Regionally Important Geological Sites;
- Local Nature Reserves;
- County and City Wildlife Sites;
- Protected Roadside Verges.

In circumstances where development is necessary, disturbance should be minimised, and mitigating and compensatory measures, including replacement habitat creation and enhancement of existing features, will be required.

Key indicator R
(See Table 11.1)

7.5 Local Plans should consider more detailed policies to protect and enhance such sites including:

- all sites and habitats containing rare or threatened species identified for protection under the Wildlife and Countryside Act, 1981. Within the Plan area these may include Fen Ragwort, Cambridge Milk Parsley, Fen Raft Spider, Reed Leopard Moth, Great Crested Newt, Stone Curlew, Dormouse and Otter.
- 11 Local Nature Reserves;
- 6 Regionally Important Geological Sites; and
- around 400 County and City Wildlife Sites and 100 Protected Roadside Verges.

Biodiversity

7.6 The biodiversity value of the Structure Plan area has been reduced in recent decades, as many species of plant and animal have been lost as a result of development pressures, and agricultural methods and practices. Existing wildlife habitats are therefore a valuable resource which this policy seeks to conserve and enhance. This policy seeks to ensure protection and enhancement of the wider countryside and not to limit protection to designated sites.

7.7 Priority is given to conserving habitats and species which have been identified in National or Local Biodiversity Action Plans. The policy lists the key themes relevant for this area which cover twenty-seven habitat and twenty species Action Plans. The themes are expanded upon below:

- Rivers and wetlands contain some of the most highly valued habitats in the Plan area;
- Trees and woodlands are comparatively sparse but are vital for habitat diversity. They also have economic value and, in many cases, historic interest;
- Dry grasslands are now very rare in this area although there is scope for the creation of more of this type of habitat on the limestone and former quarry sites;
- Arable farmland is the dominant land use where intensive farming practices have decimated natural habitats and seen the decline of formerly widespread species such as the skylark and brown hare;
- In existing and planned urban areas there is a need to enhance the wildlife value of the built environment for the benefit of local communities.

Policy P7/2 – Biodiversity

All development will seek to conserve and enhance the biodiversity value of the areas which they affect. Landscape features of major importance to wild fauna and flora will be retained, managed and enhanced. Where damage is unavoidable agreements will be sought to re-create features on or off-site.

Local Plans will identify the key characteristic, rare and vulnerable habitats in their area and include policies to protect and enhance these in accordance with the actions and targets set out in the National or Local Biodiversity Action Plans for:

- rivers and wetlands;
- trees and woodlands;
- dry grasslands;
- farmland;
- cities, towns and villages.

- 7.8** Where impact on habitats cannot be avoided, mitigation through the provision of replacement habitat will be necessary and opportunities to improve the environment will be sought. Features of particular value are those which can act as 'stepping stones' and provide a continuum of planting, for example hedgerows, copses along river corridors and around ponds. Further guidance on mitigating and compensatory measures is given in the 'Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough', which has been developed by the Biodiversity Partnership for Cambridgeshire and Peterborough in conjunction with the Local Planning Authorities.

Countryside Enhancement Areas

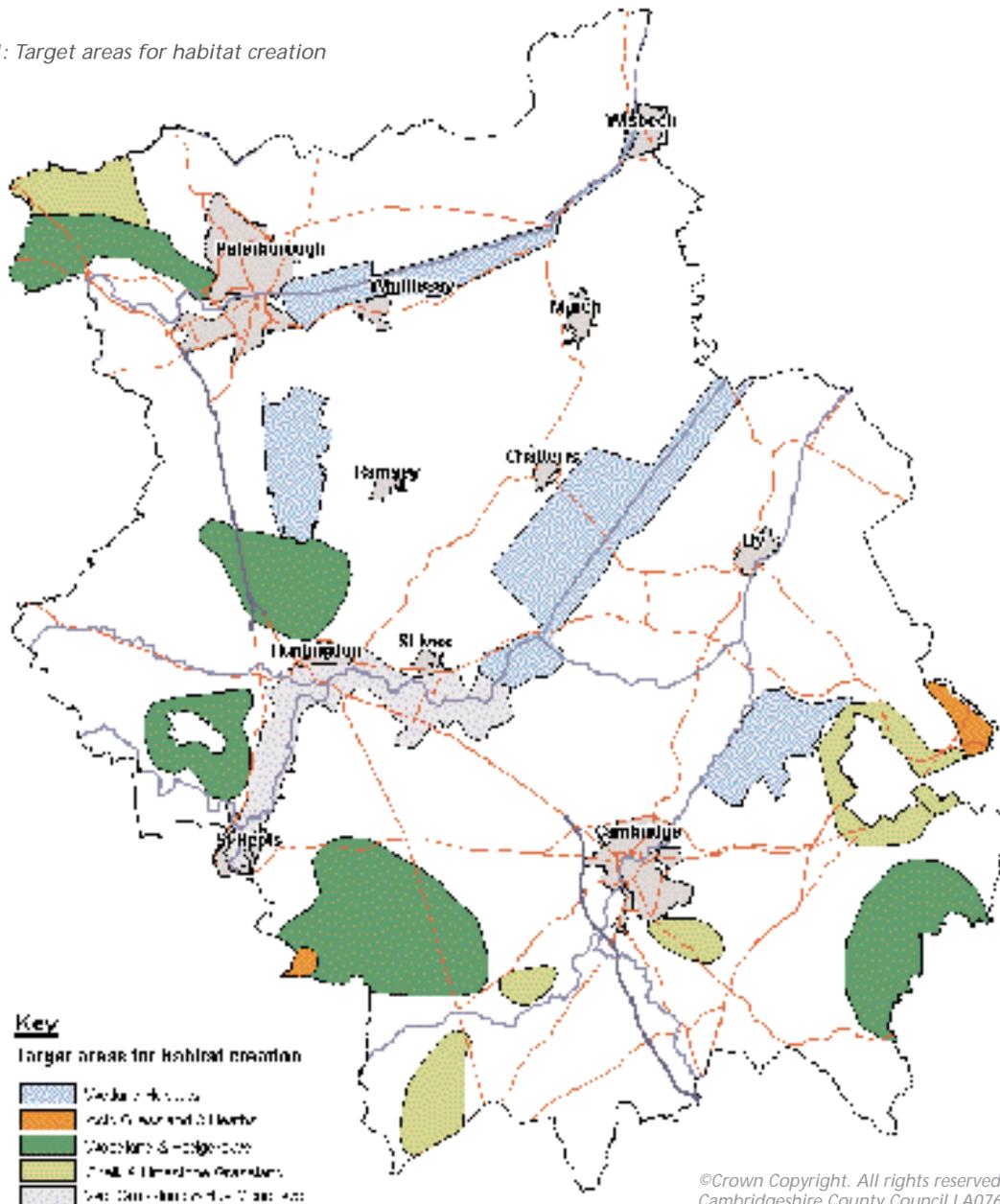
- 7.9** Countryside Enhancement Areas have the potential for undisturbed enjoyment of the countryside and for their landscapes and habitats to be significantly enhanced. Recognition of these provides the opportunity to prioritise suitable areas for enhancing natural habitats and increasing public enjoyment. Where there is potential for conflict between the biodiversity and access objectives of Policy P7/3 site management measures should be put in place. Major improvements to biodiversity and countryside access can be concentrated in these areas with the greatest chance of multiple benefits. The areas could include existing areas open for public access and which are already recognised for their nature conservation value. They provide opportunities for the whole population, which can include meeting the needs of those with disabilities, leading to benefits for health. These areas may include some significant development operations, for example sand and gravel extraction at Needingworth Wet Fen, but the long-term aim will be to improve access, biodiversity and landscapes.

Policy P7/3 – Countryside Enhancement Areas

Any Countryside Enhancement Areas will be identified in Local Plans. Within these areas particular emphasis will be given to the promotion of schemes for quiet recreation and biodiversity and landscape enhancement. Access to them by foot or cycle will be preferred and localities may be

identified where non-essential motor traffic and noisy recreational activity should be discouraged or appropriately managed. The County Council and Peterborough City Council will work with relevant organisations to identify appropriate schemes and other measures required to implement this policy.

Figure 7.1: Target areas for habitat creation

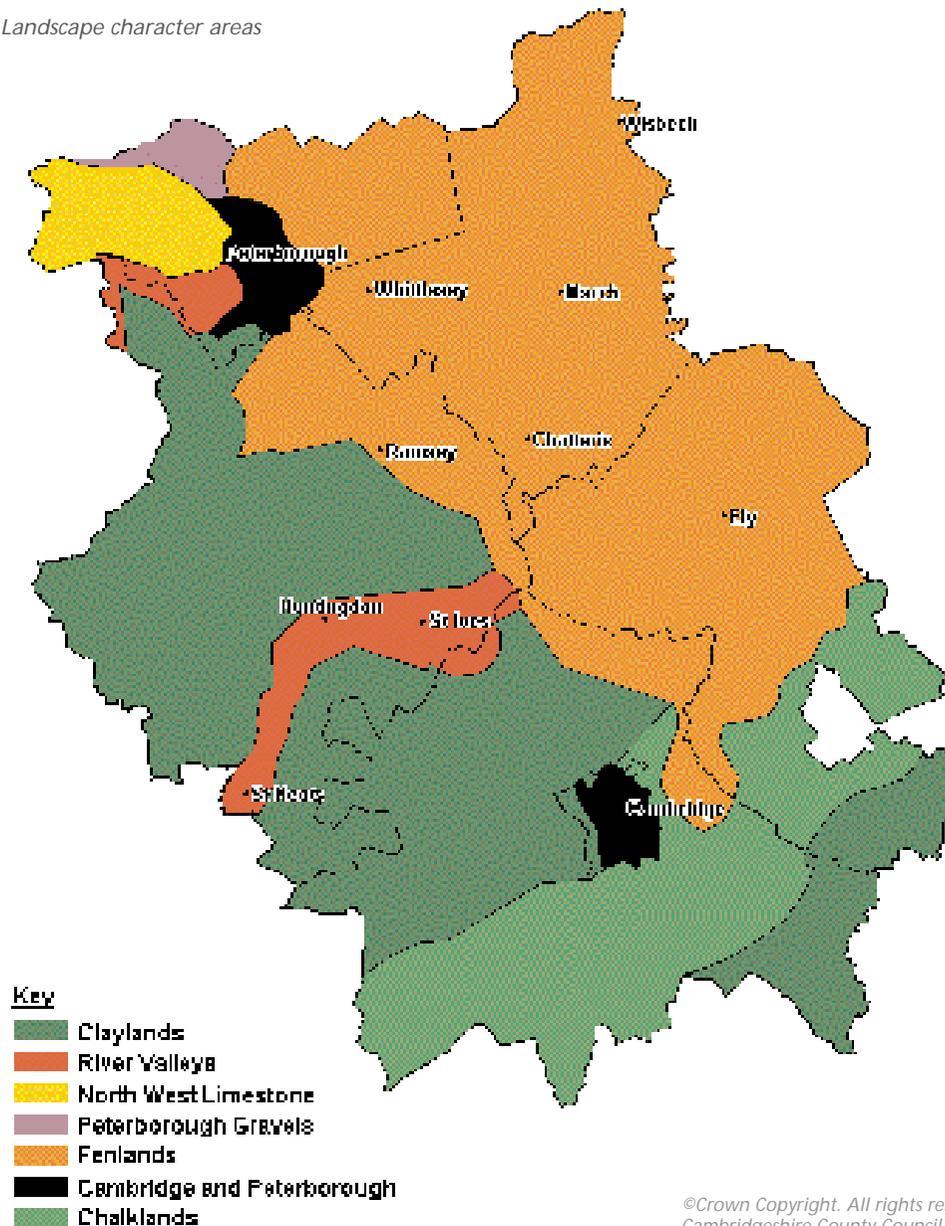


7.10 The National Trust also has aspirations to establish conservation and recreational opportunities over farmland areas, as an extension to Wicken Fen. In addition, the Great Fen Project will conserve important habitats found at Woodwalton Fen and Holme Fen National Nature Reserves, which will help create tourism and other socio-economic benefits. Inevitably, some areas are crossed by major communication routes and the intention here will be to provide safe access to the Countryside Enhancement Areas.

7.11 Policy 42 of RPG6 encourages the creation of Biodiversity Action Plan habitats, especially where the Plan area holds a significant proportion of the UK total. The biodiversity enhancement areas indicated on Figure 7.1 provide details regarding the type of habitat suitable in certain areas and these are where efforts to create large-scale habitats will be concentrated initially. These include the creation of:

- Wetlands around Wicken Fen, Woodwalton Fen, Holme Fen and The Washes;
- Wet grassland and hay meadows in the river valleys;
- Woodland and hedgerow areas within Peterborough, Huntingdonshire and South Cambridgeshire;

Figure 7.2: Landscape character areas



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- Chalk and Limestone Grassland areas within South Cambridgeshire and Peterborough;
- Acid Grassland and heath around Gamlingay and Kennett.

There is potential to improve and increase walking and cycling access in all of the above areas.

7.12 Countryside Enhancement Areas do not preclude other activities appropriate in the countryside nor should they adversely affect the economy of rural areas and adjoining settlements. They should provide additional opportunities for farm diversification and for increased prosperity by attracting more visitors to the countryside. The recognition of Countryside Enhancement Areas should not detract from opportunities to maintain and enhance recreation or habitat diversity in the wider countryside across the Structure Plan area.

Policy P7/4 – Landscape

Development must relate sensitively to the local environment and contribute to the sense of place, identity and diversity of the distinct landscape character areas. Local Authorities should carry out Landscape Character Assessments in support of Local Plans.

Policy P7/5 – Urban Fringe

Local Planning Authorities will draw up strategies for urban fringe areas where this will assist in maintaining and enhancing their character and conservation value, and in improving public access to the countryside. The strategies will inform Local Plan policies and development briefs.

Landscape

7.13 Landscape character areas are shown in Figure 7.2. These areas were identified in the 'Cambridgeshire Landscape Guidelines' and have been adopted by the County Council as supplementary planning guidance. These Guidelines, which offer advice and guidance to all organisations and individuals that influence Cambridgeshire's landscape, are currently under review. Local Planning Authorities will be expected to undertake Landscape Character Assessments of their localities and include appropriate landscape policies. Consideration may be given to the identification of areas which require additional protection from impacts of development because of their special landscape character.

7.14 Where development is intrinsically unsuited to the character of a particular area it should be resisted. Proposals for prominent structures will only be permitted if they are essential in the countryside and if the location, siting and design minimise adverse impact on the environment. Special attention needs to be paid to:

- the need to integrate proposals with existing landscape features to conserve and enhance local character;

- the scale of the development, its siting, design and the materials and colours used, which must be in sympathy with the surroundings.

Urban fringe

7.15 Development on the urban fringe and adjoining the countryside requires special consideration because these areas are under greatest pressure to absorb growth and are also most vulnerable to a range of adverse environmental pressures. However, the urban fringe is also a resource. It is important to:

- maintain a clear transition between settlements and the countryside;
- maintain the character of transitional areas, avoiding obtrusive urban edge features or skylines which are a proliferation of masts, towers and similar forms of development – whilst recognising that inter-visibility between town and country is often appropriate;
- enhance the appearance of transitional areas with landscape treatment and habitat creation;
- provide for sustainable access through the creation and maintenance of green networks linking urban areas with the countryside.

Policy P7/6 – Historic Built Environment

Local Planning Authorities will protect and enhance the quality and distinctiveness of the historic built environment (see also P1/2).

Historic built and archaeological heritage

7.16 The Structure Plan area has a rich heritage with cities, towns, villages and buildings of architectural interest or historic character. Many settlements include designated Conservation Areas and numerous Listed Buildings. This historic heritage is vulnerable to damage and destruction, and over recent years as pressure for development and redevelopment has increased, there has often been a conflict with conservation objectives and providing for the needs of a growing population. However, conservation of our heritage can bring economic benefits as it maintains varied and attractive places to live and work, provides historic places to visit and enjoy, and encourages investment and re-use of old buildings. These activities all help to foster a sense of community, which has indirect health benefits. Planning guidance on building and heritage conservation can be found in PPG15. More detailed policies may be given in Local Plans.

7.17 The Structure Plan area has an exceptionally rich archaeological heritage arising from activity from the earliest human occupation to the present day. This heritage includes a range of Scheduled Ancient Monuments, some of which are significant features in the landscape. However, a high proportion of our archaeological sites survive below the

ground and are liable to damage from agricultural processes, mineral excavation, new road schemes, forestry and development. Lowering of the water table by drainage is also causing damage to sites, particularly in the Fens. Archaeological remains should be seen as a finite and non-renewable resource, which are important to preserve as an educational, cultural, recreational and tourism resource.

Appropriate management is also essential to ensure that they survive in good condition. Preservation in situ will depend upon a number of factors and where this is not possible alternative arrangements should be made prior to excavation. Planning guidance on Archaeology can be found in PPG16.

Policy P7/7 – Renewable Energy Generation

Proposals for generating energy from renewable energy sources such as wind, biomass and solar systems will be favourably considered.

Local Planning Authorities will consider areas of search for generating energy from wind in locations that:

- attain adequate wind speeds;
- do not cause unacceptable impact on residential amenity or to the local environment;
- can be efficiently connected to new or existing energy demands.

Energy

7.18 The growing awareness of the need to conserve fossil fuels and recognition of the impacts of climate change has highlighted the need to use energy more efficiently to help reduce greenhouse gas emissions. Policy P1/3 takes account of energy conservation not only in buildings but also through shaping efficient land-use patterns. It seeks to ensure that appropriate energy measures are incorporated into refurbishment and new building schemes and that development is designed to minimise the need to travel.

7.19 At present only 2% of the nation's energy comes from renewable sources. The national target is 10% electricity from renewable sources by 2010. A recent report to the East of England Sustainable Round Table has resulted in a proposed target of 14% of electricity

generated from all renewable sources by 2016. The report considered that the most significant potential in the Plan area was from wind and biomass sources.

7.20 Supplementary Planning Guidance may be needed to define areas most suitable for generating energy from wind, particularly the potential for development of wind farms. Account should be taken of the local ecology and sensitive landscapes or where radar coverage for aviation may be affected. Local Planning Authorities should consult the Civil Aviation Authority with regard to defining areas of search.

7.21 Generation of energy from biomass could help local economies through providing rural employment and farm diversification. Energy plants that intend to use biomass should be located close to their source to avoid traffic generation problems. Specific guidance and policies on energy from waste can be found in the Cambridgeshire and Peterborough Waste Local Plan.

7.22 Solar technology can easily be incorporated in the construction of new housing, industrial and commercial estates, hospitals and schools. Design guides and Supplementary Planning Guidance produced by local authorities should include advice and encouragement for renewable energy.

Policy P7/8 – Safe and Healthy Air, Land and Water

New development will be located and designed to minimise and where possible avoid air, land, and water pollution.

Individual and cumulative impacts of development will be taken into account in the consideration of proposals and

developers will be expected to take appropriate avoidance and mitigation measures.

Local Planning Authorities should resist proposals that will adversely affect air quality in Air Quality Management Areas.

Safe and healthy air, land and water

7.23 This policy requires a comprehensive assessment of impacts arising from development to air, land and water. It is designed to work in conjunction with Policies P1/2 and P1/3 to ensure the most appropriate location and design of new development to avoid pollution. However, the control of pollution is undertaken by a number of bodies that need to work together to guarantee a healthy environment. The Environment Agency, Local Planning Authorities and District Council Environmental Health departments all have a part to play.

7.24 Local Planning Authorities have to declare Air Quality Management Areas where national objectives are unlikely to be met by a specified due date. Where new development is likely to put air quality objectives at risk it will be expected to incorporate measures which reduce the need to travel and minimise the use of private cars.

7.25 This policy is relevant to the consideration of noisy activities and light pollution which are increasing problems. With regards to development on contaminated land, Local Planning Authorities must ensure that the land is suitable for the intended use before granting planning permission.

Water resources

7.26 Policy P1/2 safeguards the quality of water resources including aquifers which form an important part of the local water supply. This resource also needs to be managed very carefully, as the Structure Plan Area is part of the driest region in country. Problems of water supply could be further compounded by the predicted climate changes which would affect both demand for water and its availability, as well as having an impact on water-dependent habitats.

7.27 This Structure Plan is consistent with the Environment Agency's Water Resources Strategy, published in March 2001, which looks some 25 years ahead and considers the water needs of both the environment and of society through ensuring:

- (i) development is not permitted ahead of secured water supplies (see Policy P6/1);

- (ii) account is taken of the availability of existing developed water resources where there is a choice of:
- the use of innovative approaches and opportunities to build in water efficiency (see Policy P1/3);
 - incorporating water resource management measures, including sustainable urban drainage and waste water re-use (see Policy P6/4).

