

Significant changes to Core Strategy as a result of Inspector's report – 15 March 2011.

This schedule highlights where significant changes could affect S Cambs. The Inspector published a list of significant changes that have been made to the Core Strategy. The reference to these is in bold (**S23**)

Where text is to be deleted in the Core Strategy these words are struck through – ~~Minerals and waste~~

Where new text is to be added this is in bold and underlined – **Minerals and waste**

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Policy CS25, Mineral Safeguarding Areas (S25)	<p>Mineral Safeguarding Areas</p> <p>Mineral Safeguarding Areas are designated for deposits of sand and gravel, brick clay, limestone and chalk that are considered to be of current or future economic importance, and defined on the Proposals Map. The Mineral Planning Authority must be consulted on planning applications for major developments in these Areas. and development will only be permitted where it can be demonstrated to the Mineral Planning Authority that <u>The following types of development proposal are excluded from the need to consult with the Mineral Planning Authority :</u></p> <p><u>(a) Applications for development on land which are is allocated in other adopted local development plan documents</u></p> <p><u>(b) Applications for minor householder development involving:</u></p> <p><u>(i) Construction of replacement dwellings where the new dwelling occupies the same or similar footprint to that building to be replaced;</u></p>	<p>To comply with advice in MPS1, and to show that all development will be considered rather than just major applications. This ensures that all development proposals are forwarded to the MPA unless they fall into an exempt category placed into the policy.</p> <p>MSAs also cover areas in adopted DPDs – the inspector considered that such mineral resources could be extracted before development of such sites. . The need to consult with the MPA should not result in delay to future development. The inspector stated ‘ The County Council is aware of the need to engage positively and have a willingness to do so.’</p>	<p>S Cambs had made comments about the extensive nature of the MSA within the district. Consultations with the Minerals Planning Authority must now be carried out on all planning applications not just major developments apart from those listed in policy – complies with MPS1.</p> <p>Given extensive nature of MSA within district this will mean having to consult more often with County.</p> <p>S Cambs had also been concerned about MSAs being over land allocated for a use within adopted DPDs. The inspector has recognised that where land is allocated in a DPD it will be</p>

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	<p><u>(ii) Minor extensions to existing dwellings and properties where they lie within the immediate curtilage of the existing building and would not bring the building closer to an existing or approved mineral working;</u></p> <p><u>(iii) Applications for the provision of driveways, garages, car parks, hard standings and nonhabitable structures lying within the curtilage of an existing dwelling</u></p> <p><u>(c) Applications for the change of use of land not involving a building but not outdoor recreation facilities such as golf courses and allotments</u></p> <p><u>(d) Applications for temporary buildings or structures</u></p> <p><u>(e) Advertisement applications</u></p> <p><u>(f) Telecommunications development</u></p> <p><u>(g) Overhead Electricity lines</u></p> <p><u>(h) Applications for Conservation Area consent</u></p> <p><u>(i) Applications for Listed Building consent</u></p> <p><u>(j) Proposals for work to trees or removal of hedgerows</u></p> <p><u>(k) Demolition of a residential building</u></p> <p><u>Notwithstanding the exemptions from consultation above the Mineral Planning Authority must be consulted on proposals for the construction of agricultural irrigation reservoirs and lakes for amenity purposes and boating marinas</u></p> <p><u>Development will only be permitted where it has been demonstrated to the Mineral</u></p>		excluded from consultation.

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	<p><u>Planning Authority that</u> a.1. the mineral concerned is no longer of any <u>economic</u> value or potential value, or b.2. the mineral can be extracted prior to the development taking place, or c.3. the development will not inhibit extraction if required in the future, or d.4. there is overriding need for the development and prior extraction cannot <u>be</u> reasonably be undertaken, or e. the development is allocated in other adopted local development documents, or f.5. the development is not incompatible Separate planning applications will be required for the prior extraction of minerals and the non-minerals development.</p>		
Policy CS32, Traffic and Highways (S28)	<p><u>Traffic and Highways</u> Minerals and waste development will only be permitted where: a. it is demonstrated that opportunities for the use of alternative methods of transport have been evaluated and the most appropriate pursued where practicable; b. access and the highway network serving the site are suitable or could be made suitable and able to accommodate any increase in traffic and / or the nature of the traffic associated with the development; and c. any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity.; <u>and</u></p>	<p>The inspector states the following - The policy requires criteria to be met with the intention of promoting alternative methods of transportation, ensuring the suitability of road access and minimising harm to the environment, road safety and residential amenity. Both it and the supporting text refer to directing HCV traffic to Primary Roads as defined by the Highway Authority. But not all are suitable for additional heavy traffic. Since the Plan was written, Cambridgeshire has published an Advisory Freight Map which identifies suitable roads. It is therefore intended to substitute reference to this</p>	<p>S Cambs concerns have been taken up. This policy previously concentrated on Block Fen and now the provisions have been widened to take into account sites across the whole county. Also mention is made of the CCC Advisory Freight Map, which will provide guidance.</p>

