Huntingdonshire Local Plan to 2036 Examination

Hearing Statement Matter 14:

Requiring good design

Huntingdonshire District Council

July 2018

Huntingdonshire
DISTRICT COUNCIL

Contents

Appendices

Issue

Whether the Local Plan is justified, effective and consistent with national policy in relation to the approach towards requiring good design.

1. Requiring good design

Question 1: Taking each individually, are Policies LP12-LP18 justified, effective and consistent with national policy?

LP12 – Design Context

1.1. Policy LP12 has been informed by the Huntingdonshire Design Guide SPD 2017 (ENV/01, page 14), which requires all applications for new development to demonstrate a firm understanding of how the site sits within its context. This includes building types, scale, massing, architecture and materials as well as elements that that comprise a place such as streets, open space and landscaping.

1.2. The Huntingdonshire Landscape and Townscape Assessment SPD 2007 (ENV/02) provides a detailed analysis of the landscape character of Huntingdonshire (part three) and describes the Market Towns (Part 4) and typical building types (Part 5) across the district. These assessments provide a detailed understanding of the character and composition of the natural and built environment of the district to enable new development to sit within the context of the existing settlement. The Assessment also draws upon the Cambridgeshire Landscape Guidelines which was developed with stakeholder participation in the form of workshops for interest groups and was subject to public consultation from the 15 December 2006 to 9 February 2007. Individual Conservation Area Character Statements (such as the Huntingdon Conservation Area Character Assessment, Appendix 1) describe the features, history and development of the conservation area and guides new types of development that could be considered to make a positive contribution to the local character and distinctiveness.

1.3. A common criticism of development over recent decades is that many new homes could be 'anywhere' and lack local distinctiveness (CABE The Cost of Bad Design 2006). This policy sets out the importance of new developments to demonstrate a thorough understanding of the site and its context, drawing inspiration from the key characteristics of its surroundings, including natural, historic and built environment. The policy is consistent with the requirements of national policy as set out within paragraphs 58, 60, 61, and 64 of the NPPF, NPPG (Design: paragraph: 007 Reference ID:26-007-20140306, Paragraph 030 Reference ID:26-030-20140306).

1.4. The policy is justified as it draws upon guidance from CABE and NPPG as identified above. The policy enables deliverability over the duration of the plan period by requiring applicants to conduct assessments of specific sites based upon up-to-date evidence and guidance e.g.

through the use of the Huntingdonshire Landscape and Townscape Assessment SPD and Conservation Area Character Statements.

LP13 – Design Implementation

1.5. The criteria listed in Policy LP13 considers appropriate design responses to large scale issues of character, landscape, land uses and layout and smaller scale issues relating to building design, parking and materials. These criteria have been informed by the place making principles set out within chapter 3 of the Huntingdonshire Design Guide SPD 2017 (ENV/01) and are based on the seven principles of urban design as set out in the CABE guidance By Design – Urban Design in the Planning System: Towards Better Practice 2000 (page 15) consistent with NPPG (Design: - what is a well-designed place? Paragraph: 015, Reference ID: 26-015-20140306).

1.6. Criterion f. promotes accessibility and permeability and has been informed by the place making principles set out in the Huntingdonshire Design Guide SPD 2017 (ENV/01, Section 3.3), which identifies the importance of creating new walking and cycling connections to existing routes and places.

1.7. Criterion g. promotes recognisable and understandable places, routes and points of reference. These have been informed by Cambridge Sub Region Strategic Housing Market Assessment 2013, which identifies that between 2011 and 2031 the number of households aged 65 or over will grow as a proportion of Huntingdonshire's total population. A significant proportion of this older population, and a smaller proportion of those aged under 65, will have a physical or mental disability, which means that navigating, and moving through a place can be difficult (HOUS/07).

1.8. The efficient use of energy, water and other resources as set out in criterion j is informed by Approved Document G: Sanitation, hot water safety and water efficiency and BREEAM 'good' standards which identifies standards for the reduction of energy use and resources. This policy is considered consistent with paragraphs 17, 93 and 95 of the NPPF which seeks the radical reduction of greenhouse gas emissions.