7.28 Within the Structure Plan area the use of on-farm winter storage facilities of water to increase water efficiency and recycling is appropriate on a small scale where it would serve the needs of an individual farm. Proposals for provision on much larger scale, such as co-operative reservoirs, will be considered sympathetically but they may conflict with mineral policies and the need to protect minerals banks.

Minerals

7.29 Current production levels for aggregates in the Structure Plan area are around 2.6 million tonnes of sand and gravel and 0.6 million tonnes of oolitic limestone per annum. Other important minerals worked include Oxford Clay, to supply the Whittlesey Brickworks,

chalk and clay for cement manufacture at Barrington, and smaller chalk and limestone deposits for agricultural and specialist industrial uses. In addition there are permitted reserves of silica sand for industrial purposes, although none are currently being worked.

7.30 Mineral extraction inevitably results in heavy commercial vehicle movements. Such movements can have a significant impact on the locality, especially where this occurs on unsuitable roads. Policy P8/11 seeks to ensure suitable access to the primary route network where significant lorry traffic is likely to arise from new and extended sites. Although there are very limited opportunities for transferring local aggregate distribution to rail or water in this area, Policy P8/11 encourages this more sustainable form of transport. However, this must not result in extended journey lengths for the material or encourage additional export of mineral from the Structure Plan area. Through the Minerals Local Plan potential rail depots and mineral wharfs will be identified and safeguarded to facilitate necessary long-haul distribution of minerals by means other than road.

7.31 National guidance already exists in some detail to guide the restoration of mineral workings requiring sites to be restored to beneficial after-uses such as forestry, agriculture, nature conservation and amenity.

Policies elsewhere in this Plan ensure restoration schemes will make a positive contribution to biodiversity (through the Biodiversity Action Plan for Mineral Workings), whilst safeguarding the long term potential of best and most versatile agricultural land and delivering benefits to the local community.

Policy P7/9 – Minerals Supply

Provision will be made throughout the Plan period to ensure that:

- a) the proportion of overall aggregate supply met from secondary and recycled aggregates is increased and an appropriate landbank of permitted aggregate reserves is maintained to meet local, regional and national needs;
- b) permitted reserves of non-aggregate minerals are maintained to meet the needs of the particular industry that utilises them.

Minerals supply

7.32 Minerals are of vital importance to the economy, and ensuring an adequate supply is therefore crucial. This will be provided through the Minerals Local Plan. However, the supply of minerals must always be balanced against the need to protect the environment, and to minimise impacts to acceptable levels. Secondary and recycled aggregates are an increasingly important element of aggregate supply and use of these will be encouraged in order to conserve primary aggregate reserves, for instance through material specifications for new development (see Policy P1/3). In

order to facilitate the steady supply of these materials, sites for their recovery and processing will be identified through the Minerals and Waste Local Plans.

- 7.33** Minerals Planning Guidance Note 6 (MPG6) ‘Guidelines for Aggregate Production in England’ currently advises mineral planning authorities that a landbank sufficient for at least 7 years’ sand and gravel extraction should be identified.
- 7.34** MPG6 advises that for crushed rock a longer landbank period may be appropriate, owing to the greater capital investment and lead times involved in bringing a quarry into production. In the case of the oolitic limestone deposits in the north west of the Structure Plan area, it is considered that the lead in time and capital investment involved in the establishment of a quarry are similar to those for a sand and gravel quarry. Consequently the same landbank period for limestone is planned as for aggregate uses.
- 7.35** When considering the need to identify or permit additional reserves of non aggregate minerals, recent levels of national and regional production and the extent of current permitted reserves will be taken into account. In addition, account will be taken of the need to secure sufficient mineral reserves to justify substantial new investment in existing and new fixed plant.

Policy P7/10 – Location of new Sand and Gravel Workings

Where there is a proven need to release additional reserves of sand and gravel within the Structure Plan period, sites will be identified and permitted in areas outside the Nene and Ouse river valleys.

Policy P7/11 – Sustainable Waste Management

New proposals for waste management facilities will be favourably considered where they achieve the Best Practicable Environmental Option, taking into account international obligations, national policy, regional and local policy, the principle of regional self-sufficiency, the proximity principle, and the waste hierarchy.

New sand and gravel workings

7.36 Extensive areas of both the Nene and Ouse river valleys have been the subject of past sand and gravel extraction. Many of the former workings have been flooded to form extensive areas of wetland. In order to protect the remaining areas of undisturbed river valley landscapes and in particular floodplain meadows, preference will now be given to the exploitation of alternative sand gravel reserves. This policy applies to the Nene and Ouse river valley areas shown in Figure 7.2.

Waste

7.37 Currently approximately 3 million tonnes of waste per annum requires management within Cambridgeshire and Peterborough. This comprises 2.5 million tonnes of waste arising within the Structure Plan area and a further 0.6 million tonnes of waste imported for disposal. Over 85% of industrial, commercial and household waste and around 55% of inert waste currently goes to landfill. Both the European Landfill Directive and the Waste Strategy 2000 require the proportion of wastes from all sources going to landfill to decrease substantially in the next fifteen years. Targets to help achieve this are in the Waste Local Plan.

Sustainable waste management

7.38 In order to meet European and national targets for the diversion of waste away from landfill, new facilities for the recovery of reusable materials, composting of organic wastes, and the recovery of value, will need to be developed. The need for waste facilities within the East of England Region will be highlighted by the Regional Waste Strategy, which is being developed by the Regional Waste Technical Advisory Body (RWTAB).

7.39 The joint Municipal Waste Strategy being developed by Cambridgeshire County Council, Peterborough City Council, and the District Councils has been adopted and is a material planning consideration.

Location of waste management facilities

- 7.40** Major waste management facilities should be located either within or close to the major sources of waste in the area. The scale and range of the waste management treatment facilities necessary will be largely dependent upon the size of the settlement to be served i.e. it is expected that significantly larger and more comprehensive facilities will be required to serve Cambridge and Peterborough. In order to accommodate the needs of rural settlements there is also a need for a range of smaller scale facilities. These should contribute toward the sorting and recovery of materials prior to onward transfer of waste for treatment and final disposal at major waste management facilities.
- 7.41** If national and international targets for waste management are to be achieved, there is a need to consider how waste arisings might be collected and dealt with as part of planning for new development.

Policy P7/12 – Location of Waste Management Facilities

Major waste management facilities, other than landfill, should be located within or near to Cambridge, Peterborough and the Market Towns and other major sources of waste arisings to create a network of facilities to accommodate local needs.

Proposals for major new developments, including that of the new settlement, will be required to make adequate provision for strategic and/or local waste management facilities.

- Transport investment priorities
 - Improving rail services
 - Promoting Travel Plans



Movement and Access

8

In this chapter of the plan you will find policies on:

- promoting sustainable travel and integration between land use and transport including Travel Plans
- promoting Area Transport Plans
- managing demand for car travel
- providing appropriate levels of car parking
- improving bus and community transport services
- improving rail services
- encouraging walking and cycling
- improving the Public Rights of Way network
- transport investment priorities
- encouraging sustainable distribution (movement of goods)
- making reservations of land for freight interchange.

Introduction

8.1 Transport is important in all of our lives. It allows us to access the facilities that we need such as jobs, shopping and leisure and it plays an important part in our overall quality of life. A safe, efficient and integrated transport system is also important to support a strong and growing economy.

8.2 However, in Cambridgeshire and Peterborough, increases in the ability to travel and particularly in the way that we travel, have not come without a price. While cars in particular have brought great benefits, the way they are used is causing congestion, thereby reducing convenience for all. This also has economic implications - undermining competitiveness, and environmental effects - adding to local air pollution, which is damaging to health and contributing towards climate change.

8.3 New development has a significant influence on how and where we travel. It is important therefore, that the linkages between land use and transport are recognised and that the land use policies seek to create development patterns that minimise the need to travel and allow people to have a choice of how they travel. This is particularly

important given the acknowledged infrastructure deficit that exists within the Structure Plan area. It is essential that, through development, this Plan should address that deficit and improve mobility and accessibility across the Plan area. Particular problems exist in accessing Cambridge, Peterborough and some of the larger market towns although there are significant problems, albeit of a different nature, in the rural areas as well.

8.4 It is also essential that, through influencing the location and nature of new development, improved provision is made for those who currently do not have access to private transport, to reduce social exclusion, and the health benefits of sustainable travel are emphasised. Through good design and by influencing how people travel, overall safety can be improved. In short, whilst transport is a means to an end, it has a vital role to play in achieving many other policy objectives and shaping the framework for sustainable development.

- 8.5** Government guidance on transport as expressed in the White Paper 'A New Deal For Transport: Better for Everyone' (July 1998) requires Local Authorities to deliver integrated transport policies. In particular, there should be integration:
- within and between different types of transport;
 - with the environment;
 - with land use planning; and
 - with policies for education, health and wealth creation.
- 8.6** At a local level, key transport policy objectives have been established through the Cambridgeshire and Peterborough Local Transport Plans (LTPs) which cover the period 2004-2011 and 2001-2006 respectively. PPG12 requires the two-way links between the LTPs and Development plans to be recognised and for there to be consistency between the two. The key themes contained within the LTPs are to:
- develop integrated and sustainable transport;
 - promote travel choice and encourage use of appropriate forms of transport but with an emphasis on walking, cycling and bus use;
 - improve safety;
 - maintain and operate effective transport networks.
- 8.7** Many of the most challenging transport issues are in and around the main urban areas. However, the policy response must also recognise the diversity and rural nature of much of the Plan area. Across the Plan area, the emphasis will be on providing accessibility to facilities that people need and on personal mobility. This will be particularly important in the more remote areas such as North Cambridgeshire where social exclusion as a result of a lack of transport provision is a particular problem. Specifically in the urban areas, the emphasis will also be on promoting travel by means other than the car, to minimise the environmental impact of travel and provide real travel choice.
- 8.8** The availability of transport has wide impacts. Good, reliable and affordable travel is vital for personal well-being. It can combat social exclusion by allowing people to play a full part in their communities and has knock-on effects in promoting healthy living and community safety. Access to employment is also vital if economic prosperity is to develop and spread to the less prosperous parts of the Structure Plan area. However, the first objective is to minimise the need to travel through improved land-use policies.

8.9 The primary means of integrating land use and transport planning is through influencing the location, scale, density, design and mix of land uses as well as planning and providing appropriate infrastructure. Combined, these will help to reduce the need to travel, reduce the length of journeys and make it safer and easier to access jobs, shopping, leisure and services by public transport, walking and cycling. This chapter sets out a series of policies that establish how land use and transport decisions will be integrated and the strategy for transport provision over the Structure Plan period.

8.10 The policies in this chapter take forward the Sustainable Development Strategy in Chapter 1 by:

- seeking to improve the links between land use and transport;
- encouraging sustainable modes of transport such as walking and cycling;
- requiring new development to make provision for integrated and improved transport infrastructure;
- ensuring the demand for car travel is managed through the introduction of appropriate measures;
- setting out the elements which will improve bus and community transport services;
- encouraging the transfer of freight to be undertaken by sustainable modes of transport.

8.11 The following policies have been formulated taking into account Government guidance and the results of consultation. Policies P8/1 to P8/9 cover the broad guidance for transport and development over the Structure Plan area and policies P8/10 to P8/11 state how improvements to the transport network will be delivered.

Policy P8/1 – Sustainable Development - Links between Land Use and Transport

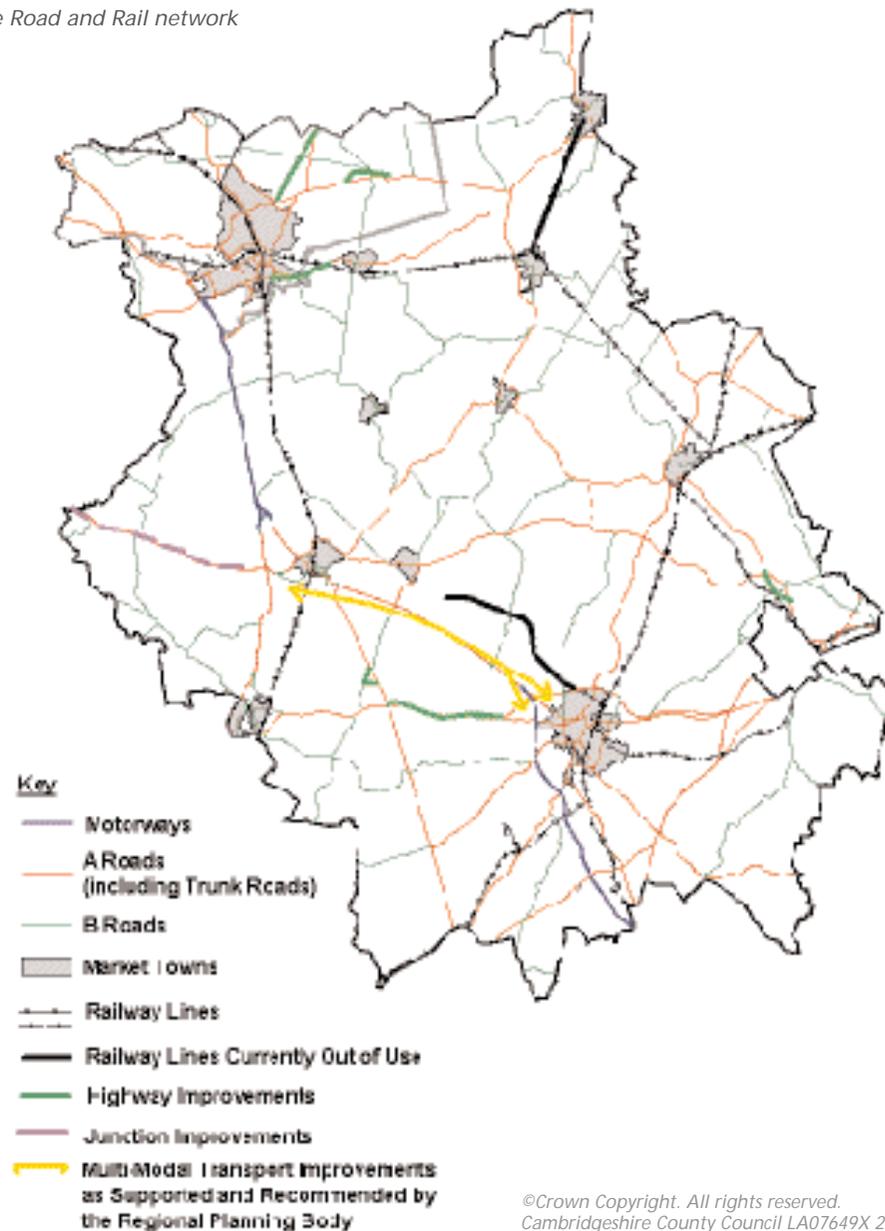
Local Planning Authorities should include policies in their Local Plans to ensure that new development:

- is located in areas that are, or can be made, highly accessible to public transport, cycle and on foot;
- is designed to reduce the need to travel, particularly by car;
- provides opportunities for travel choice;
- provides for the needs of pedestrians, cyclists and public transport users;
- provides appropriate access from the highway network that does not compromise safety.

In rural areas there may be instances where small-scale development, which is provided for under Policies P2/6, P3/4 and P5/5, is unable to be located in an area which is or can be made highly accessible to public transport. In such circumstances developments should be located and designed so far as possible to meet the remaining requirements of this policy.

Key Indicator O
(See Table 11.1)

Figure 8.1: The Road and Rail network



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8.12 Because of the wide-ranging influence of transport, there are many linkages with other chapters of the Plan, particularly minimising the need to travel, promoting sustainable movement and managing the environmental impact of transport infrastructure.

Sustainable development - links between land use and transport

8.13 Integration of land use and transport planning is at the heart of achieving sustainable development. Development that is well located to transport systems and other developed areas will maximise the opportunities for people to use a range of travel modes. Developments of an appropriate scale and which contain mixed uses or complement other nearby developments will contribute towards a reduction in the need to travel and distances travelled. Cycling, walking and public transport use will also be increased if new developments are well designed and provide safe and convenient routes. Mobility, particularly for those who do not have access to private transport, will be increased, energy consumption will be reduced and health improved.

Policy P8/2 – Implementing Sustainable Transport for New Development

New development will be required to make provision for integrated and improved transport infrastructure to increase the ability to move by cycle, public transport and on foot.

Travel Plans will be required to accompany new non residential developments and expansion of existing non residential developments as a means of reducing car dependency and promoting alternative modes of travel.

Implementing sustainable transport in new development

8.14 The creation of truly sustainable and integrated development will come about through a combination of location, good design and by working in partnership with developers to improve the transport network. Development proposals will be the subject of comprehensive assessments to identify the extent to which these objectives are being met and how they should contribute towards the wider transport and land use aspirations of this Plan. Policy P6/1 deals with development related provision.

8.15 Mitigation of impact and improvements to sustainable travel networks will be secured through developer contributions and direct provision of infrastructure or transport services. In Cambridge, Peterborough and the Market Towns, contributions towards transport improvements may be sought through Area Transport Plans (see Policy P8/3).

8.16 Travel Plans are a vital strand in the promotion of sustainable development. They should be robust documents and establish baseline travel characteristics for new or expanded development, influence future modal split, establish a monitoring regime by which the success of the plan can be measured and a means of enforcing the targets should they not be met. Existing organisations should also be encouraged to prepare Travel Plans. Development thresholds for the preparation of Travel Plans and the types of development to which they should apply will be established through Local Plans.

8.17 The policy is applicable only to new developments and extensions to existing developments, but by encouraging overall improvements to the transport system, it will also benefit existing communities.

Policy P8/3 – Area Transport Plans

Area Transport Plans will be developed for Cambridge, Peterborough and the Market Towns, along with their surrounding areas. These will identify transport improvements to be made over the Plan period and provide the basis for identifying transport contributions that will need to be made by developers.

Area Transport Plans

8.18 Area Transport Plans can be used to link increased demand on the transport network to infrastructure requirements to meet those needs and thus promote development in sustainable locations. They will prove particularly beneficial in identifying infrastructure improvements that should be sought in relation to new development to support the overall objectives of this Plan. Local Planning Authorities will be encouraged to extend this concept to other parts of the Structure Plan area. This process will include extensive public consultation as part of the Area Transport Plan development. For Market Towns, Transport Strategies will be prepared which also take account of Town Centre Strategies, as set out in Policy P3/1.

Policy P8/4 – Managing Demand for Car Travel

Local Authorities will introduce appropriate measures to manage the demand for car travel into and within Cambridge, Peterborough and the Market Towns. These measures are likely to include:

- Reallocation of roadspace to be used by public transport, pedestrians and cyclists;
- Restrictions on access by the private car;
- Fiscal measures.

Managing demand for car travel

8.19 Increases in prosperity and car ownership mean that in certain areas, particularly Cambridge and some of the Market Towns, it is not possible to accommodate further increases in car use without significant increases in congestion. This results in other problems including increased pollution and is an inefficient use of the available infrastructure. For these reasons it will be necessary through the development process to manage car use and in some areas to introduce measures that restrict access by car. In doing this, it is important that overall accessibility is maintained through improvements to other modes of travel.

8.20 Demand management is critical to the success of the strategy for the Cambridge Sub-Region and over the life of this plan all of the measures in Policy P8/4 may be required. The Local Transport Plan will examine the range of measures necessary to ensure that the major development proposed for Cambridge does not lead to greater congestion and to the failure of the proposed rapid transit system and other public transport measures to deliver reliable, fast and frequent access into and across the city. This will include examining the need for fiscal measures.

Policy P8/5 – Provision of Parking

Parking standards for all new development will be expressed as maximum standards and will be set in Local Plans. Lower levels of parking provision may be required:

- where means of travel other than the private car are available or can be provided;
- where the need for high density development associated with central

facilities limits the potential for car parking.

Parking standards for non residential development should not exceed the standards specified in PPG13. In Cambridge, Peterborough and the Market Towns parking standards for non-residential development below PPG13 standards should be achieved where shared parking is possible.

Provision of parking

8.21 The setting of appropriate car parking standards is an essential tool to manage car travel. By setting maximum standards, Local Planning Authorities will be able to apply stricter standards to developments that are particularly well accessed by alternatives to the car or where such improvements will be provided as part of the development. Parking standards should also include required levels of secure cycle and motorcycle parking to promote use of these modes, and also required levels of disabled car parking.