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	<p><u>d. binding agreements covering lorry backloading, routeing arrangements and HCV signage for mineral and waste traffic may be sought. In Cambridgeshire this will be informed by the Cambridgeshire Advisory Freight Map.</u></p> <p>Further mineral extraction and waste recycling and disposal will only be permitted in the Block Fen / Langwood Fen area if access can be achieved via the existing roundabout junction off the A142 at Block Fen, and will be subject to securing the necessary improvements to Block Fen Drove. In addition the Mineral / Waste Planning Authority will require binding agreements covering lorry backloading, routeing arrangements and HCV signage for mineral and waste management traffic. to principally use the Primary Roads as defined by the Highway Authority.</p>	<p>[S28, S97] in the interests of effectiveness. The next stage of work by the Highway Authority will be to draw up a lorry management strategy and assessment framework, which will build on the Advisory Freight Map and will provide haulage guidance on appropriate roads. There may be the potential to impose environmental weight restrictions. This work is at the consultation stage and is due to be considered by Cambridgeshire soon. I have confidence that the matter is being addressed, but that there is a limit to the control that may be exercised directly through the CS. A proposed change [S28] seeks to introduce a fourth criterion to make it clear that reference in the final paragraph to backloading agreements, routeing arrangements and HCV signage may apply to all sites, not only to Block Fen / Langwood Fen.</p>	
<p>Section 11, Paragraph 11.8</p> <p>S97 (MC58/1) Page 67</p>	<p>The Highway Authority -defines the Road Hierarchy for Cambridgeshire. The A142 (Ely to Chatteris) is a Primary Road which links to the A10,. These are, therefore are, these are the routes to which freight traffic should be directed <u>as shown on the Cambridgeshire Advisory Freight Map</u>. Also lorry traffic would not be precluded from using other roads including Main</p>	<p>See detailed comments above.</p> <p>Correction of drafting error and to improve legibility in connection with Policy CS32</p>	<p>Changes to be welcomed.</p>

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	Distributor Roads unless there are restrictions in place e.g. weight restrictions. This is to allow for local deliveries / collections.		
Policy CS23, Sustainable Transport of Minerals and Waste (S30)	<p>Sustainable Transport of Minerals and Waste Sustainable transport of minerals and waste by rail, water, conveyor, and pipelines will be encouraged. New, and enhancement of existing, wharves, railheads and ancillary facilities, and other forms of sustainable transport will be encouraged., <u>Transport Zones will be defined and they will be safeguarded protected</u> through the designation of Transport Protection Zones <u>Safeguarding Areas.</u> <u>A new Transport Zone will be located north of Chesterton Sidings, Cambridge which will be identified in the Site Specific Proposals Plan and defined on the Proposals Map.</u> Transport Protection Zones <u>Safeguarding Areas</u> will be identified in the Site Specific Proposals Plan and defined on the Proposals Map. Within these Areas there will be a presumption against any development that could prejudice the existing or potential use of the protected transport zone for the transport of minerals and / or waste. The Mineral / Waste Planning Authority must be consulted on any planning application made within a Transport Protection Zone <u>Safeguarding Area</u> except: householder applications (minor developments relating to</p>	<p>The terminology for the safeguarding has been changed at the suggestion of Cambridgeshire County Council and the inspector has agreed to this</p> <p>The Inspector's change to include Chesterton Sidings in the policy is in response to uncertainty over the continuation of the existing railhead – i.e. to ensure that there will still be a railhead in Cambridge over the Plan Period. A Transport Zone will be designated in the SSPDPD on land to the north of Chesterton Sidings, Cambridge.</p>	<p>Previously Chesterton Sidings was not mentioned in this policy in Core Strategy. North of Chesterton Sidings is designated in Site Specific Plan under Policy SSP T1 as a Sustainable Transport Zone.</p> <p>South Cambs support the principle of Chesterton Sidings being safeguarded.</p>