1.9. Criterion m considers the functional requirements of new development including the accommodation of refuse and recycling, cycle parking and car parking. These functional needs can have a significant impact on the way places look and function and also affect the choice of transport. The criterion seeks to ensure that the dominance of these needs are minimised and are appropriately planned. This policy has been informed by the Huntingdonshire Design Guide SPD 2017 (ENV/01, section 3.5 Parking and Servicing) and is consistent with the requirements of national policy as set out in NPPG (Design: paragraph: 040 Reference ID: 26-040-20140306) which requires carefully planned bin and bike storage.

1.10. The policy is justified as it draws upon strategies and guidance including the Huntingdonshire Design Guide SPD, By Design and the NPPG: Design as identified above. The policy enables deliverability over the duration of the plan period by requiring applicants to conduct assessments of specific sites based upon up-to-date evidence and guidance e.g. SHMA which

updates market needs, up to date building regulations for energy, water and other resources and best practice including BREEAM Standards.

LP14 – Placemaking

1.11. Policy LP14 seeks to provide certainty and consistency across large or complex sites and has been informed by the CABE guidance Preparing Design Codes: A practical Manual (2006) and Design Coding in Practice: An Evaluation (2006) which identifies that design codes can help achieve consistently better quality developments and can help raise the design quality of new development.

1.12. Policy LP14 is consistent with National Planning Policy set out in the Paragraph 59 of the NPPF which recommends local planning authorities should consider using design codes where they could help deliver high quality outcomes and NPPG (Design paragraph: 036 Reference ID: 26-036-20140306and Paragraph: 032 Reference ID: 26-032-20140306).

1.13. The policy is effective as it allows for the comprehensive development of large sites enabling a greater degree of certainty regarding the potential capacity of the site in terms of layout of development, location of key services, facilities and infrastructure and design. This enables more effective deliverability of sites by identifying future phases of development and setting the groundwork for the submission of future reserved matters applications.

1.14. The Council's viability studies have tested the implementation of Local Plan policies on the viability of new developments across a range of densities and typologies (INF/04 and INF/05), no issues were raised with regards to Policy LP14.

LP15 – Amenity

1.15. A key role of the planning system is to ensure that new development does not have an adverse impact on the amenity of existing properties and that future occupiers of the proposed development will enjoy adequate levels of amenity as set out in Paragraph 17 of the NPPF.

1.16. Criteria a and b of policy LP15 seeks to ensure that new development safeguards the amenity of existing and future occupants with regards to overshadowing, overbearing and overlooking impacts. These requirements have been informed by the Huntingdonshire Design Guide 2017 (ENV/01) which highlights the need to assess the potential impacts to and from neighbours and surrounding development including loss of light and privacy, overlooking, loss of amenity space, noise and disturbance and overbearing impacts.

1.17. Criterion a has also been informed by the recommendations set out within the BRE digest 209 Site Layout Planning for Daylight and Sunlight (2011, second edition) which sets out numerical guidelines for achieving good levels of natural lighting within a new development and safeguarding of daylight and sunlight within existing buildings nearby and the protection of daylighting of adjoining land for future development.

1.18. Criteria c and d seek to address the adverse impacts arising from noise, obtrusive light, poor air quality, water pollution, odour, dust and overheating and has been informed by the DEFRA Noise Policy Statement for England (NPSE) 2010, Priority 5 of the Cambridgeshire Health and Wellbeing Strategy 2012 (SOC/01, page 20) and part 4 Implementation of the Huntingdonshire Design Guide SPD 2017 (ENV/01, pages 206-266), which seek to avoid significant adverse impacts on health and quality of life.

1.19. Criterion e seeks to ensure adequate and accessible waste storage is accommodated and has been informed by the Huntingdonshire Design Guide SPD 2017 (ENV/01) page 98, the Cambridgeshire and Peterborough RECAP Waste Management Design Guide (2012) (page 23), Building Regulations 2010 Part H Drainage and Waste Disposal – section H6 and Huntingdonshire's Waste collection policies.