8.22 For residential developments, the absence of a requirement for minimum on-site parking provision means that car-free and car-reduced housing may be developed and could be promoted in appropriate locations.

8.23 For non-residential development, the availability of parking at trip destinations is critical in shaping the transport and travel characteristics of sites. Where the level of transport accessibility is high for non-car modes then the level of on-site car parking should be reduced below local standards as a means of achieving high modal share for public transport, cycling and walking.

8.24 RPG6 specifies that a full Regional Transport Strategy should set a regional context for measures to manage public parking stock, including the use of pricing mechanisms to encourage alternative travel modes.

Improving bus and community transport services

8.25 Continuous improvement of the service is expected with vehicles of modern low floor/easy access being provided along with timetable, travel information and ticketing, exploiting new proven technology where possible.

8.26 Buses represent the main alternative to car travel for many journeys in the Structure Plan area. It is necessary, however, to ensure that services can demonstrate long-term viability and thus appropriate service provision must be made, particularly in respect of the rural areas where community transport may be more viable.

8.27 In the major urban areas, the focus should be on creating a network of high quality public transport that is fast, frequent and reliable and provides links to surrounding market towns. High capacity, segregated services should be provided into Cambridge from the north and south, along corridors of particular demand (see Policies P8/10 and P10/7).

8.28 High quality public transport services will be developed in conjunction with the new settlement (Policy P9/3) and other major developments, such that services are available when development commences to ensure that the environmental impact is minimised and a culture of public transport usage is established.

8.29 Improved bus services and community transport have an important role to play in reducing social exclusion, increasing life chances and promoting health.

8.30 The Local Planning Authorities should welcome support for the exploitation and development of contemporary environmentally friendly technologies in the design and specification of buses used for conventional and community transport services.

Policy P8/6 – Improving Bus and Community Transport Services

Public transport services will be identified in bus strategies and developed across Cambridgeshire and Peterborough. Key elements will include:

- a network of High Quality bus Public Transport services (as defined below*)
 - within the urban areas of Cambridge and Peterborough, with priority over other motor traffic;
 - as high frequency, direct services concentrated on main corridors between the cities and the market towns, with segregated lanes and/or bus priorities where required to avoid congestion;
- good local services for market towns and feeder services linking rural areas to urban centres. Where necessary and possible, appropriate measures should be provided to ensure that such services have priority over other motor traffic;
- community transport to meet social needs.

New development will be designed to maximise accessibility by bus and will be required to contribute towards these elements.

* A High Quality Public Transport Service is defined as:

- 1 One that provides at least a 10 minute bus frequency during the peak periods and a 20 minute frequency inter peak. If a parallel rail service of half hourly frequency is provided, the service would meet the high quality standard if the accompanying bus service was at least 15 minute frequency in the peak periods and 30 minute frequency inter peak. Weekday evening frequencies would run 1/2 hourly until 11pm, on Saturday 1/2 hourly 7am until 6pm, then hourly and on Sunday hourly 8am until 11pm.
- 2 One that provides, high quality, low floor/easy access buses, air conditioning, prepaid/electronic ticketing, real time information and branding to encourage patronage.

Policy P8/7 – Improvements to Rail Services

Local Authorities will work closely with the rail industry to bring forward service enhancements and new infrastructure to increase rail use and the proportion of freight moved by rail. Priority will be given to improvements which are feasible to serve

existing and planned developments or which will effect a significant transfer from road based travel. Former rail routes with the potential for re-use as transport corridors will be identified in Local Plans and protected.

Policy P8/8 – Encouraging Walking and Cycling

The capacity, quality and safety of walking and cycling networks will be increased to promote their use, minimise motorised travel and to realise health improvements. All new development must provide safe and convenient pedestrian and cycle environments including adequate cycle parking, and contribute towards the wider encouragement of cycling and walking.

Key Indicator O
(See Table 11.1)

Improving rail services

- 8.31 Improvements to the rail network have a local, regional and national impact. The rail network currently provides commuting opportunities both into and out of the Structure Plan area but in some areas, is reaching capacity and in others does not provide facilities in the most appropriate locations.
- 8.32 Whilst the majority of improvements to rail infrastructure and services will be made by the rail industry. Local Planning Authorities have an important role in establishing the priorities for improvements and ensuring that linkages are made with the development strategy. Accordingly, in appropriate circumstances, where development is proposed along rail corridors, contributions should be sought from developers towards enhancements to the rail network (see Policies P8/1 and P8/2).

- 8.33 Improved facilities for rail freight will have significant environmental benefits by reducing the amount of traffic on the roads. Routing strategies and new infrastructure (see Policy P8/11) should be promoted with the rail industry to secure such benefits.

Walking and cycling

- 8.34 A significant proportion of journeys are under three kilometres and thus have the potential to be made by cycle or on foot. However, across the Structure Plan area, only a small number of journeys are made in this way although in many cases, they could be made more quickly and conveniently by cycle or on foot. This is due to inadequate facilities for cyclists and pedestrians in some areas and a lack of awareness of the benefits of cycling and walking.
- 8.35 In the past, new developments have not made adequate provision for pedestrians and cyclists. This policy aims to ensure a joined-up approach with developments making appropriate provision that ties in with existing and developing cycle routes, and the Local Planning Authorities enhancing the quality, safety and capacity of the cycling and walking networks. Policy P1/3 gives guidance on the design of new development to encourage

Policy P8/9 – Provision of Public Rights of Way

The use of the public rights of way network will be encouraged by:

- Protecting the existing definitive map routes from development;
- Integrating new and existing routes into new development;
- Providing links to key activities in town and village centres, and to educational establishments, public open spaces and to Countryside Enhancement Areas.

Local Highway Authorities will continue to update and review the definitive map and develop Rights of Way Improvement Plans.

walking and cycling. This should be applied to all new development, including schools. Measures such as Travel Plans (Policy P8/2) should also be used to encourage cycling and walking. In addition, the enhancement of walking and cycling routes to and from and within Countryside Enhancement Areas is vital to the enjoyment of those areas.

8.36 Both Cambridgeshire and Peterborough have produced cycling and walking strategies through their LTPs. Partnerships between Local Authorities, Police, Local Health/Primary Care Trusts and developers will be necessary to implement the objectives of those strategies and bring about the objectives of this policy.

Provision of public rights of way

8.37 The Countryside and Rights of Way Act (CROW Act, 2000) sets out new statutory rights of access on foot to open country and registered common land. The County Council as Highway Authority will set up Local Access forums, (under Section 94 of the CROW Act), that will advise on the improvement of public access for recreation and enjoyment and will produce Rights of Way Improvement Plans (under S60 of the CROW Act). Public Rights of Way comprise approximately the same length of highway network as roads in the County. Further detail on safe access in the countryside is in Policy P4/2.

8.38 There are opportunities to develop parts of the PROW network as key links in specific Safer Routes/Journeys to School and Travel Plan projects. It is a priority of the Local Authorities that appropriate improvements to the surfacing, lighting and general security are undertaken as part of these initiatives.

Policy P8/10 – Transport Investment Priorities

Implementation of the following transport schemes will be sought over the Structure Plan period to meet strategic requirements and the needs of major developments: -

Rapid Transit

- a rapid transit network to serve key centres in the Cambridge Sub-Region, initially between Cambridge and Huntingdon utilising the former St Ives railway line and between Trumpington and Cambridge city centre.

Multi Modal Studies

- Schemes recommended in the preferred plan for the A14 Cambridge to Huntingdon (CHUMMS) corridor including, on and off line improvements to the A14 and other agreed measures.
- Other schemes appropriate to the development strategy, arising from the multi-modal studies for the A47 Norwich to Peterborough corridor and the London and South Midlands corridor (LSMMS).

Buses

Development of a comprehensive and high quality network of bus services across the Structure Plan Area comprising:

- a network of high quality bus services from Market Towns and Rural Centres into Cambridge and Peterborough and local services for intermediate areas;
- improved links between the Market Towns and their rural hinterlands;
- provision of improved travel information across the Structure Plan area including real time information;
- bus priorities on key radial routes into Cambridge, Peterborough and the Market Towns;
- bus routes which cater for orbital movement around Cambridge;
- designation of Primary Public Transport Corridors in Peterborough.

Rail

The provision of enhanced local rail services and improved links to the wider rail network

Strategic schemes:

- West Anglia route modernisation and enhancements;
- completion of Thameslink 2000;
- East Coast Mainline upgrade, including:
 - Peterborough Station improvements
 - Improving access to the Lincoln lines
 - Providing extra tracks south of Peterborough
- Felixstowe to Nuneaton rail route, including:
 - upgrading to increase freight capacity
 - extending the line between Ely junction and Soham
 - possible electrification and station enhancements between Ely and Peterborough
- East West Rail route through Cambridge.

Local schemes:

- major improvement to Cambridge station including additional platforms and passenger facilities;
- Chesterton rail station and interchange including link to the rapid transit system utilising the former St Ives railway line;
- a new rail station at Hampton;
- upgrade of Whittlesea station;
- Addenbrooke's rail station;
- improved station facilities* and access for the disabled.

continued

Policy P8/10 – Transport Investment Priorities (continued)

Cycling and Walking

Measures to increase the capacity, usage and safety of pedestrian and cycle routes:

- extension of the Core Traffic Scheme and pedestrianisation with appropriate facilities for cyclists in Cambridge;
- completion of 'Sustrans' long distance cycle network;
- completion of cycle networks within, around and into Cambridge, Peterborough, Market Towns and Rural Centres;
- cycle and footpath links between villages.

Park and Ride Interchanges

Improvements that will increase the efficient operation of the whole transport system:

- Park and ride sites for Cambridge, Peterborough, Market Towns and other locations;
- rural transport interchanges close to or between Cambridge, Peterborough and the Market Towns;
- new and improved high quality interchange facilities in Cambridge City Centre, Peterborough, Market Towns and other locations;
- new high quality bus/rail interchanges at Cambridge and Peterborough rail stations;
- interchanges on the Cambridge to Huntingdon rapid transit system.

Local Roads

Localised and strategic improvements to reduce environmental impact, improve safety and efficiency and maintain economic prosperity:

- A605 Peterborough to Whittlesey Schemes, including Stanground Bypass and Kings Dyke bridge (to replace level crossing), Whittlesey

- A1073 Spalding to Eye improvement, (jointly between Peterborough and Lincolnshire County Council);
- A142 Ely Southern link road;
- A142 Fordham Bypass;
- A1198 Papworth Everard Bypass;
- A10 route improvements including replacement of Foxton level crossing by a bridge;
- Peterborough parkway junction improvements;
- access road from Hauxton Road to Clay Farm and Addenbrooke's;
- other schemes with significant environmental benefits.

Trunk Roads

- A14 West of A1, junction improvements;
- A428 corridor between Cambridge and St Neots (A1) – Caxton Common to Hardwick includes developer contributions;
- A47 Thorney Bypass;
- short term Trunk Road schemes yet to be identified as part of the Route Management Programmes.

During the Structure Plan period, attention will be given to localised safety, environmental and congestion issues on the remainder of the highway network. Where individual transport schemes contribute towards the objectives of this Plan and targets established through Local Transport Plans, they will be supported subject to the outcome of scheme appraisals and availability of funding.

*(*such schemes include the possibility of a new station in or to the north of Peterborough)*

Transport investment priorities

8.39 The transport priorities will be implemented with funding from both public and private sectors. The list of schemes in Policy P8/10 should be used to guide location decisions, directing development to sustainable locations where a range of travel choices are available, and to determine transport schemes that will be required to make particular developments acceptable. The relationship between individual developments and transport infrastructure and services is contained in Chapter 9 – the Strategy for the Cambridge Sub-Region and Chapter 10 – Peterborough and North Cambridgeshire.

8.40 Priorities for investment in transport will be determined, taking a balanced view of the economic, environmental, safety, accessibility and integration impacts. Assessments will be in accordance with Government advice in the ‘New Approach to Appraisal’/‘Guidance on Methodology for Multi-modal Studies’ (NATA/GOMMMS).

8.41 The Cambridge to Huntingdon Rapid Transit System (CHRT) is a major scheme for the Cambridge Sub Region in terms of maximising public transport opportunities along the A14 corridor, particularly from the Longstanton/Oakington new settlement, and providing congestion relief. It will also be the forerunner of other improvements to upgrade that section of the A14.

8.42 Track-running sections of the CHRT using the former Cambridge - St Ives railway line and a section of line from the rail station to Trumpington will be integrated with road-running sections along radial routes to the city centre and between Huntingdon and St Ives (see Cambridge Inset Diagram). In the longer term, the two track-running sections are proposed for extension to form a continuous tracked route along the main line rail through Cambridge in addition to the street running sections on the radial routes.

Policy P8/11 – Provision for the Movement of Freight and Lorry Parking

The transfer of freight from road to rail or water will be encouraged. Where this is not possible, provision will be made for the efficient movement of heavy goods vehicles on primary and distributor roads with minimum environmental disruption, and avoiding environmentally sensitive areas.

Rail depots and private rail sidings for the transshipment of freight including sites that cease to be used will be protected in Local Plans.

Sites should be identified in Local Plans for transshipment depots and lorry parks where there is an identified need.

Provision for the Movement of Freight, Lorry Parking, Reserving Land for Rail Freight Interchange

- 8.43** RPG6 contains policies seeking to encourage the movement of freight by rail and water. An inter-modal interchange south east of Ely serves Cambridgeshire and surrounding area. There is further scope for developing rail freight if direct rail connections can be provided to industrial development.
- 8.44** The SRA outlines criteria for choosing sites in their Freight Strategy which include:
- site size and configuration;
 - existing rail connection, or to be economical to provide;
 - situated away from incompatible land uses;
 - adjacent to customer(s) served.
- 8.45** Rail depots and freight transfer/interchange sites are of particular importance to the delivery of modal shift of freight transport from road to rail and they will be identified through the LTP process and protected in Local Plans. Land at Alconbury Airfield, identified in Policy P2/3, may be suitable for a major rail facility.
- 8.46** The potential for transfer of freight to water appears to be limited, but encouragement will be given to the activities of the Port of Wisbech. Any feasibility studies investigating the potential for achieving a route for freight to Peterborough using the River Nene and associated waterways will also be encouraged.
- 8.47** Freight Quality Partnerships are a useful tool in delivering freight modal shift. These are a means for local government, business, freight operators, environmental, community and other groups to work together to address specific freight transport problems. A Freight Quality Partnership covers the whole of Cambridgeshire. This may be supplemented by more local groups which focus on limited areas with specific problems.

Air services

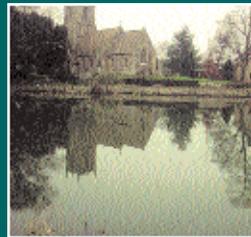
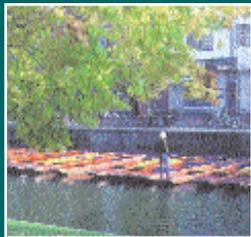
8.48 The Government have produced a document 'The Future of Air Transport in the United Kingdom: South East' which considers Alconbury Airfield as a possible site to provide a substantial dedicated air freight provision, an express parcel hub, third party aircraft maintenance and low cost passenger operations.

It also assumes an aircraft maintenance facility equivalent in size to that at Marshall Aerospace Cambridge. This document was the subject of consultation until July 2003 following which an Air Transport White Paper will be produced. This will determine whether a regional airport facility will be required for the Plan area. The issues likely to be relevant to the consideration of the location of any such airport are:

- the impact of noise and/or disturbance on residents with particular reference to night-time flying;
- the need for transport infrastructure improvements and services related to the generation of trips to and from any such facility and the need to minimise the use of the private car for such trips by providing high quality public transport access;

- the ability of the local area to accommodate the economic impact;
- environmental issues including any urbanising impact;
- the potential to accommodate the relocation of the aerospace activity at Cambridge Airport, if required.

- The Cambridge Green Belt
 - Location of new settlement
 - Managing economic development



Strategy for the Cambridge Sub-Region

9

In this chapter of the plan you will find policies on:

- **housing distribution in the Cambridge Sub-Region including affordable housing requirement**
- **Green Belt including a review of Green Belt boundaries and location and phasing of development land to be released from the Green Belt**
- **new settlement**
- **market towns in the Cambridge Sub-Region**
- **economic regeneration of Chatteris**
- **promotion of clusters**
- **selective management of employment development**
- **infrastructure provision**
- **Cambridge Sub-Region Transport Strategy**
- **retail provision for Cambridge**

Introduction

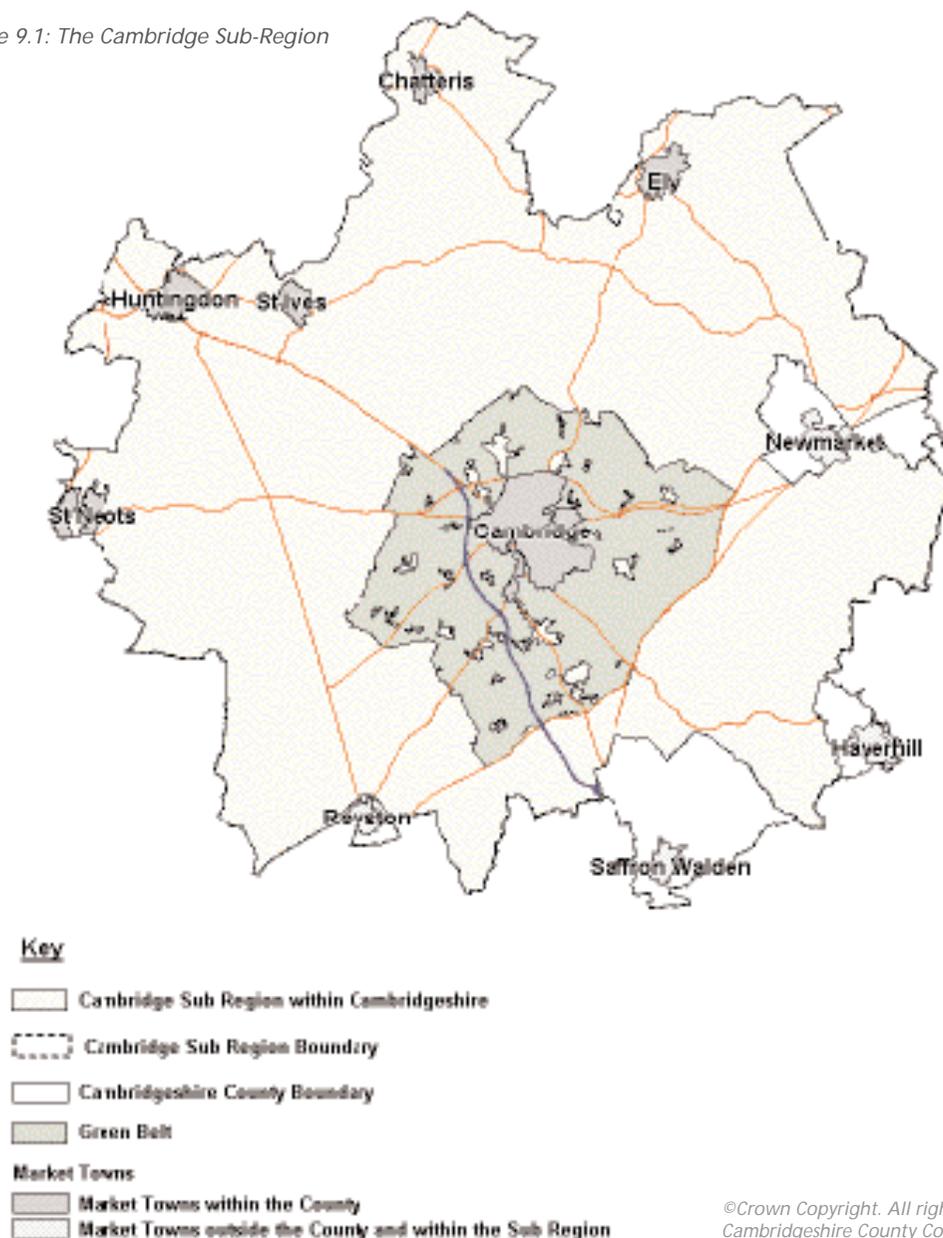
- 9.1** The Cambridge Sub-Region is defined in RPG6. It consists of Cambridge and the ring of market towns surrounding it (see Figure 9.1). Although the boundary of the Sub-Region and the influence of Cambridge extend beyond the Cambridgeshire boundary into parts of Essex, Hertfordshire and Suffolk, the policies in this Plan apply only to Cambridgeshire.
- 9.2** The Sub-Region is the focus for a dynamic economy founded on a strong service sector, an international reputation as a centre for education and research and rapidly growing clusters of high technology industries. These have strong links to Cambridge University, the advanced medical care, teaching and research facilities at Addenbrooke's Hospital and a range of leading-edge research centres. New business formation and inward investment is high.
- 9.3** RPG6 has set out a clear expectation for the Cambridge Sub-Region. The Sub-Region is to develop further as a leader in education, research and knowledge based industry whilst protecting the historic character and environmental qualities of the area. The guidance establishes the overall level of development to be achieved together with a

sequential approach to identifying sustainable locations for development. The strategy must accommodate an increased proportion of the overall housing development for the Structure Plan area.