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	existing property) advertisements.		
Section 8, Title and Paragraph 8.13 S100 (MC106/1) Page 68	<u>Definition of Transport Zones and Transport Safeguarding Areas</u> Protection Zones <u>Transport Zones will be defined for existing / planned areas where sustainable transport of minerals and / or waste is, or will be, taking place. This may include railheads, wharves and ancillary facilities.</u> Transport Protection Zones have been defined as covering the transport facility itself and a buffer of 250 metres around the site. <u>Transport Safeguarding Areas will be defined to cover and extend 250 metres beyond the Transport Zone boundary.</u> Within these Zones <u>Transport Safeguarding Areas</u> the MPA / WPA must be consulted on all planning applications with the exception of minor household applications or advertisement proposals. This is because proposed development in, on the edge, or in close proximity to a transport facility can prejudice existing or future transport operations.	Text amended to take account of the changes made to Policy CS23. See above.	Chesterton Fen comes within the 250 safeguarding area for the Chesterton Sidings Zone, which is now designated in Policy CS 23. MPA will have to be consulted
Waste Management Key Diagram (S22)	Add Transport Zones and broad location for new Transport Zone at north of Chesterton Sidings, Cambridge. <i>Revise Key.</i> (See ANNEX B – Waste management key diagram)	Revise key diagram to reflect changes made to Policy C23	
Section 10, Paragraphs	10.10 The preparation and implementation of a waste audit can help achieve the above aims. A	The inspector states the following - Policy CS28 requires a waste management audit	S Cambs had asked for clarity on these paragraphs and it has been

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10.10 to 10.12 (S48)	<p><u>waste audit and supporting strategy is required for any development over £300,000 in value, which is in line with the national level which triggers the requirement for Site Waste Management Plan.</u> A waste audit and supporting strategy should demonstrate, for construction and operational phases, how waste will be minimised and how that which is generated will be managed in a sustainable way, in accordance with the Waste Hierarchy. The audit <u>and strategy</u> should, as a minimum, provide information on:</p> <ul style="list-style-type: none"> anticipated nature and volumes of waste arising the steps that will be taken to minimise the amount of waste arising the steps that will be taken to ensure segregation of waste at source; and its sorting, storage, recovery and recycling steps taken to ensure the re-use of waste arising in the development e.g. soils and recycled aggregate any other steps taken to manage the waste that cannot be incorporated within the development or that arises once the development is complete. <p>10.14 Advice from the WPA can be sought when compiling or assessing a waste audit and supporting strategy for a strategic development or complex site. Other audits will be assessed by the Local Planning Authorities in</p>	<p>and strategy for waste minimisation, sorting, re-use, recovery and recycling on all developments over £300,000, together with a “RECAP Waste Management Design Guide Toolkit Assessment”. All are sustainable measures. Changes [S48] to the supporting text amplify and explain the approach, including the relationship with Site Waste Management Plans, which have the same cost threshold.</p>	<p>added – Changes to be welcomed.</p>

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	<p>Cambridgeshire and the unitary Peterborough Authority.</p> <p>10.12 The recent requirement for site Waste Management Plans for development over the value of £300,000 should also assist, and together with a waste audit should provide robust information about waste arising and how it will be managed. Advice can be obtained from the WPAs and the Construction Industry Research and Information Association at www.ciria.org.uk.</p> <p><u>10.11 There is also a requirement for Site Waste Management Plans, under the Site Waste Management Plans Regulations 2008, for developments over the value of £300,000. This is in addition to the information required by Policy CS28. These Plans will be assessed by the Local Planning Authorities in Cambridgeshire and the unitary Peterborough Authority.</u></p> <p><u>10.12 Together a Site Waste Management Plan and a waste audit and strategy should provide robust information about waste arising and how it will be managed. Further advice can be obtained from the WPAs and the Construction Industry Research and Information Association at www.ciria.org.uk.</u></p>		