1.20. Designing out crime and designing in community safety are essential to the creation of successful safe and attractive developments. Criterion f seeks to minimise the opportunities for crime in new developments and has been informed by Building Regulations – Approved Document Q, Secured By Design (The official UK Police flagship initiative combining the principles of 'designing out crime' with physical security) and the ODPM and Home Office Safer Place: The Planning System and Crime Prevention 2004. The Huntingdonshire Design Guide SPD 2017 (ENV/01) page 56 also promotes means of designing out crime by promoting active surveillance of places and routes.

1.21. Criterion g seeks to promote super-fast broadband technology across all parts of the district and has been informed through the 'Connecting Cambridgeshire' initiative and the government's 10 point plan for rural connectivity (Towards a One Nation Economy: A 10-point plan for boosting rural productivity, 2015). The Connecting Cambridgeshire partnership is led by Cambridgeshire County Council, working with local councils in Cambridgeshire and Peterborough, BT, the Government's Broadband Delivery programme (BDUK) and partners in business, health and education to achieve its aim of becoming the best connected county in the country.

1.22. Criterion e seeks to ensure the storage of hazardous substances (referred to as notifiable installations) does not adversely affect safety and that there would be no increase in the number of people that would be at risk in the vicinity of a notifiable installation. This policy has been informed by NPPG (Hazardous Substances: Paragraph 002 Reference ID: 39-002-20161209) which requires local planning authorities to consider the long-term need for appropriate distances between hazardous establishments and population of environmentally sensitive areas.

1.23. The criteria set out with LP14 are consistent with national planning Policy set out within paragraphs 17, 58, 110, 125 and 156 of the NPPF and NPPG (Air Quality: Paragraph: 008 Reference ID:32-008-2014036 and Design: 026 Reference ID:26-026-20140306, 040 Reference ID: 26-040-20140306 and 101 Reference ID: 26-010-20140306026).

1.24. The policy is justified as it draws upon strategies and guidance such as the Cambridgeshire Health and Wellbeing Strategy 2012, the Cambridgeshire and Peterborough RECAP Waste Management Design Guide, the Connecting Cambridgeshire Initiative and national priorities such as Building Regulations – Approved Document Q and Secure By Design. The policy enables deliverability over the duration of the plan period by providing housing that does not adversely affect the amenity of existing properties and ensuring that the future occupants of proposed developments enjoy adequate levels of amenity. LP15 seeks to highlight these impacts early on in the planning process, speeding up the approval of applications.

LP16 – Surface Water

1.25. The geology of Huntingdon is relatively impermeable, consisting of mainly clay soils, which are not conducive to infiltration, as evidenced in para 6.2.4 of the Cambridgeshire Flood and Water SPD (FLO/10). The criteria set out within Policy LP16 seeks to promote the use of Sustainable Urban Drainage systems (SUDs) to manage surface water. SUDs are advocated in the National Planning Practice Guidance on Flood Risk and Costal Change (Paragraph: 050 Reference ID: 7-050-20140306) for the opportunities they bring to reduce the causes and impacts of flooding, remove pollutants from urban run-off at source and combine water management with green space with benefits for amenity, recreation and wildlife.

1.26. This policy has also been informed by the Cambridgeshire Flood and Water SPD (FLO/10), the CIRIA SuDs Manual (reference C753), the Site Handbook for the Construction of SuDs (reference C698) and Huntingdonshire Design Guide 2017 (ENV/01) which identify ways of mitigating flood risk in new development.

1.27. The Cambridge Flood and Water SPD was prepared by Cambridgeshire County Council and each of the Cambridgeshire local planning authorities, it addresses county-wide issues with regard to surface water flooding, measures to manage risk and managing residual risk. The guidance also includes SuDs design principles, design standards and developing a surface water drainage strategy.