Recent trends

- 9.4** Job growth within the Sub-Region has been high, averaging over 4,000 per year. Most growth has been concentrated in Cambridge and South Cambridgeshire, mainly on the fringe of the City. There has also been significant growth in and around Huntingdon.
- 9.5** Approximately 60% of new housing development in the Structure Plan area has been occurring within the Cambridge Sub-Region in recent years. House building has been at the rate of 2,000 per year since 1991.
- 9.6** Previous policies have sought to protect the historic character of Cambridge by dispersing housing to villages and towns beyond the Cambridge Green Belt. However efforts to limit employment growth within and close to Cambridge and to encourage spin-out to other centres have only partially succeeded. There is now some cluster development in the market towns. However, job growth has

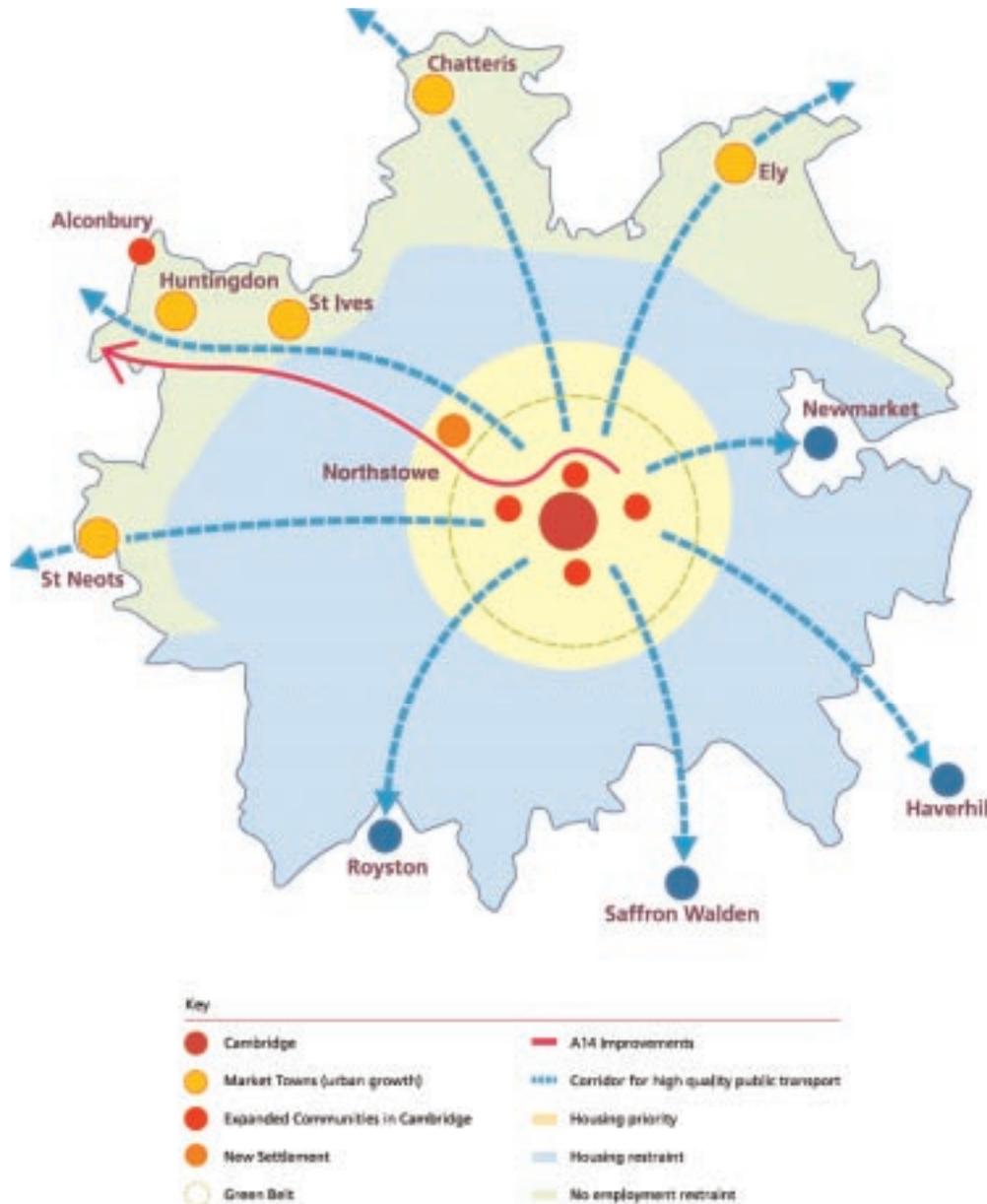
Figure 9.1: The Cambridge Sub-Region



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Cambridgeshire County Council LA07649X 2001

outripped house building in the immediate vicinity of Cambridge and house price rises have been some of the highest in the Structure Plan area over the last 5 years. As a consequence, many of those employed in Cambridge live some distance away resulting in longer distance mainly car-borne commuting. The planning framework which nurtured the emergence of the Sub-Region as the home of the 'Cambridge Phenomenon' is no longer sustainable.

- 9.7 A major problem has been the lack of investment in infrastructure to support economic and population growth in the Sub-Region. The provision of social, affordable and key worker housing has fallen well behind needs, resulting in skill shortages and recruitment difficulties. Public transport infrastructure has improved, but is inadequate to meet current needs and falls a long way short of future requirements. Other service infrastructure will also need to be developed together with future housing development. Consequently the Sub-Region is experiencing increasing difficulties that affect its ability to grow and prosper as a leading centre of research and development and to provide an acceptable quality of life for its inhabitants.



Vision for the Cambridge Sub-Region

9.8 The vision for the Cambridge Sub-Region during the Plan period and beyond is that it will continue to develop as a centre of excellence and world leader in the fields of higher education and research, and it will foster dynamism, prosperity and further expansion of the knowledge-based economy spreading outwards from Cambridge, whilst protecting and enhancing the historic character and the setting of Cambridge as a compact city, the character and setting of the Market Towns and other settlements in the Sub-Region, and the important environmental qualities of the surrounding area. Sustainable and spatially concentrated patterns of high quality, socially inclusive development will be focused on Cambridge, in the form of new communities on the edge of the city and in one or more new settlements, and in the Market Towns, to provide a more sustainable balance between jobs and homes, whilst meeting the needs of the Sub-Region, rather than pressures generated elsewhere. Integrated transport systems related closely to the development patterns in the Sub-Region, including high quality public transport networks, will deliver more sustainable travel patterns. An attractive, ecologically rich and accessible countryside will be facilitated. Development will be delivered by means of a co-ordinated approach which maximises and integrates the different sources of investment

Strategy for the Cambridge Sub-Region

9.9 The strategy set out in this chapter translates the guidance into a strategy for development in the Cambridge Sub-Region to 2016 and beyond. It takes forward the Sustainable Development Strategy in Chapter 1 by:

- Providing for the Cambridge Sub-Region to accommodate continued expansion whilst restoring the balance of jobs and housing;
- Providing for most new homes, employment, facilities and services within or as an extension to Cambridge, in a new settlement at Oakington/Longstanton and in the Market Towns. (Policy P9/1);
- Providing an increased proportion of affordable homes which would include housing for key workers. (Policy P9/1);
- Protecting the character and setting of Cambridge through the maintenance of the Cambridge Green Belt subject to the identification of locations for expansion, both within the Plan period and in the longer term. (Policy P9/2);
- Supporting the expansion of high technology industries. (Policies P9/6 and P9/7);
- Ensuring the provision of infrastructure to support new development. (Policy P9/8).

9.10 The strategy for the Sub-Region incorporates the key elements of the vision in Regional Planning Guidance and is more fully developed here. The strategy:

- Recognises and develops the role of Cambridge as a world leader in research and technology, supports the expansion of high technology and knowledge-based clusters, and fosters their spread beyond the Sub-Region. The benefits of economic growth will also be spread to market towns and beyond;
- Co-ordinates and brings forward investment in infrastructure for transport, education, health and other key services to remedy the existing deficit in the Sub-Region and provide for new development;
- Provides new homes, major employment and business development in locations well served by public transport, primarily in or close to Cambridge, in a new settlement and in the market towns. New development will be high quality reflecting the leading edge economy of the Sub-Region but responding to existing town and countryside character;
- Promotes housing of a high standard of design with the right mix of housing types, affordable to those in need and providing for key workers, both in the leading sectors of the economy and in support services;

- Supports investment in the facilities and retail potential of Cambridge City centre, where accessibility by sustainable modes is to be enhanced, with potential for smaller sub-centres for shops, administrative services, culture and leisure – especially in areas of substantial new housing;
 - Maintains the intimate character, heritage and high quality environment within Cambridge. The landscape setting of Cambridge is to be maintained and enhanced and its relationship with the countryside ensured;
 - Improves the balance between housing and jobs where development takes place in Market Towns and larger villages, spreads the benefits of economic growth and reduces travel. The establishment of high quality public transport links with Market Towns is supported;
 - Supports the future viability of rural areas, with the role/function of each settlement strengthened and landscape setting and key environmental qualities maintained and enhanced;
 - Provides flexibility for development beyond 2016. The rate of growth is to be continually monitored. Planning and investment programmes will be adjusted according to the emerging needs of the Sub-Region.
- 9.11** The strategy for the Structure Plan period is focused on improving the relationship between homes and jobs in the Cambridge Sub-Region. There is a need to provide more homes close to Cambridge, especially homes which are affordable and those which meet the needs of key workers, to enable more people to have the opportunity to live closer to where they work. This means that the strategy will concentrate initially on locating an increasing proportion of housing within the Cambridge Sub-Region.
- 9.12** Cambridge and its surrounding villages are recognised as providing an attractive living environment which contributes to the economic success of the area. This attractive environment will be protected and where possible enhanced.
- 9.13** At the same time opportunities for spreading the benefits of economic growth from the Cambridge Sub-Region to other parts of the Structure Plan area and beyond, will be sought.

Achieving the strategy

9.14 The achievement of the strategy set out in this chapter within the timescale suggested by Regional Planning Guidance will require continuation of the close working between all the Local Planning Authorities in the Sub-Region and other key stakeholders. It will also require the adoption of innovative approaches to the development process in order to achieve a co-ordinated approach across the different Local Planning Authorities and avoid delay in implementing the strategy.

Housing Development strategy

9.15 In order to reach the RPG housing requirement it will be necessary in future to increase the rate of house building in the Sub-Region from 2,000 per annum to 2,800. This means there must be a shift in the pattern of development within the Structure Plan area and that the share of new development taking place within the Cambridge Sub-Region will change from 60% to about 70%.

9.16 Policy P9/1 sets out the housing distribution within the Sub-Region following the RPG sequence. Development within the built-up area of Cambridge includes development on the Northern Fringe which has previously been removed from the Cambridge Green

Belt. P9/1 must be read in conjunction Policy P5/1 which sets out the house building requirement in each local authority area as a whole. Within the Sub-Region, 53,000 new homes are needed between 1996 and 2016. Taking into account those already built, around 47,500 are needed for the remainder of the Structure Plan period (1999 to 2016).

9.17 Housing requirements are linked to the expected population growth in the Sub-Region, taking into account anticipated job growth, in-migration and household size. If housing does not come forward at the rate anticipated, this will be considered with other factors such as the strength of the economy, state of the housing market and demographic change, in order to determine an appropriate response (see Policy P1/4).

9.18 Local Planning Authorities will take account of the policies in Chapter 1 in determining the phasing of development to ensure that the most sustainable sites are developed first, subject to availability. There is a necessity for joint authority working on phasing so that sites are brought forward in a co-ordinated manner.

Policy P9/1 Housing Distribution – Cambridge Sub-Region

Provision will be made for 47,500 additional homes in the Sub-Region between 1999 and 2016, with the following indicative distribution;

DISTRICT	Cambridge City	South Cambs	East Cambs	Huntingdonshire	Fenland	TOTAL
Dwellings to be accommodated:						
Within the built up area of Cambridge	6,500 2,400 8,900					8,900
On the edge of Cambridge subject to review of Green Belt boundary	6,000 2,000 8,000					8,000
In a new settlement at Longstanton/Oakington		6,000				6,000
Market Towns, Previously Established New Settlements, Rural Centres and development already committed elsewhere in the Sub-Region		9,600	6,000	7,500	1,500*	24,600
TOTAL	12,500	20,000	6,000	7,500	1,500	47,500

In identifying sites for development local planning authorities will give preference to the most sustainable locations, in accordance with the criteria set out in Policy P1/1.

The figures for Cambridge City and South Cambridgeshire are shown combined because these local planning authorities will work together to determine the most appropriate form and phasing of development on the edge of Cambridge, in order to meet the overall requirement for housing within Cambridge and in locations which are subject to Green Belt review.

Supplementary Planning Guidance will set out the phasing of development during the Plan period and allow for development needs continuing beyond 2016. Policies in local plans will set out the more detailed phasing of housing provision.

40% or more of the new housing in the Sub-Region will be affordable, which will include key worker housing. Local Plans will set site thresholds according to local circumstances. Employment developments will also be expected to contribute towards affordable housing through developer contributions, in accordance with Policy P9/8.

Key Indicators G2 & L
(See Table 11.1)

*500 dwellings of this allocation are subject to improving job prospects in Chatteris, in accordance with Policy P9/5

9.19 The indicative housing figures for the Districts in the Cambridge Sub-Region are based in whole (Cambridge and South Cambridgeshire) or in part (East Cambridgeshire, Fenland and Huntingdonshire) on the forecast capacity for development across the whole of the Sub-Region, in accordance with the development sequence set out in Policy P1/1. Should monitoring demonstrate that any stages in the development sequence are significantly under-achieving on what the Plan anticipates, then the housing figures for the whole of the development sequence in the Cambridge Sub-Region will be reviewed and the housing figures for each District amended as necessary in accordance with Policy P1/1. The mechanism for undertaking such a review will be the Stakeholder Partnership.

9.20 Policy P9/1 includes a requirement for at least 40% affordable housing because needs are significant throughout the Sub-Region and are particularly great in close proximity to Cambridge. This will include key worker housing needed for those employed locally who, whilst they may not be eligible for subsidised housing cannot afford to buy locally on the open market, leading to recruitment difficulties and unsustainable travel patterns. Existing businesses and those which establish or expand in the Sub-Region will be expected to explore the opportunities

to help their workforce live nearer to their place of work by providing or contributing to provision of suitable housing. The term 'affordable housing' is defined in relation to Policy P5/4.

9.21 The housing figures in Policy P9/1 above include only those existing commitments which are regarded at this stage as sustainable in the light of guidance in PPG3. In order to meet the total figures as set out in Policy P9/1 further allocations in the order of 20,700 dwellings at mid 2001 will be required. The majority of new allocations will be within Cambridge City, on the edge of Cambridge including development areas removed from the Green Belt and in the new settlement at Longstanton/Oakington. Over 80% of the expected development in the category covering Market Towns, PENS, Rural Centres and elsewhere has already been committed and thus the expectation is that there will be a limited requirement for new sites. Committed means land which has planning permission, is allocated in a Local Plan or is expected to come forward in the form of 'windfall' development (previously unidentified sites, the majority on previously developed land).

Policy P9/2a - Green Belt

A Green Belt will be maintained around Cambridge which will define the extent of urban growth. The purposes of this Green Belt are to:

- preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- maintain and enhance the quality of its setting;
- prevent communities in the environs of Cambridge from merging into one another and with the city.

Within the Green Belt, new development, including change of use, will be limited to that required for agriculture and forestry, outdoor sport, cemeteries, or other uses appropriate to a rural area.

The Local Planning Authorities will jointly draw up strategies for the active management of the Green Belt for biodiversity, outdoor recreation, and farm diversification appropriate to the Green Belt.

Key Indicator 1
(See Table 11.1)

9.22 In order to facilitate a shift towards the development strategy set out in this chapter, Local Planning Authorities are expected to carry out a review of commitments in accordance with Policy P1/4.

9.23 The overall figures take account of the contribution from changes of use or conversions of existing buildings and so will not be entirely comprised of new building. In recent years approximately 9% of new homes have come from these sources. During the Plan period this can be expected to increase as guidance in PPG3 (Housing) on making most effective use of land and buildings takes effect.

9.24 There will be limited development in smaller settlements. This should be mainly confined to commitments and windfalls in sustainable locations and other small scale development meeting local needs in accordance with Policy P5/5.

The Cambridge Green Belt

9.25 The vision for Cambridge is of a compact, dynamic city with a thriving historic centre. In Cambridge's context the compact city, framed by its Green Belt setting, is comprised of an urban area which incorporates closely linked

neighbourhoods located around a thriving city centre. New development will be high quality, high density¹ and mixed use. All urban neighbourhoods will have reasonably short and direct public transport links into the city centre. Apart from its unique historic character, of particular importance to the quality of the City are the green spaces within it, the green corridors which run from open countryside into the urban area, as indicated on the Key Diagram, and the green separation which exists to protect the integrity of the necklace of villages. All of these features, together with views of the historic core, are key qualities which are important to be safeguarded in any review of Green Belt boundaries.

¹ See Policy P5/3 which indicates densities significantly higher than 40 dwellings per hectare in urban locations close to good facilities and public transport services

Policy P9/2b – Review of Green Belt Boundaries

Local Planning Authorities will carry out a review of the Green Belt in their areas to identify the boundaries of land to be released from the Green Belt to serve the long-term development needs of Cambridge, in the locations indicated on the Key Diagram and set out in Policy P9/2c.

In determining the boundaries of the areas to be released from the Green Belt the Local Planning Authorities will:

- retain any areas required to maintain the purposes of the Green Belt as set out in Policy P9/2a in the context of delivering sustainable development and planned settlement form;
- have regard to the compact form of the city;
- provide green separation between existing settlements and any urban expansion of Cambridge to maintain the identity of the individual settlements;
- ensure the protection of green corridors running from open countryside into the urban area as generally indicated on the Key Diagram;
- maintain views of the historic core;
- provide, where appropriate, for limited development in identified Rural Centres in accordance with Policy P1/1.

The Local Planning Authorities will review the outer boundary of the Green Belt to determine if additional areas can be identified which serve the purposes of the Cambridge Green Belt and should be included within it, having regard to the new settlement proposals.

Key Indicator 1
(See Table 11.1)

9.26 The City will grow considerably over the next 30 years and that growth must be in accordance with the principles of sustainable development. This Plan provides for three expanded communities within the context of the overall vision. These are focussed on the University in west/north-west Cambridge, on Addenbrooke's in the south and on the airport site to the east. A fourth expanded community focussed on the Northern Fringe is

already committed. The new areas will be compact, mixed developments with efficient use of land, improved connections between housing, jobs, amenities and services and a very high quality of urban design. It may be appropriate to prepare a masterplan to cover the whole of each of the expanded communities.

9.27 Local Plans will include detailed revisions to the Green Belt boundary based on the overall strategy indicated by Policy P9/2a. Locations are identified for major housing areas and for strategic expansion of employment including development to accommodate Addenbrooke's Hospital '2020 Vision' and the longer-term expansion of the University of Cambridge. Housing areas will be supported by necessary facilities including shopping. Any retail component should not exceed 10,000 sq. metres of comparison floorspace (see paragraph 9.65).

9.28 Development will be underpinned by locally available employment opportunities and a full range of infrastructure with new public transport systems for Cambridge integrating the new communities into the City. These links will extend to the Market Towns, the new settlement and other sustainable developments which share with Cambridge in the expansion of high technology clusters and transport improvements.

Policy P9/2c – Location and Phasing of Development Land to be Released from the Green Belt

Location

Local plans will make provision for housing and mixed-use development on land to be released from the Green Belt in accordance with the principles set out in Policy P9/2b and in the following locations as shown on the Key Diagram:

- North of Newmarket Road;
- North of Cherry Hinton;
- Cambridge Airport;
- South and west of Addenbrooke's Hospital;
- East and south-east of Trumpington;
- Between Huntingdon Road and Histon Road;
- Between Madingley Road and Huntingdon Road.

