

## Appendix B: East of England

### Revocation of saved structure plan policies

County level structure plans were abolished under the Planning and Compulsory Purchase Act 2004, but the policies in them remained in force for a transitional period. In 2007 the Government wrote to local planning authorities to advise them which policies from their existing structure plans would be saved after 27 September 2007. This Appendix lists the 46 saved structure plan policies for the East of England together with an assessment of whether the policies are still relevant or whether they have been superseded.

County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<b>Norfolk</b>					
EC10: Change of use of hotels, holiday parks, chalets, camping/caravan sites. (Policy on when changes not acceptable).				X	
T2: Transport new development: Development to be assessed against its effect on traffic generation and alternative modes of access. Development not allowed if adequate access cannot be provided. Developers required to address the transport consequences and provide for access by public transport, cyclists, pedestrians and disabled people. Developer contributions sought (for infrastructure / public transport services / access / maintenance of additional highway works).			X		

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T17: Transport general aviation: Permits development of small-scale business aviation or recreational flying at existing airfields, or the development of new airfields for such purposes, if no significant adverse impacts on the local environment and the amenity of local residents.			X		
RC8: Non-renewable energy: Circumstances where proposals for the development of conventionally fuelled power stations are acceptable.			X		
<b>Suffolk</b>					
CS11: Policy on residential development for the military air bases at Honington, Wattisham, Woodbridge, Mildenhall and Lakenheath				X	
ENV21: Development in the Broads: (Sets out the overall strategy for the Broads with which development proposals must be consistent to be acceptable).				X Replaced by policy ENV2 in RSS	
ECON7: Business clusters: (Supports the establishment and growth of business clusters (including protection of land allocations) subject to certain criteria).				X Replaced by policy E4 in RSS	
ECON11: Village community facilities: Circumstances where proposals for new community facilities will be encouraged. Development that			X		

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would result in the complete loss of a particular type of community facility from a village not acceptable unless facility cannot be made viable.					
ECON14: Tourist accommodation: Development of tourist accommodation in the countryside (cabins, chalets, caravans, camp sites) acceptable where there is no material conflict with transport policies or environmental protection. But not in certain protected areas (Areas of Outstanding Natural Beauty, the Heritage Coast).				X	
T10: Cycle parking: Sufficient secure cycle parking to be provided in new developments to meet standards agreed by Suffolk local authorities.				X	
T12: County transport network: (Sets out the improvements to the county transport network that are expected to be implemented during the Plan period).				X	
T14: Major developments – travel/transport: (Requirements for transport impact assessment, 'green' travel plans, developers' provision for public transport, cyclists and pedestrians and parking; and proposals generating a significant volume of trips). Developments involving movement of			X		

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substantial volumes of bulk material expected to provide/have access to rail or waterborne handling facilities for most such traffic.					
T16: Civil aviation: (Requirements for proposals for civil aviation airfields/airports).			X		
REC4: New marinas, yacht harbours: Such developments acceptable within towns, particularly on existing derelict, redundant or under-used water frontages, where there is no material conflict with residential amenity or transport or environmental protection policies.			X		
MP2: Rail and port facilities for handling aggregates and cement: (Policy on safeguarding existing facilities).				X	
MP4: Mineral reserves: Permitted mineral reserves and potential resources protected as far as is reasonably practicable from development which might preclude their later extraction.				X	
MP8: Mineral working for major civil engineering or transport projects: (Criteria for the favourable consideration of proposals for mineral working and associated development solely to serve such projects).				X	
<b>Bedfordshire &amp; Luton</b>					

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7: Areas of Great Landscape Value				X	
22: Defence sites and institutions				X	
25: Infrastructure – County Council			X		
49: Other airfields			X		
69: Luton Town Football Club			X		
<b>Essex &amp; Southend-on-Sea</b>					
N3: Extension of Suffolk Coast/Heaths Area of Outstanding Natural Beauty			X	X	
CC1: Undeveloped coast - protection belt				X	
BIW9: Airport development			X	X	
LRT6: Coastal water recreation				X	
EG1: Proposals for new power stations			X	X	
MIN4: Sterilisation and safeguarding of mineral sites				X	
<b>Hertfordshire</b>					
3: Comprehensive settlement appraisals				X	
15: Key employment sites				X	
24: Environmental traffic zones				X	
35: County transport schemes				X	
52: Safeguarding of mineral resources				X	
<b>Cambridgeshire &amp; Peterborough</b>					
P2/3: Strategic employment locations				X	
P2/5: Distribution, warehousing and manufacturing				X	
P4/4: Water-based recreation				X	
P6/1: Development related provision			X		
P7/10: Location of new sand and gravel workings				X	
P8/10: Transport investment priorities				X	
P9/2b: Review of Green Belt boundaries			X		
P9/2c: Location and phasing of			X		

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development land to be released from the Green Belt					
P9/5: Economic regeneration of Chatteris				X	
P9/8: Infrastructure provision				X	
P9/9: Greater Cambridge sub-region transport strategy				X	
P10/3: Market towns – Peterborough and North Cambridgeshire				X	
P10/5: Peterborough - Hampton				X	