1.28. This policy relates to LP39 Ground Contamination and Groundwater Pollutants which has been informed through advice from the Environment Agency with regard to the location of source protection zones (SPZ) and the Strategic Flood Risk Assessment (FLO/01 to FLO/08). FLO/01 and FLO/08 identify surface water and groundwater flood risk mapping and coverage. In Huntingdonshire, due to the nature of some of the landscape setting in the District - which includes Fenland - the potential to cause ground water contamination must be assessed. It is therefore pertinent that ground permeability, groundwater levels and ground quality should be assessed where Sustainable Drainage systems are proposed

1.29. LP16 is consistent with the objectives of national planning policy set out in paragraphs 17, 94, 99 and 100 of the NPPF and NPPG (Flood Risk and Costal Change: Paragraph: 050 Reference ID: 7-050-20140306)

1.30. The policy is justified as it draws upon guidance from the Cambridgeshire Flood and Water SPD. The policy enables deliverability over the duration of the plan period by requiring applicants to identify and mitigate against flood risk enabling long term sustainable development.

LP17 – Sustainable Travel

1.31. The Huntingdonshire Strategic Transport Study – Baseline Report (INF/10, page 58) highlights that car ownership levels are high across the district with more than 80% of commuting trips being made by car, this is due to the rural nature of Huntingdonshire and limited accessibility to public transport in the east and north of the District. Policy LP17 seeks to promote sustainable means of travel from new developments by increasing the proportion of journeys made by public transport, cycle and on foot and reducing the negative impacts of additional traffic. This policy is consistent with the objectives of Chapter 4 'The Development Strategy' of the Local Plan which seeks to reduce the need to travel long distances by directing development which has, or has the potential to, provide the greatest access to services and facilities and where sustainable travel modes and public transport are well provided for. This allows a greater proportion of trips to be made by foot or bicycle. This is consistent with the sustainable development principles outlined in paragraphs 17 and 38 of the NPPF.

1.32. Policy LP17 has been informed by the Strategic Market Towns Transport Strategies (produced by Cambridgeshire County Council), which seek to increase strategic sustainable modes of travel and improved accessibility to services to contribute to the prosperity and wellbeing of each town. For example the Huntingdon and Godmanchester market town transport strategy (Appendix 2) paragraph 3.1 seeks to promote sustainable modes of travel. LP17 has also been informed by the Huntingdonshire Strategic Transport Study – Baseline Report (INF/10), section 5 highlights opportunities for increasing the usage of sustainable transport modes. The Huntingdonshire Design Guide 2017 (ENV/01, page 45) promotes sustainable modes of transport including setting maximum distances for new developments from bus stops, shops and primary schools and promoting walking and cycling by the creation of direct and legible routes.

1.33. This policy is consistent with national planning policy set out in paragraphs 17 and 38 and Section 4 of the NPPF and the NPPG: Travel Plans, Transport Assessments and Statements:

1.34. The policy is justified as it draws upon guidance from studies and strategies such as the Strategic Market Towns Transport Strategies and the Huntingdonshire Strategic Transport Study – Baseline Report. The policy enables deliverability over the duration of the plan period by requiring applicants to consider sustainable means of travel. This policy enables sustainable long term development reducing greenhouse gas emissions and reducing congestion as set out in sections 4 and 10 of the NPPF. Monitoring and implementation of travel plans also allows the objectives of the policy and the sustainable nature of the development to continue to meet the sustainable transport objectives.

LP18 – Parking Provision and Vehicle Movement

1.35. Policy LP18 seeks to ensure appropriate levels of well-designed parking provision for vehicles and cycles for residential and non-residential developments. This is intended to support the overall aim of encouraging more people to use public transport or to travel by bicycle or foot, balanced with being realistic about the options available for achieving this in a rural district. The policy also considers the impacts to highway safety, servicing and accessibility of the development to local services by public transport, cycling and walking.

1.36. The policy requires adequate parking to meet the expected needs of both residents and visitors. No specific minimum or maximum standards are provided, instead the policy requires proposed parking provision to be supported by evidence of the local level of car ownership and the availability of alternative modes of transport, taking into account the expected household size of proposed dwellings. This reflects the recommendations set out within the Huntingdonshire Design Guide 2017 (ENV/01, page 83) and guidance contained within Car Parking What Works Where (2006) pages 6 and 7.