In addition, the suitability of the following location for housing development will be assessed in the review of the Cambridge Local Plan, with particular attention to concerns relating to environmental issues, transport impact, and the need and timescale for development:

- West of Trumpington Road

Purpose

These areas will include locations for the 8,000 dwellings which will be required by 2016. They will help to deliver the vision of Cambridge as a compact dynamic city by:

- Promoting a sustainable and spatially concentrated pattern of locations for development and sustainable travel patterns;
- Allowing scope for, rather than constraining, continuing development beyond 2016;

whilst protecting and enhancing the historic character and setting of Cambridge and the important environmental qualities of the surrounding area.

Phasing

With the exception of the following, all of the above sites should be brought forward as early as possible within the Plan period.

- Cambridge Airport is unlikely to come forward until towards the end of the Plan period but should be treated as a priority for high-density development.
- Land between Madingley Road and Huntingdon Road should be reserved for predominantly University-related uses and only brought forward when the University can show a clear need for the land to be released.

Phasing polices will be set out in Local Plans in accordance with Policy P9/1. Cambridge City Council and South Cambridgeshire District Council will work together on the form and phasing of the Green Belt releases.

Development requirements

Development within any of these locations will be subject to:

- Sustainability assessments;
- Transport assessments;
- Securing transport improvements including those identified in Policy P9/9;
- Securing provision of other infrastructure as required by Polices P6/1 and P9/8;
- Enhancement to landscape, habitat creation and opportunities for recreation within and adjoining the development areas.

continued

Policy P9/2c – Location and Phasing of Development Land to be Released from the Green Belt (continued)

Masterplanning

Strategic Masterplans will be prepared for the following locations:

- The southern fringe of the city as a whole - the Plan should recognise the interdependence of the Addenbrooke's, and the east and south-east of Trumpington locations. A green corridor should be retained in the vicinity of Hobson's Brook running from the Shelford area into Cambridge north of Long Road. This will be required in association with the south and west of Addenbrooke's and east and south of Trumpington locations.
- The eastern sector including land to the north of Newmarket Road, to the north of Cherry Hinton and Cambridge Airport. Any land release in this location will need to pay proper regard to the need to maintain the penetration of the countryside into the heart of the City provided by the Teversham green finger which links with Coldhams Common.

These plans should be in place before the commencement of any development in their respective areas and should include provision for early landscaping, recreation access and biodiversity improvements, including for those areas which may not be programmed for development until after 2016.

Masterplans or Design Frameworks should be prepared for all individual sites to be released from the Green Belt.

Safeguarding land

Any land that is not required for development by 2016 will be designated as safeguarded land to meet longer-term development needs.

Relevant Key Indicator 1
(See Table 11.1)

- 9.29 Realisation of the vision will require a clear view of the long-term developments within a redefined inner Green Belt boundary and will also require careful phasing. It is expected that the green corridors and green separation referred to in Policy 9/2b will be retained within the Green Belt.
- 9.30 The release for development of the Cambridge Airport location is dependent on the relocation of the Airport and associated facilities. There is a good deal of uncertainty about the precise timescale for this relocation and it is unlikely that the Airport will come forward for development until towards the end of the Plan period but it will provide scope for longer term development beyond 2016.
- 9.31 The transport assessments required in association with any development in the north west area of Cambridge will need to take into account the likely impact on transportation in the area and on the development proposals of the CHUMMS proposals to widen the A14, the new settlement proposals and the development proposals in the Cambridge Northern Fringe.

- 9.32** The Strategic Masterplans are to be prepared by or for the relevant Local Planning Authority (or jointly where development straddles administrative boundaries) in conjunction with Cambridgeshire County Council. It is expected that local residents groups will be consulted as appropriate. Where Strategic Masterplans are required these should address those issues where there is interdependency between different sites, such as concerning access, transportation, etc. Where such Masterplans have been prepared it is expected that Design Frameworks will address the detailed issues relating to the individual sites. Elsewhere, Masterplans for strategic locations such as the University land will be expected to address the relationships between the different uses within the overall site and with other existing and proposed developments in the wider locality, such as that at Histon Road/Huntingdon Road, including the need for community facilities and services, as well as more detailed design matters. In order to avoid delays in bringing land forward for development to meet the strategy of the Plan it is expected that the masterplanning process will proceed in parallel with the preparation of the relevant Local Plans.
- 9.33** Release of strategic Green Belt locations before 2016 will be dependent on their becoming available for development and a masterplan being agreed by the Local Planning Authority. This will cover, amongst other things, the provision of sustainable transport links, all community services and facilities including health services and design requirements as indicated by Policy P1/3.
- 9.34** The review of the inner Green Belt boundary must also consider longer-term development needs. Local Planning Authorities will be expected to consider requirements beyond 2016 and identify areas to be safeguarded to meet those needs. Smaller non-strategic sites may also be identified at this stage.
- 9.35** Local plan reviews may also include an examination of the outer boundaries of the Green Belt which may result in additional areas being included within the Green Belt. Such areas must contribute to the purposes of the Cambridge Green Belt.

Policy P9/3 – New Settlement

A sustainable high quality settlement will be built at Longstanton/Oakington, located to the east of Longstanton and to the north of Oakington so that the development makes best use of previously developed land at Oakington Airfield and can be well served by a rapid transit system based on the St Ives railway line. Provision will be made to enable development on the site to be started by 2006, with a substantial contribution to housing requirements by 2010.

The new settlement will be planned to accommodate 6,000 dwellings by 2016, with capacity ultimately for 8,000 to 10,000 dwellings in order to make a significant contribution to the longer-term needs of the Sub-Region.

The main role of the new settlement will be as a small town closely linked to Cambridge, helping to meet Sub-Regional housing needs and with high quality public transport links to Cambridge and to St Ives and Huntingdon. The new settlement will provide a well-designed residential environment with social infrastructure, town centre and local facilities limited in size to cater for the needs of the settlement and the immediate surrounding area rather than the wider Sub-Region.

There will be green separation between the new development and existing communities to maintain the village character of Longstanton and Oakington.

Employment at the new settlement will primarily serve local needs and the needs of the Sub-Region, (see Policies P2/3 and P9/7), including possible relocations from Cambridge.

Prior to the commencement of development, infrastructure requirements will be identified, their provision and timing secured in accordance with

Policies P6/1 and P9/8 (Infrastructure provision) and set out in a Master Plan approved by the Local Planning Authority in partnership with the County Council and local communities.

Key elements will be:

- High quality public transport links to main employment and other key locations in Cambridge as set out in Policy P9/9;
- Road links/road improvements as set out in Policy P9/9;
- Affordable and key worker housing;
- Secondary school and primary schools;
- Health facilities;
- Shopping facilities;
- Other community and social infrastructure e.g., library, social services and community development, police and fire;
- Recreation, including rights of way;
- An appropriate waste management facility;
- Flood control and Sustainable Drainage systems will be required to avoid any additional risk and to mitigate current flood risks affecting Oakington village.

The standard of development will be an example of excellence in the creation of a sustainable settlement (Policy P1/3) and will promote the Sub-Region as a leader in technological innovation and high quality built environment.

Key Indicator G2
(See Table 11.1)

New settlement

9.36 The location at Longstanton/Oakington was selected on the basis of an assessment of the criteria included in RPG6 together with those used in the Cambridge Sub-Region Study and additional information which became available subsequently. Key criteria included:

- proximity to Cambridge;
- proximity to employment;
- located on or facilitating the provision of High Quality Public Transport;
- ability to avoid or overcome problems of drainage, flooding or water supply;
- the avoidance of high grade agricultural land and other areas of environmental importance;
- ability to make maximum use of brownfield land;
- ease of providing infrastructure;
- potential to grow beyond 2016.

9.37 The main purpose of the new settlement is to provide housing for workers in and near Cambridge enabling a better and more sustainable balance between homes and jobs. Therefore the settlement should not become a new Sub-Regional centre or provide the focus for large-scale inward investment which would not otherwise need to be located in

the Sub-Region. It can provide for jobs directly related to the provision of services within the new settlement, relocation of existing employment and an alternative location for high technology and research based businesses needing to expand or establish within the Sub-Region (See Policy P2/3).

9.38 The new settlement is a key component of the strategy for the Sub-Region. In order that it makes a contribution to the housing requirement for the period to 2016 it is essential that a start is made on site by 2006. To achieve a greater degree of self-containment and make a longer-term contribution to the development needs of the Sub-Region, the new settlement should have capacity to grow beyond 6,000 dwellings after 2016. An ultimate size of 8 - 10,000 dwellings is considered appropriate. The Master Plan for Longstanton/Oakington should indicate the planned ultimate size of the development.

9.39 The delivery of the new settlement together with other major elements of the Sub-Regional strategy will be overseen by a Stakeholder Partnership, which will co-ordinate, programme and deliver key infrastructure as well as the built development. The County Council, Local Planning Authorities and key stakeholders in the Sub-Region would be represented in the Partnership.

Policy P9/4 – Market Towns - Cambridge Sub-Region

Land will be identified for the expansion of employment in the Market Towns of the Cambridge Sub-Region where this will improve the balance of jobs and homes or assist in the expansion of high technology or business clusters in accordance with Policies P2/4 and P9/6.

Local plans should make additional allocations for housing in Market Towns within the guidelines of Policy P9/1. Towns with particular potential for additional residential development are Huntingdon and St Neots and to a lesser extent in Ely.

Key Indicators A1 & K
(See Table 11.1)

- 9.40** The preparation of an agreed Master Plan will be essential in ensuring the new settlement achieves its objectives for high quality sustainable growth within the challenging timescale set by RPG6. The Master Plan will indicate the location of main land-uses, key infrastructure and design principles. More detailed design briefs will be required for individual phases of development.
- 9.41** Design considerations are of particular significance in relation to the new settlement which will set a standard for the Sub-Region as a whole. Policy P1/3 sets out the requirements for sustainable design in new development generally. This will be carefully applied to the new settlement and worked up in more detail through the Master Plan and subsequent design briefs for particular phases.

Market Towns

- 9.42** It would be appropriate to enable additional employment growth where it can best improve the balance between housing and employment in the Sub-Region. Market Towns and their hinterlands currently experience significant out-commuting, especially to Cambridge. Therefore these towns should be the focus of new job growth where this can be achieved.
- 9.43** In the main, housing development in market towns will be on sites which already have planning permission or are allocated in local plans. However, additional new housing land needs to be found to meet RPG requirements. Huntingdon and St Neots have been identified through the Cambridge Sub-Region Study as having potential for additional housing growth. These towns are identified for housing growth in Policy P9/4 in order to meet the needs of the number of new households expected to form in Huntingdonshire over the Plan period. The majority of growth at Ely is already identified within allocations or has planning permission, P9/1 allows for a small amount of additional new development.

Policy P9/5 – Economic Regeneration of Chatteris

Chatteris will be given priority for economic regeneration in the Cambridge Sub-Region and further housing allocations will be dependent on improving job prospects.

*Key Indicator A1
(See Table 11.1)*

Economic regeneration

9.44 Chatteris has a relatively weak economy and will therefore be the focus for measures to improve economic prosperity and where possible accommodate jobs relocated from Cambridge. Some additional housing growth will assist the town in its role as a stepping-stone for development towards the Fens. The majority of the new housing indicated in Policy P9/1 is already identified as either planning permissions or allocations. New development over and above this level will be dependent on the following triggers:

- a significant rise in local employment;
- a fall in unemployment relative to national levels;
- increased representation in growth sectors of the economy;
- commitment from EEDA to support local employment initiatives.

Previously Established New Settlements (PENS) and Rural Centres

9.45 The RPG strategy suggests looking to larger villages and Previously Established New Settlements (PENS), such as Bar Hill and Cambourne, as part of the last stage in the search sequence for new development in the Sub-Region. However, the strategy has accommodated most housing developments in Market Towns or the earlier more sustainable stages of the development sequence. Therefore any additional housing allocations in larger villages are likely to be on a relatively small scale. At Cambourne, there may be scope for some additional growth which could improve the sustainability of the village through supporting improved public transport links between St Neots, Cambourne and Cambridge, providing affordable housing to help meet sub-regional needs and providing additional community facilities. This will be a matter for determination through the review of the South Cambridgeshire Local Plan as suggested by the Structure Plan EIP Panel. In identifying Rural Centres in accordance with Policy P1/1 local planning authorities should consider whether the “Larger Villages” identified in the Cambridge Sub-Region Study ought to be classified as Rural Centres.

Policy P9/6 – Promotion of Clusters

The development and expansion of high technology clusters in the Cambridge Sub-Region will be supported in accordance with Policy P2/4 by making specific provision for development in the following categories:

- biotechnology and biomedical;
- computer services;
- electronic engineering;
- information technology/telecommunications;
- medicine;
- research and development;
- other high technology clusters as they emerge.

Key Indicator J
(See Table 11.1)

Promotion of clusters

- 9.46** The Cambridge Sub-Region is the focus of one of the more remarkable groupings of high technology and research clusters in the UK. These are to be fostered in the national interest and to promote the further growth of the local and regional economies.
- 9.47** Local Planning Authorities can assist the development and expansion of the clusters of high-tech firms in the Sub-Region by identifying suitable sites and premises for small firms to start up and expand. More mature clusters of research and development activity may have significant land requirements if they are to meet their full

potential – for example biomedical research at Addenbrooke's, or University related facilities in West Cambridge. Local Planning Authorities should facilitate this expansion, (which can include pilot manufacturing), where it would meet other policies of this Plan, by identifying suitable locations. Urban sites with good quality public transport will provide the most sustainable locations. The need for co-location of uses associated with the University of Cambridge and Addenbrooke's has been recognised in the provision for expansion on Green Belt land made in Policy P9/2c.

- 9.48** Biotechnology and related activities based at Granta Park, Addenbrooke's, the Babraham Institute (biomedical research) and the Genome Campus Hinxton (genomics and bioinformatics) are of national significance and/or key drivers of activity in the sub-regional bio-technology cluster. These factors will be material considerations in relation to any future development proposals. Such proposals should be directly related to their research and development requirements or provide grow on space for which physical proximity is essential. Improved sustainable transport modes would be needed to serve the three rural locations.

- 9.49** Where possible cluster development should be encouraged in the Market Towns where suitable labour is available. If there are opportunities for linkages and partnerships with existing or emerging clusters outside the Sub-Region, these should be pursued.
- 9.50** Chapter 2 contains a general policy (P2/4) promoting cluster development throughout the whole Structure Plan Area. Policy P9/6 should be read in conjunction with the guidance in Chapter 2.

Selective management of employment development

- 9.51** Development pressures close to Cambridge are expected to remain intense so there is a need to maintain the policy of selective management of growth by discriminating in favour of uses which have an essential need for a Cambridge location. Firms that do not meet these criteria will be encouraged to locate elsewhere. Local Planning Authorities when preparing their local plans or successor documents should define the phrase 'close to' in the context of the purpose of the policy and to the fact that selective management of employment development is not intended to apply across the whole of the Sub-Region.
- 9.52** Exceptionally, office style employment serving a regional function may be located within the Sub-Region. It would not be desirable however, for general office development such as national headquarter offices, call centres or similar to develop in the vicinity of Cambridge, exacerbating labour shortages and long distance commuting. Neither is it desirable that new language schools are developed in the vicinity of Cambridge because of the pressure these exert on the local housing market.

Policy P9/7 – Selective Management of Employment Development

Employment land in and close to Cambridge will be reserved for development which can demonstrate a clear need to be located in the area in order to serve local requirements or contribute to the continuing success of the Sub-Region as a centre of high technology and research. Development proposals must demonstrate that they fall into one or more of the following categories:

- a) high technology and related industries and services concerned primarily with research and development including development of D1 educational uses and associated sui generis research institutes, which can show a special need to be located close to the Universities or other established research facilities or associated services in the Cambridge area;
- b) other small-scale industries which would contribute to a greater range of local employment opportunities, especially where this takes advantage of, or contributes to the development of, particular locally based skills and expertise;
- c) the provision of office or other development providing an essential service for Cambridge as a local or Sub-Regional centre.

Key Indicator A1
(See Table 11.1)

- 9.53** In the Market Towns (Policy P9/4), the Strategic Employment Location at Alconbury, and particularly in Chatteris (Policy P9/5), pressure on employment land is not so great and the approach will be less selective.
- 9.54** Where new or expanded employment provides jobs widening the range of locally available opportunities, this will be looked on favourably, especially where there is a predominance of high tech jobs and this can help redress the balance. It would not be desirable however, for large-scale industry within B1(c), B2 or B8 Use Classes to develop in and close to Cambridge consuming scarce land resources and adding to pressures for housing. Generally, small-scale developments will be taken to mean 1,850 square metres or below.
- 9.55** Employment land already identified is assessed as sufficient to accommodate the majority of forecast job growth. Any additional land which needs to be allocated should follow the development strategy and Policy P2/3. However, Local Planning Authorities will be expected to reconsider these commitments in the light of the revised strategy, and allocate land which is better located in relation to the Sustainable Development Strategy and sustainability principles (see Policies P1/1, P2/2 and P2/3).
- 9.56** The international importance of The Mullard Radio Astronomy Observatory at Lord's Bridge radio telescope must be safeguarded, as it is highly susceptible to interference from microwave transmission and light pollution. "Restricted" and "Consultation" areas, in the vicinity of the telescope, will be defined in the Local Plans for Cambridge and South Cambridgeshire and consultation shall take place with Cambridge University regarding the technical consequences of proposed development.

Policy P9/8 – Infrastructure Provision

A comprehensive approach will be adopted to secure infrastructure needed to support the development strategy for the Cambridge Sub-Region. Sources of funding and land holdings will be brought together within a co-ordinated infrastructure programme to be delivered by a partnership constituted by the local authorities and other key stakeholders. The programme will encompass:

- transport;
- affordable and key worker housing;
- education;
- health care;
- other community facilities;
- environmental improvements and provision of open space;
- waste management;
- water, flood control and drainage;
- other utilities and telecommunications.

All development likely to have a definable impact on infrastructure requirements will be expected to make provision for infrastructure accommodating local impacts and also contributing to the needs of the Sub-Region as a whole. This provision is to be delivered through the joint partnership mechanism on the basis of Supplementary Planning Guidance which will set out a transparent and equitable method for the collection of contributions towards the Sub-Region infrastructure requirements. Local plans will indicate major infrastructure requirements and any implications for the phasing of development. A commitment to the provision of associated infrastructure will be required before development is permitted.

Key Indicator M
(See Table 11.1)

Infrastructure provision

9.57 The County Council is taking a co-ordinated approach to infrastructure provision and the utilisation of all funding sources. A stakeholder partnership, involving local authorities and governmental agencies, together with the private sector has been established. A formal entity is being developed which will be responsible for co-ordinating the delivery process. A comprehensive infrastructure programme and business plan have been developed, indicating timescales, costs, and potential funding. It is acknowledged that these will need to be further developed and updated as the implementation of the development strategy progresses.

- 9.58** The Cambridge Sub-Region Implementation Study estimated that the potential cost of providing the range of infrastructure and service facilities to support the development strategy would be of the order of £2 billion. A mixture of funding will be needed which maximises the contribution from all sources. This is likely to include private funding by utility companies, Private Finance Initiative funding for transportation projects and healthcare projects, Section 106 contributions for affordable housing, education and other community facilities, social housing grant via the Housing Corporation and support for other transport infrastructure through the Local Transport Plan.
- 9.59** Local plans will be expected to reflect infrastructure requirements set out in the Structure Plan. Where appropriate, additional detail of requirements should be included in order to provide developers with more certainty of what supporting infrastructure will be required.
- 9.60** Where the provision of infrastructure is secured through a legal agreement it would be helpful if this could also include a commitment to phasing in line with the anticipated rate of development.

Policy P9/9 – Cambridge Sub-Region Transport Strategy

The Transport Strategy for the Cambridge Sub-Region is based on:

- The provision of a network of high quality public transport services along key transport corridors connecting Cambridge with the Market Towns, other centres and major development sites; the first phase will be a rapid transit system between Cambridge, St. Ives and Huntingdon and between the city centre and Trumpington;
- Other improvements to public transport services along key routes into the City, Market Towns and Rural Centres;
- Recognition of the need to accommodate some orbital movement around Cambridge avoiding the city centre and connecting major development sites, employment locations and park and ride sites; priority will be given to public transport along such routes;
- Demand management measures in Cambridge City to discourage car use, reduce congestion and give priority to the efficient running of the rapid transit system and other public transport services;
- The development of more widespread facilities to encourage walking and cycling;
- Localised highway improvement schemes required to provide access to development;

- Infrastructure improvements to achieve safer travel and improved mobility for the disabled.