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Section 6 Minerals Spatial Strategy, new Paragraph to be inserted after Paragraph 6.17 (S57)	<u>It is anticipated that the additional sand and gravel reserves for the Earith / Mepal Zone will come on stream from 2010 onwards. The reserves in the broad locations identified by Policy CS4 will come on stream on varying timescales. Reserves at Maxey and Eye/Thorney in the Northern Zone are expected to come on stream as existing permitted reserves become exhausted around 2012 and 2015 respectively. At Kings Delph, also in the Northern Zone, the timing of the sand and gravel workings is dependant upon the working of the underlying brickclay resource. It is anticipated that proposals for a rail freight terminal will sterilise existing permitted brickclay reserves, and therefore reserves at Kings Delph will be brought forward around 2018. In the Central / Southern Zone the reserves at Cottenham / Landbeach are expected to come on stream around 2015 as permitted reserves in the area come to an end. The reserves at Needingworth are expected to come on stream around 2015, as they are brought forward to avoid the resource being sterilised, and timed so that they can be incorporated into the working and restoration programme of the permitted Needingworth Quarry.</u>	<p>The inspector states the following - As submitted, the Plan does not indicate when the new provision for sand and gravel should be made. This omission is rectified by the inclusion of an additional paragraph which in general terms describes the timing of the new allocations and the context in which they would be required, thereby providing greater clarity to the Plan and overcoming this potential area of unsoundness</p> <p>To set out the anticipated phasing of the proposed sand and gravel provision made in Policy CS4</p>	<p>This is additional information about the phasing previously not available.</p> <p>South Cambs had objected to the allocations at both Cottenham and Needingworth asking that a full environmental assessment would have to be carried out before could consider allocating sites.</p>
Document C02,	<u>Policy CS12 Engineering Clay may also be applicable in cases where sand and gravel</u>	The inspector in his report states the following - The proposed A14 road	

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Section 6, Insert new Paragraph after 6.45 (S59)	<u>lies over or under engineering clay reserves and is related to the same project.</u>	improvements require quantities of engineering clay in addition to the aggregates provided for under Policy CS11. Policy CS12 indicates that provision is made for clay borrowpits for that project, with allocations to be made in the SSPDPD. Other proposals would be subject broadly to the same criteria as would apply to aggregate borrowpits, but with the presumption that priority would be given to extracting from existing minerals or landfill sites in preference to greenfield sites. There is logic in this approach, as many aggregate quarries and former quarries used for landfill in the Plan area are underlain or overlain by clay suitable for engineering works, and it makes sense to minimise the potential for environmental impact by combining the activities. The connection is made explicit in proposed changes to supporting text to both policies [S59, S60]. The policy as submitted does not prevent existing clay resources, such as those at the Waterbeach Waste Management Park, being used for the A14 works, but there is no need for site allocations to be identified at the Core Strategy stage. The priority given to existing sites over greenfield	

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		sites does not rule out the use of the latter if they offer a better solution in terms of proximity to the project served, or a lesser environmental impact. These matters are covered in the criteria within the policy. Similarly, the priority would not indicate that permission would automatically be granted for the extension of clay production from an existing site if that would lead to unacceptable consequences for local communities. All proposals would be considered against the full range of relevant policies in the Plan. It would be unnecessarily repetitious for each policy to address every factor.	
Section 6, Insert new Paragraph after 6.48 (S60)	<u>Policy CS11 Sand and Gravel Borrowpits may also be applicable in cases where engineering clay lies over or under sand and gravel reserves and is related to the same project.</u>	See detailed comments above for S 59	Same as above
Document C02, Appendix E Glossary, after definition for Biodiversity Action	Insert the following: <u>Bring Sites – these are places where members of the public can bring their waste and separate it into large containers (e.g. bottle and paper banks at local supermarkets) which are generally located in publically accessible areas such as supermarkets or public car parks. They</u>	To define a technical term used in the Core Strategy and amends a typographical error. These changes take account of comments made by South Cambridgeshire District Council.	South Cambs had asked that the definition be included in the main supporting text rather than in a glossary. Changes to be welcomed.

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Plan S77 (MC81/1) Page 53	<u>provide additional recycling opportunities for a range of materials not all of which are collected by existing kerbside services provided by Waste Collection Authorities. Bring sites are the responsibility of Waste Collection Authorities.</u>		
Section 7, Paragraph 7.28 S98 (MC30/1) Page 67	In delivering these recycling centres the WPAs will look to district and city councils, developers and landowners to support and help facilitate the provision of this important community service. Future development proposals across the Plan area will be required to contribute to the provision of household recycling centres. <u>In Cambridgeshire the scale and nature of contributions will be consistent with the guidance set out in the RECAP Waste Management Design Guide Supplementary Planning Document when it is adopted</u> ; and in Peterborough, <u>contributions will be consistent with the Planning Obligations Implementation Scheme which was adopted in February 2010.</u> Both will be Supplementary Planning Documents.	To clarify the relevant documents to be used in Cambridgeshire and Peterborough in relation to developer contributions	Welcomes clarification.