1.37. Criterion b seeks to ensure that accessibility of servicing and emergency vehicles is considered as part of the design of streets, parking and layout of buildings. This has been informed by the Huntingdonshire Design Guide 2017 (ENV/01), the Huntingdonshire Waste Collection Policies and the Cambridgeshire and Peterborough RECAP Waste Management Design Guide SPD 2012 which identify the dimensions and turning capabilities of collection vehicles and maximum drag distances of refuse bins from collection points.

1.38. Minimum levels of disabled parking are required in accordance with national guidance set out within the Traffic Advisory Leaflet (TAL) 05/95 – Parking for Disabled People, Department for Transport (1995), Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure, Department for Transport (2005) and BS 8300: 2009 Design of Buildings and their approaches to meet the needs of disabled people, British Standards Institute (BSI) (2010).

1.39. Policy LP18 is considered consistent with national planning policy set out in paragraph 39 NPPF which lists what local planning authorities should consider when setting local parking standards. This includes the accessibility of development, type, mix and use, availability of public transport, local car ownership levels and the need to reduce high emission vehicles. LP18 is also consistent with the NPPG: Design: Paragraph: 040 Reference ID: 26-040-20140306, which identifies different approaches to accommodating car parking.

1.40. The policy is justified as it draws upon guidance from The Huntingdonshire Strategic Transport Study – Baseline Report, The Huntingdonshire Design Guide and RECAP Waste Management Design Guide. The policy enables deliverability over the duration of the plan period by requiring applicants to develop schemes with appropriate levels of car parking and cycle parking. This enables long term sustainable development meeting the objectives of sections 4 and 10 of the NPPF. The wording of the policy allows some developments to provide a reduced level of car parking in certain areas such as those close to town centres and transport

modes. More remote settlements with poor access to existing facilities and services would be expected to incorporate a higher level of car parking provision.

Question 2: Is the requirement for the optional water efficiency standard in Policy LP13 justified by evidence? Has the impact on viability been taken into account?

1.41. The inclusion of an optional building requirement for water efficiency as set out in the Approved Document G has been informed by the following documents:

- The Detailed Water Cycle Study (FLO/10)
- Anglian Water – Water Resources Management Plan 2015
- Cambridge Water - Water Resources Management Plans 2014

1.42. These highlight the importance of the need for additional water efficiency standards by identifying that Huntingdonshire District, like the rest of the East of England, is in Water stress (paragraph 4.5 of The Detailed Water Cycle Study FLO/10) . The Detailed Water Cycle Study recommends that water demand is minimised (paragraph 4.7) and both the Anglian Water (page 107) and Cambridge Water (section 4) - Water Resources Management Plans promote water efficiency.

1.43. The Council's viability studies have tested the implementation of Local Plan policies on the viability of new developments across a range of densities and typologies (INF/04, page 15 and INF/05). The implementation of the optional building requirement for water efficiency as set out in the Approved Document G was taken into account; no issues were raised with regards to viability of development.

Question 3: What is the basis for the requirement for one cycle parking space per bedroom for all dwellings in Policy LP18? Is this justified?

1.44. LP18 seeks to ensure appropriate levels of well-designed cycle parking for residential and non-residential developments and is intended to promote a shift in priority away from motorists by reducing the reliance on private car use and encouraging more journeys to be made by bicycle. This is consistent with The Cambridgeshire Local Transport Plan 3 2011-2031 (INF/12) which notes (page 3-3) how greater levels of walking and cycling are critical if existing traffic problems are not to be exacerbated further. Cycling as a sustainable mode of transport is also recognised as a key objective of section 4 of the NPPF (paragraph 35).

1.45. The benefits of cycling reach much further than simply keeping additional vehicles off the road, cycling also enhances heath as set out in Priority 5 of the Cambridgeshire health and Wellbeing Strategy 2012-2017 (SOC/01) and Joint Strategic Needs assessment – Housing and Health 2012-13 (SOC/02), and can provide those without access to a car or a good public transport service to take advantage of opportunities to access employment, training and other essential services.