Within this strategy the transport infrastructure requirements at key development sites will be as follows:

Cambridge: To support the development of the Cambridge Northern Fringe:

- Chesterton railway station and interchange including link to the rapid transit system, utilising the former St Ives railway line;
- Significantly improved road, cycle and pedestrian access.

Green Belt: To support locations subject to Green Belt review:

- Local high quality improvements to walking, cycling and bus facilities will be required at all the locations listed in Policy P9/2c.

In addition to these transport requirements the following locations will also require:

North of Cherry Hinton:

- New access road/distributor;

Cambridge Airport:

- Rapid transit link to city centre as a second phase of the project described in the strategy above.

continued

Transport strategy

9.61 The schemes mentioned in Policy P9/9 are specifically required to support the development strategy. The transport strategy for the Structure Plan area as a whole, including the Cambridge Sub-Region, is set out in Chapter 8 'Movement and Access'. All transport schemes will be expected to

support the overall Sustainable Development Strategy and also to encourage the use of more sustainable travel modes.

9.62 Developments which are dependent on a particular transport improvement can only proceed when the specified transport improvement or an equally satisfactory alternative has been secured.

Policy P9/9 – Cambridge Sub-Region Transport Strategy (continued)

- New interchange on A14, replacing Fen Ditton interchange, linked to Airport Way;

South and west of Addenbrooke's Hospital and east and south east of Trumpington:

- Completion of rapid transit link from Trumpington and Addenbrooke's Hospital to Cambridge;
- Access Road from Hauxton Road to Clay Farm and Addenbrooke's;
- New station on main line at Addenbrooke's.

New Settlement at Longstanton/Oakington

- Completion of rapid transit link through the new settlement as part of Cambridge-St. Ives-Huntingdon system, with links to Trumpington and Addenbrooke's and appropriate provision of halts to serve the new settlement, and a park and ride facility;
- Other improvements to the bus network serving Longstanton/Oakington;
- Improved road access;
- Cycle route alongside Cambridge to St Ives railway line;
- On and off line improvements to the A14, local parallel road(s) and other agreed measures proposed by the CHUMMS study.

Market Towns, Previously Established New Settlements and Rural Centres

To support development in Huntingdon, St. Neots, St. Ives, Ely, Chatteris, Cambourne and designated rural centres:

- Improved bus services related to development locations;
- Rapid transit link from Huntingdon to Cambridge and improvements to A14 in accordance with CHUMMS proposals;
- Improvements on A428 corridor between Cambridge and St. Neots (A1) including development of a high quality public transport link via Cambourne;
- Improvements on A10 corridor between Cambridge and Ely, including development of a high quality public transport link;
- Local transport improvements including, where appropriate, rural interchanges, bus priority measures and other schemes to be brought forward through Market Town Strategies.

Key Indicator M
(See Table 11.1)

Table 9.1: Cambridge Sub-Region – indicative phasing and delivery

Period	Housing Development	Major Locations Commencing	Major Transport Infrastructure Required
1999 - 01	3,500		
2002 – 2006	13,500	Green Belt <ul style="list-style-type: none"> • North of Newmarket Road • North of Cherry Hinton • East and south east of Trumpington • South and west of Addenbrooke's <ul style="list-style-type: none"> • Northern Fringe east* 	<ul style="list-style-type: none"> • Cherry Hinton access road. • Access road from Hauxton Road. • Rapid transit to Trumpington (commencement) <ul style="list-style-type: none"> • Chesterton railway station • Access improvements to A14
2007 - 2011	14,500	New Town <ul style="list-style-type: none"> • First 2,500 homes Green Belt <ul style="list-style-type: none"> • Huntingdon Rd/Histon Rd • Cambridge Airport (start) 	<ul style="list-style-type: none"> • Rapid transit from Huntingdon to Cambridge. • Access to A14 • Parallel roads on A14 • A14 full scheme opens <ul style="list-style-type: none"> • Eastern Rapid Transit Link
2012 - 2016	16,000	New Town <ul style="list-style-type: none"> • next 3,500 homes <ul style="list-style-type: none"> • Corridor related development Green Belt <ul style="list-style-type: none"> • Huntingdon Road/Madingley Road • Cambridge Airport (remainder) 	<ul style="list-style-type: none"> • A428 Cambridge – St. Neots (A1) improvements • A10 Cambridge – Ely improvements. <ul style="list-style-type: none"> • new/improved eastern access to A14 • Addenbrooke's railway station
Total	47,500		

* pre-existing commitment

Development will also have to contribute to overall Sub-Region requirements (Policy 9/8)

Policy P9/10 – Retail Provision - Cambridge

There will be no further need or requirement for major Sub-Regional shopping provision in the Structure Plan period, other than approximately 30,000 sq m. of shopping development within the central area of Cambridge City which has been granted permission.

In the event that this development does not proceed, any alternative floorspace

provision proposed must not exceed 30,000 sq. m. It should be high quality, easily accessible to the whole Cambridge Sub-Region by public transport, including park and ride, and within the City by cycling and walking.

Outside the City Centre policies P3/1 and P3/2 apply.

Retail provision

9.63 Forecast need for additional shopping floorspace within the Structure Plan period is expected to be met by the Grand Arcade scheme which now has planning permission and is expected to commence in 2004/5. There will be no requirement for additional major Sub-Regional floorspace beyond this scheme and Phase 3 of the Grafton Centre. Together these schemes provide approximately 30,000 sq m. of high quality shopping development within the central areas of Cambridge City which will be easily accessible to the whole Cambridge Sub-Region by public transport, including park and ride, and within the City by cycling and walking.

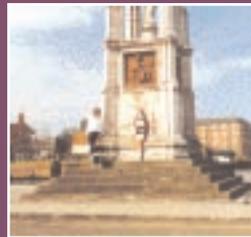
9.64 This provision does not preclude redevelopment or reorganisation of existing shops to improve the overall attractiveness of the centre or cater for changing demand or requirements of shoppers.

9.65 Major Sub-Regional shopping provision is considered to be any proposal of more than 1,400 sq. metres convenience floorspace or in excess of 10,000 sq metres of comparison shopping floorspace, or which together with other nearby development or proposals will exceed these thresholds. Proposals over 20,000 sq metres are required to be referred to the Secretary of State in any event.

9.66 Market towns in the Sub-Region are covered by the policies of Chapter 3 'City, Town and Rural Centres'. Little additional shopping floorspace is likely to be required in the market towns within the Structure Plan period. The attractiveness, vitality and unique character of the market towns should be enhanced through any regeneration opportunities which present themselves. Integrated town centre strategies can set the overall context for individual measures.

9.67 There will be a need for shopping provision in the new settlement (see Policy P9/3) and in the housing areas released from the Cambridge Green Belt (see Policy P9/2c). This should be of an appropriate nature and scale to meet the local needs of its residents, but not have an adverse impact on any of the established centres covered by Policy P1/1.

- Distribution of housing
 - Economic growth in Peterborough
 - Transport strategy in rural areas



Strategy for Peterborough and
North Cambridgeshire

10

In this chapter of the plan you will find policies on:

- the distribution of housing in Peterborough and North Cambridgeshire
- encouraging economic and social regeneration
- the role of market towns
- economic growth in Peterborough
- economic growth in Hampton
- retail development in Peterborough
- the transport strategy for Peterborough, the market towns and rural areas.

Introduction

10.1 This chapter sets out the strategy for Peterborough and North Cambridgeshire (See Figure 10.1). This area is dominated by Peterborough. It is the largest city within the Structure Plan area and a key city within the region with an important role in leading the success of the North Cambridgeshire area. The area has a number of economic strengths. Peterborough is a key location in the national rail network and an important interchange between the north/south East Coast Main Line and east/west routes and only 45 minutes from London by rail.

10.2 Peterborough has a wide spectrum of industry sectors and therefore the labour force has a correspondingly wide range of skills. Labour costs are highly competitive compared with the national average and especially when compared with London and the South East region. However, it also has ailing District Centres which are in need of investment, an ageing housing stock which does not meet current needs and declining infrastructure.

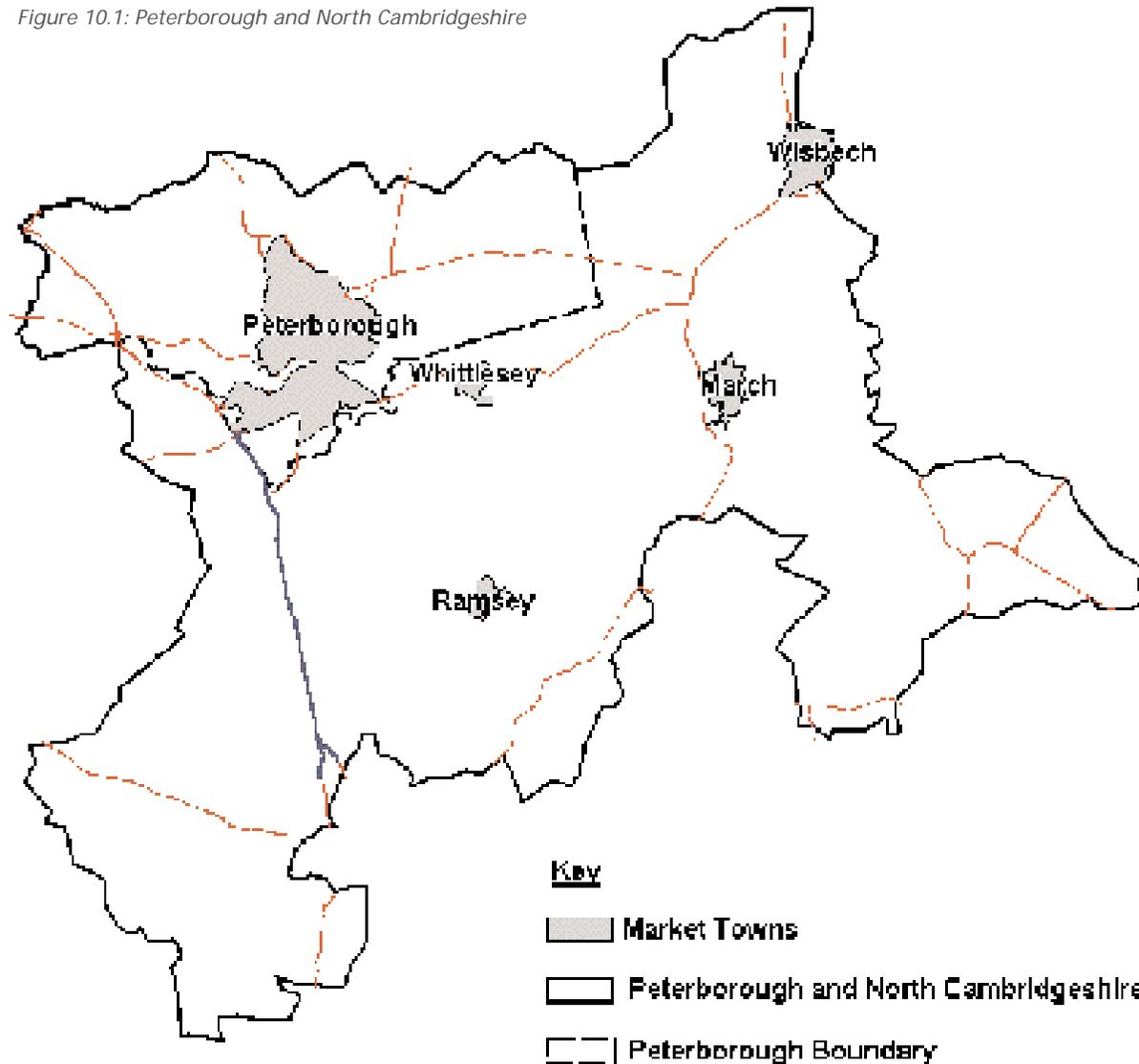
10.3 Employment growth is likely to be dominated by service sector increases and there is a significant concentration of organisations and businesses working both

directly and indirectly in the environment sector. There is potential to stimulate the development of an environment cluster.

10.4 Market towns are the focus for economic and social life throughout much of the area outside Peterborough. Wisbech and March are the largest of these towns. Although they have suffered from the decline of traditional industry and agriculture they can provide a focus in the future for sustainable development and regeneration. The other smaller towns are Whittlesey and Ramsey.

10.5 Much of the area is rural in character and can be considered in two parts. The fen villages in the north east are affected by the decline in the traditional agricultural economy. Some of these villages experience social disadvantage. There are more prosperous rural areas within Huntingdonshire in the west which nevertheless suffer problems of remoteness and poor access to jobs and services. The southern parts of these areas look towards towns in the Cambridge Sub-Region such as Ely and Huntingdon. A number of policies relating to rural areas can be found in the preceding Chapters of this Plan – principally Policies P2/6, P3/4 and P5/5.

Figure 10.1: Peterborough and North Cambridgeshire



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Vision for Peterborough and North Cambridgeshire

- 10.6** The overall aim for Peterborough and North Cambridgeshire is to create a vibrant area that offers the highest possible quality of life for all who live, work or visit by providing good housing in safe and pleasant surroundings, a strong economy with a diversity of job opportunities and a range of easily accessible services to meet all needs.
- 10.7** RPG6 identifies key challenges and gives policy advice for the Peterborough City area. These key pointers for Peterborough can be incorporated here into a more comprehensive vision for Peterborough and North Cambridgeshire as a whole.
- The potential of Peterborough as a major focus of growth within the East of England is to be realised by further expansion of the employment base and sub-regional services including education and research facilities.
 - Hampton will be the main location of future urban expansion in Peterborough with other sustainable urban extensions of the city identified as appropriate.
 - Transport for Peterborough and North Cambridgeshire will be maintained and enhanced by investing in improvements to public transport, walking and cycling

opportunities, tackling congestion, and by achieving better transport integration between different transport modes.

- d) The role of the market towns, in particular Wisbech and March, as development locations and as sustainable economic and social centres for surrounding rural areas will be supported.
- e) Vacant and underused sites within Peterborough and the market towns will be used as opportunities for high quality sustainable developments – turning deprived areas into assets through regeneration. Policies relating to rural areas can be found in the preceding Chapters of this Plan.

10.8 The basis of the strategy is to continue growth by generating economic improvements and fulfilling the potential for housing development in areas that have already been identified. The policies take the Sustainable Development Strategy forward in Chapter 1 by:

- specifying the detailed distribution of housing provision;
- identifying priority areas for regeneration;
- supporting development in key market towns;
- concentrating employment, housing, mixed use development and transport infrastructure in Peterborough on previously developed land;
- generating economic improvement across the area which is supported by key infrastructure provision.

Policy P10/1 – Housing Distribution - Peterborough and North Cambridgeshire

Provision will be made in Peterborough and North Cambridgeshire for 22,700 additional homes between 1999 – 2016.

The distribution of the total new housing required will be approximately as follows:-

	Peterborough	Fenland	Hunts	E Cambs
TOTAL	12,800	6,600	2,000	1,300

Local plans will identify a proportion of affordable housing of the total housing provision required in the Peterborough and North Cambridgeshire area, in accordance with Policy P5/4.

Supplementary Planning Guidance will set out the phasing of development during the Plan period and allow for development needs continuing beyond 2016. Policies in local plans will set out the more detailed phasing of housing provision.

Key Indicator G3
(See Table 11.1)

Housing distribution

- 10.9** Achieving the rate of high quality development and transport infrastructure required by 2016 will require a tightly managed programme of implementation – carefully phased over the Plan period. There will be a close interdependency between major infrastructure projects and housing development. As circumstances change the programme will need to be adapted and kept up to date. For this reason a detailed programme cannot usefully be included in the Structure Plan at this stage. However, a broad indication of phasing in relation to delivery of infrastructure is given in Table 10.1.
- 10.10** House-building rates have averaged just above 1,400 dwellings per annum (dpa) up to 1999. RPG6 is seeking a rate of housing growth in the order of 1,200 dpa which would be more compatible with the availability of employment opportunities. This represents a 16% decrease in the rate of housing development. The requirements set out in this Policy reflect the need for this reduction in housing growth to take place over the 1996 to 2016 period with an average of 1,200 dpa being achieved by 2006. Allowance has been made for dwellings already constructed between 1996 and 1999. The concentration of growth in cities means that Peterborough itself will need to achieve a higher rate of development than in the past. In the rural areas there will be a significant reduction in housing development in villages but a continuation of growth in the market towns, particularly Wisbech and March.
- 10.11** A substantial proportion of the housing provision required is already identified in existing housing commitments. Preliminary studies carried out by the Local Planning Authorities indicate that a further number of dwellings will come forward on small-scale sites and larger windfall sites. It seems unlikely that many new sites will need to be allocated for development to achieve the housing provision figures set out in Policy P10/1. However RPG6 indicates that achieving a strategy based on sustainable development principles requires a review of existing commitments. If as a result of this review some new sites need to be allocated to replace existing allocations in unsustainable locations, any new allocations should reflect the approach to development set out in Policy P1/1. This will be a key task for this strategy area and will need close joint working between the Local Planning Authorities. Allocations in villages and in the smaller towns of Whittlesey and Ramsey will need to be carefully considered.

Policy P10/2 – Economic and Social Regeneration

Economic and social regeneration will be concentrated in urban and rural areas where economic performance is below its potential and where social disadvantage is most pronounced.

The priority areas for economic and social regeneration are:

- Inner urban areas of Peterborough
- Wisbech
- March
- Ramsey
- Rural areas that have EU transitional area status.

In these areas Local Planning Authorities, working with other partners such as EEDA, the Learning Skills Council and local communities, will strongly support regeneration through:

- ensuring an adequate supply of employment land and premises;
- improving transport accessibility for all sectors of the community (see also Policy P8/6);
- promoting the areas for inward investment;
- protecting and enhancing their infrastructure and facilities especially in remote rural areas and particularly where infrastructure is worn out;
- training, education and other appropriate support services;
- investment in ICT;
- improving the attractiveness of the areas and reducing crime.

Key Indicators A2 & K
(See Table 11.1)

Economic and social regeneration

10.12 The issue of regeneration is important in the Peterborough and North Cambridgeshire area. Regeneration is more than just a land-use issue and a holistic approach is required, working in association with other partners. There is a need to overcome barriers to employment and create employment opportunities among disadvantaged communities, including tackling educational under achievement, school exclusion and low skill levels. Improving the health and social well being of the target population and reducing crime levels in the area will also be required. Programmes to support community-led renewal, including improving housing conditions and the environment, will help to attract new employment to the local area. Ensuring that disadvantaged groups, including ethnic minority communities, gain access to services and opportunities so that they benefit from regeneration policies is also an important element.

Policy P10/3 – Market Towns - Peterborough and North Cambridgeshire

Wisbech and March are identified as key Market Towns within Peterborough and North Cambridgeshire. Development will consolidate their role as the main centres of employment, services and facilities and enable them to become the foci of public transport by:

- enabling new employment opportunities by creating high quality business parks;
- improving links between Wisbech and March and with Peterborough;

- encouraging the dispersal of tourism/leisure opportunities from the Cambridge area (see also Policy P4/1).

At Whittlesey and Ramsey proposals for new development should:-

- encourage appropriate small to medium scale employment opportunities;
- provide limited and small-scale new housing development appropriate to their roles as a focus for the rural hinterland.

Key Indicators A2 & K
(See Table 11.1)

Market Towns

10.13 The Market Towns and rural areas have experienced varying levels of growth over recent years and face a number of economic and social difficulties. They are perceived as relatively remote and often have poor transport linkages and accessibility to services. The strategy is directed towards achieving a better balance between housing and work opportunities in Market Towns principally by stimulating the local economy by promoting new employment opportunities, supporting and identifying infrastructure improvements and improving the quality of the environment. (see Policies P1/1, P2/6, P3/4, P5/5). Housing development will be located to ensure sustainability, including a review of commitments, and will be concentrated at Wisbech and March.

Peterborough

10.14 Peterborough provides significant employment opportunities, facilities and services not only for a large part of North Cambridgeshire but also for an area extending into adjacent counties of Lincolnshire, Leicestershire and Northamptonshire. The hinterland includes the Market Town of Whittlesey, which is closely associated with Peterborough lying approximately 10 kilometres to the east, and villages which rely heavily on commuting to Peterborough.

10.15 The RPG strategy requires Peterborough to play a major role in accommodating growth. Central to the strategy is the enhancement of urban areas, which focuses on three main elements:-

- the continuing development of Hampton;
- the reorientation of the transport system; and
- the redevelopment of vacant and underused land.

10.16 The strategy aims to enable Peterborough to realise its potential as a modern regional centre by capitalising on its location as a key interchange with excellent access to London, making the most of its advantage as a low cost area and maximising its scope for continued sustainable growth.

Policy P10/4 – Peterborough - Economic Growth

Peterborough is identified as a priority area for economic development to secure its role as a major regional employment and service centre. Emphasis will be given to development which improves economic diversity and creates employment opportunities.

Proposals to strengthen employment generating activities will focus on:

- new employment opportunities in City centre locations;
- employment clusters, by reinforcing established employment sectors involving financial services, manufacturing, printing and information technology and encouraging the emerging cluster centred on environmental businesses;
- further development of high quality business parks;
- further development of Peterborough University.

Key Indicators A2 & K
(See Table 11.1)

Economic growth

10.17 Peterborough needs to build on its substantive advantages of lower business costs, and better transport infrastructure to attract complementary high-tech developments. The level of business costs in the Cambridge Sub-Region has prompted some high-tech businesses to move away or to switch production outside the area.

10.18 A particular goal for improving the economic potential of the city is the development of the University of Peterborough, together with an “Innovation Centre” with high specification incubator units and investment in the provision of accessible broad bandwidth technology for the private sector.

10.19 The case for the establishment of an Urban Regeneration Company being made by the City Council and a number of partners is an important opportunity to create a vibrant city centre by securing high quality mixed development on key sites. Peterborough will also be able to benefit from the award of a substantial contribution from European funds as part of the Urban II initiative. The programme will run for six years and offers the opportunity in particular to regenerate the inner urban areas of the city but will also have a major impact for all residents and visitors.

Hampton

10.20 The Hampton development is one of the largest private sector brownfield developments in Europe. The project provides the opportunity to create a balanced high quality development, which is well served by public transport and which provides a wide range of facilities and services for the community.

10.21 Planning permission for 5,200 dwellings has been granted for Hampton in line with the 1995 Structure Plan. As an urban site on previously developed land the development of Hampton is a key strategic opportunity to deliver many of the aspects of the Sustainable Development Strategy.

Policy P10/5 – Peterborough - Hampton

Provision for the continued development of Hampton Township will be based on a new Master Plan which will incorporate all the following principles:-

- the completion of the 5,200 dwellings currently provided for and the identification of any further housing capacity (including provision for development beyond 2016) in the order of 2,000 dwellings;
- the provision of a wide range of housing types meeting the needs of all sectors of the community;
- the identification of adequate land, in terms of both quantity and quality, for employment opportunities;
- the promotion of mixed use development;
- the provision of a range of facilities and services to support the community;
- the safeguarding of areas of recreation and open space;
- the opportunity to reduce dependency on the private car and effect a significant shift in travel modes with the focus on public transport provision; and
- the protection of the Orton Pit Special Area of Conservation.

Key indicators A2 & G3
(See Table 11.1)

Policy P10/6 – Retail Provision - Peterborough

Provision will be made for high quality retail development within the central area of Peterborough which:

- will be of a scale consistent with its continuing role as a regional centre;
- will be accessible to the Peterborough and North Cambridgeshire area by public transport, including park and ride, and within the City by cycling and walking.

A review of the Master Plan for Hampton has identified the scale of additional capacity in the order of 2,000 dwellings. The additional capacity is identified in order to assist in the long term planning of Hampton and will not necessarily be delivered by 2016. Peterborough City Council will work in partnership with the developers and local community to ensure that all the necessary requirements will be addressed within a new Master Plan.

Retail provision

10.22 The Retail Study for Cambridgeshire and Peterborough, carried out by C B Hillier Parker, identifies that there would be a need for additional comparison floorspace in Peterborough over the Plan period. The Peterborough Local Plan should identify appropriate sites for development in accordance with the sequential approach in PPG6 and set out in the retail policies in Chapter 3.

Policy P10/7 Peterborough and North Cambridgeshire Transport Strategy

Within Peterborough and North Cambridgeshire improvements to transport infrastructure will be required to support the development strategy. The transport strategy for the area will:

- provide more travel choice and improve quality, particularly relating to public transport by the implementation in particular of Primary Public Transport Corridors and park and ride schemes;
- support infrastructure improvements to achieve safer travel, environmental benefits, less transport related crime, and improved community health, by maximising partnership working ;
- enable an increase in the proportion of trips to be made by walking, cycling, bus and rail travel by providing improved facilities for these modes;
- provide for the improvement of public transport links between Peterborough and settlements in the hinterland, in particular Whittlesey and Ramsey and along transport corridors to Cambridge and into Norfolk, Lincolnshire and Northamptonshire to minimise travel to work by car;
- Within the market towns and rural areas, provide improvements to transport infrastructure including walking, cycling and public transport facilities as well as localised highway schemes.

Peterborough

The transport strategy will encourage the development of a high quality transport

system with increased emphasis on non-car modes of transport. It will:

- support key infrastructure schemes which will enhance Peterborough's interchange capabilities including an enhanced central railway station with excellent linkages to the bus station;
- provide for the implementation of the A605 Peterborough to Whittlesey schemes, including Stanground Bypass and Kings Dyke Bridge, Whittlesey.

March and Wisbech Market Towns

New employment in Market Towns and housing development in March and Wisbech will be supported by:

- good local bus services from Market Towns and rural settlements into Peterborough and Cambridge and local services for intermediate areas;
- Improved cycle and pedestrian links between Market Towns and their rural hinterlands and cycle links between villages;
- Integration of Market Town transport strategies with town centre strategies being developed under Policy P3/1;
- community transport and improved accessibility to jobs and services.

Any additional transport schemes will be designed to support the overall development strategy and encourage use of more sustainable travel modes.

Transport strategy

10.23 The schemes identified in Policy P10/7 are specifically required to support the development strategy for Peterborough and North Cambridgeshire. The transport strategy for the Structure Plan area as a whole is included in Chapter 8 "Movement and Access" .

10.24 The elements of the strategy which are dependent on particular transport improvement should not proceed unless the specified transport improvement or an equally satisfactory alternative has been secured.

10.25 Peterborough is well placed on strategic rail corridors (East Coast Main Line and links to Cambridge, Norwich, Ipswich/Felixstowe). Rail also plays a significant role in local transport linking Peterborough and the Market Towns. Schemes to enhance rail lines and services for both passengers and freight will be supported. Lists of strategic and local rail improvement schemes are included in Policy P8/10.

Key indicator M
(See Table 11.1)

10.26 The Market Towns and rural areas have different transport needs and require more general improvements. Policy P8/6 seeks to improve bus and community transport services between Market Towns and urban areas of Cambridge and Peterborough and also between Market Towns and the rural areas.

10.27 Improving transport choice and enabling a shift to public transport should be co-ordinated within the wider travel to work area. This should address the substantial out commuting which occurs from Whittlesey and Ramsey in particular, and from areas of adjoining authorities in the East Midlands.

Table 10.1 - Indicative phasing of major development in relation to the delivery of major transport infrastructure for Peterborough and North Cambridgeshire.

Peterborough and North Cambridgeshire – indicative phasing and delivery

Period	Housing development	Major Locations Commencing	Major transport infrastructure required
1999 - 2001	2,500	Hampton Riverside Place	
2002 - 2006	6,800	Paston Reserve Stanground*	<ul style="list-style-type: none"> • Enhanced central Peterborough railway station. • A605 Stanground Bypass • A1073 Spalding – Eye improvement
2007 - 2011	6,700	District Hospital redevelopment	<ul style="list-style-type: none"> • A605 Peterborough to Whittlesey • upgrade of Whittlesea station • Primary Public Transport Corridors • Park and Ride sites • A47 multi-modal improvements
2012 - 2016	6,700		<ul style="list-style-type: none"> • new railway station at Hampton
Total	22,700		

* subject to inclusion in Peterborough Local Plan (first replacement)

- Measuring progress and meeting objectives
 - Monitoring and reporting of effectiveness
 - Achieving Structure Plan targets

Keeping Track of Progress

11

In this chapter of the plan you will find policies on:

- **details of the planned approach for reviewing the effectiveness of the Structure Plan**
- **a schedule of indicators and targets against which to measure progress towards meeting objectives.**

Introduction

11.1 Monitoring of the Plan is essential to determine its effectiveness in providing for a more sustainable future. This chapter outlines how monitoring is to be carried out, through a set of 'key' indicators and associated targets. PPG12 Development Plans also requires Local Planning Authorities to keep under review the matters that may be expected to affect development or planning policy. This is to be addressed by monitoring changes in 'contextual' indicators. The greater stress on regular review and adaptation to change urged by the Government is reflected in Policy P1/4 of the Plan (Plan, Monitor and Manage).

Indicators and targets

11.2 The overall direction of the Plan is summarised in Chapter 1 in the Strategic Aim and the Sustainable Development Strategy Objectives. The detailed policies of the Plan seek to fulfil this overall strategy. Progress in meeting the objectives will be measured by a set of key indicators.

11.3 The key indicators focus on policies which show whether the spatial development objectives of the Plan are being achieved. The indicators also take account of recommendations about monitoring made in the Examination in Public Panel Report (February 2003). Overall, this monitoring attempts to reflect good practice guidance published by the Government, in particular that indicators should focus on outputs and outcomes most directly influenced by the development plan.

11.4 Contextual indicators will be used to identify significant changes to conditions in the Structure Plan area where relevant to the effectiveness of the Structure Plan policies. Use is made of existing indicators where appropriate. For example, Cambridgeshire County Council is to monitor and report on a set of around 30 Quality of Life Indicators, covering a range of social, economic and environmental factors. They will be used to inform the work of Local Strategic Partnerships (which include Councils alongside other partners) in developing wide-ranging community strategies for the social, environmental and economic

well being of each district. Although the indicators are not specifically related to land use planning, several will be strongly influenced by scale and type of development. These include indicators of air quality, surface water quality and energy and water use.

- 11.5** Targets have been developed for key indicators where appropriate.
- 11.6** A schedule of indicators and targets to measure progress against the Sustainable Development Strategy Objectives is set out in Table 11.1. Contextual indicators are set out in Table 11.2.

Monitoring and Reporting

- 11.7** The Structure Plan Monitoring Report (SPMR) is an important mechanism for reporting and reviewing progress in achieving the objectives of the Structure Plan. It will include full details of the purpose, definition and the status of indicators chosen as measures of progress in meeting objectives. Where the County Council, Peterborough City Council and

other partners also regularly monitor contextual trends in a number of other fields including transport, biodiversity and economic development, and they are relevant to the Structure Plan, they will be included in the SPMR. The SPMR is to be published annually.

- 11.8** The SPMR will link into the monitoring process for the East of England region.
- 11.9** Successful implementation of policies and proposals will require working in partnership with other agencies and statutory bodies. Structure Plan monitoring will be developed jointly with Cambridgeshire, Peterborough and District authorities and all other public and private bodies involved in the implementation of the policies and proposals.

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
1 Scale and Location of Development				
<p>a) The distinct function and role of two parts of the Structure Plan area – referred to as Sub-Regions – will be recognised and addressed by:</p> <p>1. Providing for the Cambridge Sub-Region to accommodate continued expansion whilst restoring the balance of jobs and housing</p> <p>2. Assisting Peterborough and North Cambridgeshire to improve economic performance and attract more employment and services</p>	<p>Indicator A. Amount of new employment-generating floorspaceⁱ completed:</p> <p>A1. In the Cambridge Sub-Region, highlighting the following locations:</p> <ul style="list-style-type: none"> • In and close to Cambridgeⁱⁱ • Chatteris • Market Towns (including Chatteris) 	<p>P2/1 P2/3</p> <p>P9/4</p> <p>P9/5</p> <p>P9/7</p> <p>P10/2</p> <p>P10/3</p> <p>P10/4</p> <p>P10/5</p>	<p>Target A1a: To accommodate in and close to Cambridge, only new employment-generating floorspace that has a clear need to be located there</p> <p>Target A1b: The achievement in Chatteris of:</p> <ul style="list-style-type: none"> • a significant rise in local employment; • a fall in unemployment relative to national levels; • increased representation in growth sectors of the economy, and • commitment from EEDA to support local employment initiatives. <p><i>(These are the triggers for the release of additional housing land at Chatteris)</i></p>	<p>↑</p> <p>↑</p> <p>↓</p> <p>↑</p> <p>↑</p>
	<p>A2. In Peterborough and North Cambridgeshire, highlighting the following locations:</p> <ul style="list-style-type: none"> • Peterborough urban area • Market Towns in North Cambridgeshire • Hampton Township 		<p>Target A2: Increase the percentage of new employment-generating floorspace in the Structure Plan area, that is located in Peterborough and North Cambridgeshire</p>	<p>↑</p>
	<p>A3. In the following locations (totals):</p> <ul style="list-style-type: none"> • Structure Plan area • Cambridgeshire Districts & Peterborough • Strategic Employment Locations (SELs) • Rural Centres • rural areasⁱⁱⁱ <p><i>See Indicator K for details of land committed for employment-generating development</i></p>			

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives (contd.)

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
<p>b) Most new homes, employment, facilities and services will be provided:</p> <ol style="list-style-type: none"> 1. within the main cities (Cambridge and Peterborough) in ways which add to the overall quality of these places 2. as expansion of the main cities (Cambridge and Peterborough) including substantial mixed use developments 3. in a new settlement close to Cambridge 4. in the market towns 5. in Rural Centres with a good service base and which meet specific needs <p>c) The locations at which most new homes, employment, facilities and services will be provided will be ones that:</p> <ul style="list-style-type: none"> • minimise the need to travel • can be well served by public transport • optimise the use of rail facilities • make efficient use of energy, resources and infrastructure • contribute to the efficient use of land, with the optimum use of previously-developed land • minimise the risk of flooding • enable improved landscapes • are not important for biodiversity 	<p>Indicator B. Amount of new development^{iv} in the Structure Plan area, that is located at settlements designated in Policy P1/1^v</p> <ul style="list-style-type: none"> • completed^{vi} • committed^{vii} • accepted in principle^{viii} 	<p>P1/1</p> <p>P1/2</p> <p>P2/2</p> <p>P3/1</p> <p>P5/2</p>	<p>Target B: Increase the percentage of new development, that is located at the designated settlements</p>	<p>↑</p>
	<p>Indicator C. Amount of new development at the designated settlements, that makes use of previously-developed land and buildings (PDL)</p> <ul style="list-style-type: none"> • completed • committed • accepted in principle 	<p>P6/3</p>	<p>Target C: Maximise the percentage of completed development at the designated settlements, that makes use of PDL</p>	<p>↑</p>
	<p>Indicator D. Percentage of new homes completed on PDL, for:</p> <ul style="list-style-type: none"> • Cambridgeshire Districts & Peterborough • Structure Plan area 		<p>Target D: Achieve the following minimum targets for the percentage of new homes on PDL from 1999:</p> <p>Cambridge City 65%</p> <p>East Cambridgeshire 30%</p> <p>Fenland 35%</p> <p>Huntingdonshire 43%</p> <p>South Cambridgeshire 37%</p> <p>Peterborough 80%</p> <p>Structure Plan area 50%</p>	<p>↑</p>
	<p>Indicator E. Amount of new development completed:</p> <ul style="list-style-type: none"> • on previously-undeveloped functional flood-plain land^x, and • in flood risk areas, without agreed flood defence measures 		<p>Target E: No new completed development to be at risk of flooding</p>	<p>↓</p>

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives (contd.)

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
	<p>Indicator F. Amount of new development completed within, or likely to adversely affect, internationally or nationally important nature conservation areas:</p> <ul style="list-style-type: none"> • Ramsar sites • SPAs • SACs • NNRs • SSSIs 	P1/2	<p>Target F: No new development completed within, or adversely affecting, internationally or nationally important nature conservation areas.</p>	↓
<p>d) The distribution of development will achieve a better strategic balance between the location of homes and jobs</p>	<p>Indicator G. Net dwellings increase since 1999, and progress towards future provision* for:</p> <p>G1.Cambridgeshire and Peterborough including figures for the following:</p> <ul style="list-style-type: none"> • Cambridgeshire Districts & Peterborough • Market Towns • Hampton Township • Rural Centres <p>G2.Cambridge Sub-Region</p>	<p>P5/1 P9/1 P9/3 P10/1 P10/5</p>	<p>To plan for and provide the following additional dwellings in the 1999-2016 period:</p> <p>Target G1. Cambridgeshire & Peterborough 70,200 (4129 p.a.) Cambridge City 12,500 East Cambridgeshire 7,300 Fenland 8,100 Huntingdonshire 9,500 South Cambridgeshire 20,000 Peterborough 12,800</p> <p>Target G2. Cambridge Sub-region 47,500 (2794 p.a.) Indicative distribution & delivery:</p> <ul style="list-style-type: none"> • Cambridge built-up area 8,900 • Edge of Cambridge/Green Belt 8,000, identified in adopted Cambridge City, and South Cambridgeshire Local Plans or Local Development Documents by early 2006 • New settlement 6,000, identified in adopted South Cambridgeshire Local Development Document by early 2006 • Market Towns, Previously-Established New Settlements, Rural Centres and development already committed in the sub-region 24,600 	<p>↑</p> <p>↑</p>

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives (contd.)

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
	G3.Peterborough and North Cambridgeshire <i>See Contextual Indicator 8 for details of the jobs/homes balance and changes in self-containment in different areas</i>		Target G3. Peterborough and North Cambridgeshire 22,700 (1335 p.a.) <ul style="list-style-type: none"> • Peterborough 12,800, including at least 5,200 at Hampton • Within Fenland 6,600 • Within Huntingdonshire 2,000 • Within East Cambridgeshire 1,300 	↑
e) The expansion of main shopping and commercial services will take place in the centres of Cambridge, Peterborough, the Market Towns and as part of the planned provision of a new settlement	Indicator H: Amount of new shopping (Use Class A1) and leisure and sporting (Use Classes C1 and D2) floorspace completed: i) Within or on the edge of <ul style="list-style-type: none"> • City centres^{xi} • Town centres^{xii} ii) at other centres ^{xiii} iii) out-of-centre	P3/2	Target H1: Maximise the percentage of completed new A1, C1 and D2 floorspace in the Structure Plan area, that is located within or on the edge of the city centres and town centres Target H2: Minimise the percentage of completed new A1, C1 and D2 floorspace in the Structure Plan area, that is located out-of-centre	↑ ↓
f) The character and setting of Cambridge will continue to be protected through the maintenance of a Green Belt, following a review of the boundaries of the Green Belt to provide for the long-term expansion of the City	Indicator I: New development completed in the Cambridge Green Belt: through planned release, on the edge of Cambridge elsewhere in the Green Belt	P9/2a P9/2b	Target I: No land to be lost to inappropriate ^{xiv} new development in the Green Belt	↓
g) Priority will be given to biodiversity and quiet forms of recreation in certain selected areas of the countryside	See Contextual Indicators 12-14 for biodiversity indicators			

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives (contd.)

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
2 Economic and Social Development				
a) The expansion of high technology and knowledge based clusters in the Cambridge Sub-Region and complementary high technology developments in Peterborough will be supported	Indicator J: Amount of land committed for 'employment cluster' ^{xv} development in: <ul style="list-style-type: none"> • Cambridge Sub-Region • Cambridgeshire Districts and Peterborough • Market Towns <i>See Indicator K for full details of employment-generating land committed</i>	P2/4 P9/6	Target J: That a sufficient amount of land is released for "employment cluster" development	↑
b) Economic regeneration and urban renaissance particularly in Peterborough and North Cambridgeshire will be encouraged	Indicator K: Amount of land committed for employment-generating development: <ul style="list-style-type: none"> • Structure Plan area • Cambridgeshire Districts and Peterborough • Cities of Cambridge; Peterborough • Market Towns • Strategic Employment Locations • Rural Centres • Other rural areas <i>See Indicators A1-A3 for details of employment-generating floorspace completed.</i> <i>See Indicator J for details of land committed for employment cluster development</i> <i>See Contextual Indicator 8 for details of employment in rural areas and other locations. See Contextual Indicator 23 for details of the Index of Multiple Deprivation</i>	P1/4	Target K1: That there is an adequate amount of employment land committed to meet indicative estimates of take-up ^{xvi} to 2016 Target K2: That employment-generating development in rural areas is predominantly located at Rural Centres	↑
c) Strategies to revitalise market towns and support local economic regeneration of rural areas, by integrating improvements to their economy, environment, transport and other services will be prepared.		P2/2		
d) Development which meets local needs and supports the local economy will be favoured		P2/6		
e) Economic diversity will be sought, with particular attention to rural areas and areas of deprivation		P9/4		
		P10/2		
f) Additional housing development will bring forward a high proportion of affordable and key worker homes to meet local needs and support economic development	Indicator L: Number and percentage of new dwellings completed that are affordable (including key worker housing) and expected to remain so for the foreseeable future in: <ul style="list-style-type: none"> • Cambridge Sub-Region • Cambridgeshire Districts and Peterborough • In rural areas 	P5/4 P5/5 P9/1	Target L: At least 40% of new dwellings completed in the Cambridge Sub-Region to be affordable (including key worker housing)	↑

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives (contd.)

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
3 Provision of Infrastructure and Community Facilities				
<p>a) Investment in new infrastructure and community services will be guided through involvement of central and local government, service providers, the private sector, local communities and other relevant organisations</p> <p>b) New development will be required to facilitate the provision of new and improved infrastructure for sustainable transport and movement, education, health and other community services including the use of developer contributions</p>	<p>Indicator M: Investment secured for infrastructure and community facilities, including developer contributions for development that has an impact within the Plan area and the strategic improvements needed in the Cambridge Sub-Region</p>	P1/4	<p>Target M: Secure investment and developer contributions in line with development permitted in the Plan area, which will include strategic infrastructure requirements for the Cambridge Sub-Region</p>	↑
		P6/1		
		P9/8		
		P9/9		
		P10/7		
4 Performance of Development				
<p>a) New development will be required to:</p> <ol style="list-style-type: none"> 1. be part of a mixed-use scheme where scale and circumstances make this realistic 2. be of good quality design with a distinct sense of place providing for safe walking and cycling, good public transport access and reducing opportunities for crime 3. achieve an increase in average densities in order to use land efficiently 4. achieve protection and enhancement of biodiversity, heritage, landscape character, townscape, local distinctiveness, air, land and water quality, and improve health 5. achieve good resource conservation through a life cycle approach to the use of materials, energy, and water 6. achieve an increase in walking and cycling 7. avoid creating pollution 	<p>Indicator N: Gains and losses of open space/outdoor recreation land resulting from residential development, at cities, towns and rural centres.</p>	P1/3	<p>Target N: A net increase in open space /outdoor recreation land resulting from residential development at the main settlements</p>	↑
		P4/3		
		<p>Indicator O: Number of major new developments completed in areas highly accessible to sustainable modes of travel^{xvii}</p>	P5/3	<p>Target O: All completed new developments to be highly accessible by sustainable modes of travel</p>
	P5/4			
	<p>Indicator P: Average net density of housing developments completed – highlighting the number of dwellings in developments with net housing densities of:</p> <ul style="list-style-type: none"> • less than 30 dph • 30-49.9 dph • 50-99.9 dph • 100 dph or above 	P7/1	<p>Target P1: To achieve net densities of 30+ dwellings per hectare (dph) in new housing developments of 5+ dwellings completed since 1999</p>	↑
		P8/1		
		P8/8		

Table 11.1 Key indicators of progress towards Strategic Development Strategy Objectives (contd.)

Sustainable Development Strategy Objectives (See Table 1.1)	Indicators	Related	Targets policies	Direction of change sought
			Target P2: Zero new developments to be completed with dwellings built at an average net density of below 30dph	↓
	Indicator Q: Number of new 1-bed and 2-bed dwellings completed		Target Q: To increase the percentage of new dwellings completed in the Structure Plan area, that contain 1 or 2 bedrooms, from 30% towards 50%	↑
	<p>Indicator R: Number of completed new developments that adversely affect sites of natural and heritage interest, without mitigating or compensatory measures.</p> <p><i>Indicators N to R take account of the Plan's objectives for the performance of new development. They also address key policies such as P1/3 - and its four dimensions of accessibility, urban design, energy efficiency and community needs. Further work on the implementation of Policy P1/3 may lead to the specification of more detailed indicators. Details will be provided in the Structure Plan Monitoring Report.</i></p> <p><i>See Contextual Indicator 17 for information on sustainable modes of travel</i></p>		Target R: No new developments to adversely affect sites of natural and heritage interest, without mitigating or compensatory measures ^{xviii}	↓

Notes for Table 11.1

- i** 'Employment-generating' development will comprise business development (Use Classes B1-B8), plus a range of other uses which contribute to employment change. Full definitions will be set out in the Structure Plan Monitoring Report (SPMR)
- ii** Local Plans or Local Development Documents (LDDs) will define 'close to Cambridge'. Indicator will include development completed in and close to Cambridge without a need to be located there, such as that resulting from appeal decisions contrary to Structure Plan policy
- iii** Locations that are not designated as Cities, Market Towns, SELs or Rural Centres
- iv** Comprises housing, employment and other types of development to be monitored – see SPMR
- v** Within or as extensions to Cambridge and Peterborough; within or adjoining the 'Market Towns' of Chatteris, Ely, Huntingdon, March, St Ives, St Neots, Wisbech, Ramsey, and Whittlesey; at Longstanton/Oakington; at designated Rural Centres
- vi** 'Completed' development to be measured in terms of number of dwellings (housing) and new floorspace (for other types of development)
- vii** 'Committed' comprises land (hectares) with an extant planning permission; or allocated for development in Deposit or adopted Local Plans or LDDs but without planning permission
- viii** Comprises land (hectares) not yet 'committed', but either:
- with planning permission subject to the signing of a Section 106 agreement;
 - in pre-deposit stage local plan or LDD reviews;
 - with an approved development brief; or
 - 'indicative' allocations in Structure Plans
- ix** The functional flood plain area may be altered as new climate change calculations and other information become available. Except where stated otherwise, statistics will be calculated and presented for the most up-to-date flood plain area
- x** Showing cumulative housing completions since 1999, and progress on commitments and other land contributing to housing provision up to 2016, including details of phasing
- xi** The centres of Cambridge and Peterborough
- xii** The centres of the Market Towns, and the new settlement
- xiii** To be defined in Local Plans or LDDs
- xiv** 'Inappropriate' comprises all development, except:
- that required for agriculture and forestry, outdoor sport, cemeteries, or other uses appropriate to a rural area;
 - planned releases following the Green Belt review
- xv** 'Employment-cluster' development will be defined in the SPMR
- xvi** Figures as set out in column f of the published table accompanying Structure Plan Policy P2/2
- xvii** This is a Headline Indicator in the Cambridgeshire Local Transport Plan 2004-2011. Developments should be within 400m of a bus stop or other public transport, and accessible to comprehensive cycle and footpath networks. Assessment based on existing position or secured by legal agreement.
- xviii** Target is based on Indicator 29 for Peterborough Local Plan (First Replacement) Revised Deposit 2002

Table 11.2 Contextual Indicators for Cambridgeshire & Peterborough

Contextual Indicators aim to observe the background environment of the Structure Plan area in order to monitor changes, which are to a limited extent, attributable to Structure Plan policies. They assist an understanding of the evolving context in which the policies operate and may be used to inform policy making in future. The Contextual Indicators in this Structure Plan have been chosen from robust sources and with an expectation that they will endure for the foreseeable future as monitoring tools. Most are data sources available on an annual basis, whilst others e.g. the High Tech Database, are biennial.

The indicators aim as far as possible to be SMART i.e. ‘Specific, Measurable, Achievable, Realistic and Time bound’.

Indicators	Related Chapters	Targets/Direction of change sought
1 Maintaining high & stable levels of economic growth and employment¹		
1 Total unemployed ²	2, 9	↓
2 Economic activity rate ³	2, 9	↑ ↓
3 Business start-ups and closures ⁴	2, 9	↑ ↓
4 GDP per capita and in index form (UK = 100)	2, 9	↑ ↓
5 Gross Disposable Household Income (NUTS3)	2	↑ ↓
6 Earnings	2	↑ ↓
7 House prices & sales volumes by county	5, 9, 10	↑ ↓
8 Persons in employment, dwelling stock, and commuting patterns in: <ul style="list-style-type: none"> • Cambridge Sub-Region, Peterborough & North Cambridgeshire • The market towns • Rural areas 	2, 5, 8, 10	To redress or partially redress identified imbalances in the jobs/homes ratio.
9 Number of enterprises in key cluster groupings, in: <ul style="list-style-type: none"> • Cambridge Sub-Region • Cambridgeshire Districts; Peterborough City Council area • Market Towns 	2, 9	↑

Table 11.2 Contextual Indicators for Cambridgeshire & Peterborough (continued)

Indicators	Related Chapters	Targets/Direction of change sought
2 Effective protection of the environment¹		
10 For each Local Authority (where applicable) a) Number of days per year when air pollution is moderate or higher for PM ¹⁰ at (i) urban background (ii) roadside (not kerbside) sites b) Annual average nitrogen dioxide concentration at (i) urban background (ii) roadside (not kerbside) sites c) Number of days per year when air pollution is moderate or higher for ozone for rural sites	7	Achieve a reduction in the number of days per year when air pollution is moderate or higher for Ozone & fine particles & the annual concentrations of Nitrogen Dioxide
11 Carbon dioxide emissions by sector and per capita emissions (tonnes per year)	7	Reduce, at least in line with UK Kyoto commitment (ESAP) ⁵
12 a) Number and hectares of land designated as Sites of Special Scientific Interest (SSSI) in authority area b) Percentage of assessed area in favourable and unfavourable recovering condition, within SSSIs c) Area of Local Nature Reserve per 1,000 population	1, 7	To protect and enhance areas designated at international, national and county level for their nature conservation value, landscape quality or cultural importance.
13 Number of landscape features restored each year	7	Restore fifteen landscape habitat features each year in Cambridgeshire and Peterborough.
14 Annual change in area (hectares) of specified target habitats as identified by the Biodiversity Partnership	7	Increase the number of hectares of specified target habitats (refer to fig 7.1)

Table 11.2 Contextual Indicators for Cambridgeshire & Peterborough (continued)

Indicators	Related Chapters	Targets/Direction of change sought
15 Average water consumption per day	4, 7	↓
16 Percentage of main rivers rated as good or fair quality	7	↑
17 Modal Split of journeys in Cambridge, Peterborough and Market Towns	1, 2, 3, 4, 5, 6, 8, 9, 10	Shift modal split from cars to more sustainable forms of transport
3 Prudent use of natural resources¹		
18 Amount of secondary aggregate (including recycled material) processed each year in Cambridgeshire and Peterborough.	7	To reduce the need to extract primary aggregates by maximising the use of secondary aggregate
19 Landbanks for sand & gravel and limestone each year	7	Continued maintenance of the sand and gravel landbank at a level of 7 years or above.
20 Percentage and actual tonnage of household waste arisings which have been: <ul style="list-style-type: none"> • Recycled • Composted • Used to recover heat, power and other energy sources • Land filled. 	7, 9	Reduce the percentage and actual levels of domestic waste sent to landfill by increasing the percentage of waste that is recycled, composted and used to recover energy
21 Increase in the proportion of energy produced which comes from renewable resources	7	Increase production (from 1998 level) to an additional 354 Giga Watt hours capacity by 2010
4 Social progress which recognises the needs of everyone¹		
22 Availability of services and facilities	3, 4, 5, 6, 8, 9	↑
23 Deprivation – Income, employment, health/disability, child poverty, education/ skills/training, housing, access to services.	2, 3, 4, 5, 10	↓

Footnotes for Table 11.2:

- 1 Ref. 'Sustainable Development – the UK Government's approach' September 2003.
- 2 ILO definition of unemployment: number of jobless people who want to work, are available to work, and are actively seeking employment.
- 3 Percentage of people aged 16+ who are economically active i.e. are either in employment or ILO (International Labour Organisation) unemployed
- 4 VAT registration and deregistration. Indicator of level of entrepreneurship & health of the business population.
- 5 Target defined by Cambridgeshire County Council's Environment Strategy and Action Plan (ESAP).

Glossary

Glossary

Adoption:	The final legal stage in the process, where this Structure Plan is adopted and replaces the existing Structure Plan	Commitments:	Development for which land has been identified in a Local Plan or for which planning permission has been granted
Affordable housing (discounted low-cost housing):	Housing subsidised in some way for people who cannot afford to buy or rent on the open market	Convenience goods:	Goods which are purchased regularly, such as food/newspapers for which convenience is a prime consideration
Aggregate:	Bulk materials, such as sand and gravel which are used in the construction industry	CROW:	Countryside and Rights of Way Act 2000
Aquifers:	Deposit of rock, such as sandstone containing water that can be used for supply purposes	Definitive map:	Plan with legal status which shows all the Public Rights of Way
Best and most versatile agricultural land:	Grade 1, 2 and 3A agricultural land according to the land classification system	DTLR:	Department of Transport, Local Government and the Regions
Biodiversity:	The existence of whole variety of plant and animal species and ecosystems in their natural habitats	Environment Agency:	A national organisation with responsibility for key environmental matters
Biotechnology:	The use of biological processes in industrial production	Environmental Assessments:	A process used as a tool in the determination of certain planning applications, where environmental effects of a project are considered
Brownfield:	Another term for previously developed land and buildings	Economic regeneration:	The process of putting new life into run down and declining areas, particularly through comprehensive economic development measures
CHUMMS:	Cambridge to Huntingdon Multi Modal Study	EEDA:	East of England Development Agency
Circulars:	Documents which set out policy with legal implications issued by the Government	EERA:	East of England Regional Assembly
Clusters:	Concentrations of companies in related activities which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries	Fauna:	All the animal life of a given place or time
Comparison goods:	Goods that are purchased occasionally, such as electrical/clothing which consumers will compare before making a choice	Flora:	All the plant life of a given place or time
		Flood plains:	All land adjacent to a watercourse over which water flows in time of flood or would flow but for the presence of flood defences

Functional Flood Plain:	Functional flood plains are the unobstructed or active areas where water regularly flows in time of flood.	Key diagram:	A diagram which is part of the Structure Plan, illustrating its main policies and proposals, not on an Ordnance Survey base map
GOEE:	Government Office for East of England	Key worker housing:	A subset of affordable housing comprising discounted market housing targeted at specific groups, including teachers, nurses and others whose role relates to the care and comfort of the community or sustaining the local economy, and who are unable to meet their housing needs on the open market. Provision of assistance would be dependent on whether their employer is facing difficulties in recruitment and retention related to housing costs and is unable to respond by increasing wages or by relocating elsewhere.
Green Belt:	A protected area of open land surrounding a town or city, in this area Cambridge Green Belt	Local plans:	Detailed district wide land-use plan, prepared and adopted by Local Planning Authorities, consisting of policies and proposals for 10 year period
Green Travel Plans:	- See Travel Plans	Local Planning Authorities:	All the authorities who prepare development plans within the Structure Plan Area comprising the County Council and District/City Councils
Groundwater protection zones:	Areas around ground water supply boreholes where development may need to be carefully controlled in order to prevent contamination of the supply.	Local Strategic Partnerships:	Partnerships involving a wide range of interested parties which will prepare the Community Strategy for each District/City
Hinterlands:	Area surrounding a City or Town, which is functionally related to it	Local Transport Plan:	Five year plans drawn up to meet local transport needs, includes proposals and investment plans Monitored on an annual basis.
Incubator units:	Specialist small scale office development which fosters and supports the development of new, usually specialist high tech businesses		
Infrastructure:	The stock of facilities, services and equipment in an area needed for it to function properly (e.g. transport, education, health)		
ICT:	Information and communication technology		
Internal Drainage Board:	Organisation that is responsible for the water courses of an area		
Inward investment:	Movement of money and economic development into the County or specific area from a different part of the United Kingdom		
In-migration:	Movement of people into the county or specific area from a different part of the United Kingdom		

Market Towns:	Generally have a population between 10,000 and 20,000. They serve an important function by providing shops, schools, health facilities and other day-to-day services for their surrounding rural area.	Phasing:	Process by which development proposals are timed for release as a result of appropriate trigger mechanisms to ensure a continuous and adequate supply of land
Modal split:	The division of use between all the modes of transport within a given area	Planning agreements:	Legal Agreements or Undertakings under Section 106 of the Town and Country Planning Act 1990. Makes provision for restrictions, requirements and payments for necessary facilities related to and required by the development. (Often known as Section 106 Agreements)
Multi modal studies:	Government sponsored studies which investigate problems relating to all modes of transport within a given area, usually a corridor	PPG:	Planning Policy Guidance Notes setting out Government's policy on general planning issues such as housing, employment, shopping and tourism
Multi-skilling:	The achievement of more than one skill by an individual directly related to the needs of local industry	Precautionary principle:	Where there may be significant risks to health or the environment from development, but scientific knowledge is not conclusive, the development should not proceed
Natural surveillance:	The use and design of land to enable overlooking and observation by people and different uses throughout the day and night	Previously developed land:	Land and buildings which are vacant, derelict and underused and which are or were occupied by a permanent structure and infrastructure (excluding agriculture and forestry). A precise definition is in PPG3
National Nature Reserves:	A site of national nature conservation importance managed by English Nature and established by the Wildlife and Countryside Act 1981	Private Finance Initiative (PFI):	Process by which the private sector provide finance and take on the risk associated with large scale capital intensive projects and which the public sector lease back over long time scale, typically 25-30 years
Park and Ride:	Facilities which seek to reduce congestion and car borne commuting by providing car parks on the edge of towns and public transport into the town centre		
PENS:	Previously Established New Settlements		

PROW:	Public Rights of Way	Sequential approach:	Process against which locations for development should be assessed. Set out in detail in PPG3 and PPG6
Quality of life:	The degree of well-being in terms of enjoyment and satisfaction experienced in everyday life, as opposed to financial or material well-being	SERAS:	South East Regional Airport Study
RAMSAR site:	Internationally important wetland. Sites particularly noted as waterfowl and wading bird habitats	Shared parking:	Parking facilities which are shared between users with different peak demands for parking.
RPG6:	Regional Planning Guidance for East Anglia to 2016 (November 2000)	Social deprivation:	Lack of adequate food, shelter and other basic necessities and facilities
Regionally Important Geological sites:	A non-statutory designation protecting sites for research, science, education, leisure and amenity	Social exclusion:	The exclusion of a person/people from economic or social participation because of their income, race, religion, sexuality etc
Rural Centres:	Rural centres will generally have a population of at least 3,000, have a primary school, food shops, post office, a doctor's surgery and good access to a secondary school. They will have good public transport, providing access from the surrounding rural area and linking to nearby towns and cities.	Sphere of influence:	An area over which a city or town plays a significant role for the inhabitants.
Rural (farm) diversification:	The introduction of non-agricultural activities such as recreation and tourism	Special Areas of Conservation:	Areas that represent the range, variation, quality and biodiversity of the rarest habitats and species in Europe
Scheduled Ancient Monument (SAM):	A nationally important archaeological site included in the Schedule maintained by DTLR under the Ancient Monuments and Archaeological Areas Act 1979	Special Protection Areas:	Areas that protect the habitats of threatened and migratory species of birds
SEL	Strategic Employment Location. See Policy P2/3	SSSI:	Sites of Special Scientific Interest
		Stakeholder partnership:	A range of bodies and organisations with a direct interest or involvement in a particular project, for example infrastructure investment.
		Structure Plan:	Sets out the strategy, policies and proposals for land use and transport for 15 years for the Structure Plan Area. Consists of written statement (policies), key diagram and explanatory memorandum

Supplementary Planning Guidance:	Additional guidance prepared by Local Planning Authorities to set out detailed requirements and policy on particular issues	Urban fringe:	Area of land immediately adjacent to the outer edge of large built up areas before open countryside is reached
Sustainability/ Sustainable development:	Development that meets the needs of the present without compromising the ability of future generations to meet their needs	Urban renaissance:	The revival of an urban area which is suffering from lack of attention and finance
Sustainability Appraisal:	A comprehensive check on the potential economic, environmental and social implications of all the policies and proposals in the Structure Plan	Urban II initiative:	European Regional Development Funding for a project to assist regeneration. (applies to Peterborough)
Sustainable drainage systems (SuDS):	Sustainable drainage systems that use natural processes and techniques to control surface water run-off and mimic natural systems	Vitality:	The social and physical state of areas and their ability to continue to thrive and develop
SUSTRANS:	Sustainable Urban Transport organisation which places particular emphasis on cycling and the development of cycle tracks	Viability:	The economic state of areas and their ability to continue to thrive and develop
Townscape:	The character, form and development pattern of a particular part of a settlement	Windfall:	Sites which receive planning permission without having been identified in a Local Plan or housing supply survey
Travel plans:	A document which sets out targets for the reduction of road traffic associated with a particular development and includes a range of measures to achieve these targets (Also known as Green Travel Plans – with an emphasis on alternatives to travel by car)		
Urban capacity:	Land in urban areas which would be suitable for housing development		