1.46. Cycling England – C.04 Cycle Parking (Appendix 3, page 4) recommends that each local authority have cycle parking standards for new development. Policy LP18 requires one cycle

parking space per bedroom. This is compliant with the recommendations set out in paragraph 8.2.8 of the Department for Transport's Manual for Streets (2007) which notes 'cycle parking is often likely to be within, or allocated to, individual dwellings, particularly for houses. In such cases, it will be necessary to consider the potential for one cycle to be owned by each resident'.

1.47. Cycle parking provision is set out in the Huntingdonshire Design Guide (ENV/01, page 96) and requires secure covered cycle parking provision within all new developments in Huntingdonshire. For housing, cycle parking should be provided within garages of a suitable size, where there is no garage cycle parking is to be provided by way of a covered secure structure within the domestic curtilage. For offices, shops and all other non-residential uses, sufficient covered cycle parking should be provided in convenient locations close to main entrances. The requirement for cycle parking for individual development scenarios is also set out in chapter 4: Implementation of the Design Guide (ENV/01, pages 206-266).

1.48. The Huntingdonshire Design Guide requirements for cycle parking has been informed by the, the Sustrans Design Manual 12 - Cycle Parking (draft) Nov 2014, Cycling England – C.04 Cycle Parking, and paragraph 8.2.1 of Manual for Streets.

Huntingdon Conservation Area **Character Assessment**

March 2007

Huntingdonshire
district council

Contents

Foreword

The Huntingdon Boundary Review and Character Assessment have been produced as part of the overall review of the Huntingdon Conservation Area. The Character Assessment has been structured under separate headings to present each part of the review as clearly as possible.

The **Introduction** provides an overview of the geography and context for the historic development of Huntingdon. The **Statement of Significance** outlines the main elements of the town's historic core and the areas proposed for inclusion in the revised Conservation Area.

The **Historical Development** section presents the stages of the town's development and building history. It includes historic maps showing how the town has expanded. The **Analysis of the Conservation Area** divides the town into different local 'neighbourhoods' in order to draw out their distinctive characteristics. It then provides a character analysis, spatial analysis, building types study and a design code for each neighbourhood. The **Character Analysis** looks at the historic development of an area and how this is reflected in built form. The **Spatial Analysis** looks at how the buildings address the street and form important green or open spaces. The **Building Type Analysis** looks at how the different styles and types of building are distributed. This section refers to building type codes presented in **Annex A** which is located on page 42. The **Building Details and Materials Analysis** highlights typical or distinctive architectural details and materials within each neighbourhood. The **Design Code** then summarises the above information, showing how the pattern or 'grain' of development in each part of the town affects the appearance of its built form and, therefore, its essential character.

At the end of the document, the **Opportunities for Future Enhancement** section suggests where improvements to the built form or local environment might be made to benefit the overall character of the Conservation Area.

Annex A, as mentioned above, explains the different types of building found in the district and which of these are relevant to Huntingdon. **Annex B** lists all the statutorily listed buildings and buildings of local interest in Huntingdon. **Annex C** presents District Council policies and references used in the development of the document.

1.0 Introduction and Statement of Significance

1.1 Huntingdon is a town within the area of Huntingdonshire District Council being the principal place in the district [map ref. TL 2371] (see **Map 1**). It is situated on the north bank of the River Great Ouse in what was the historic County of Huntingdonshire. Huntingdon was, indeed, the County Town but lost this status in the 1972-4 local government reorganisation when the county itself was abolished. The Civil Parish contains 908 hectares (2243 acres), and the population in 2001 was 19,020 (15,343).[1]

Map 1. The geographical setting of Huntingdon within Huntingdonshire

1.2 The modern town of Huntingdon is situated within the valley of the River Great Ouse where the flood plain is approximately 400 metres wide and liable to heavy flooding. At this point gravel deposits are found on both sides of the river and these may have been a factor in attracting early settlement although there is little evidence for this today. The town of Huntingdon lies on the northern side of an ancient crossing of the River Great Ouse that carried Ermine Street over the river on its way from London to York.

1.3 The underlying geology is principally Oxford Clay overlain with extensive alluvium and river gravel deposits. The historic town lies on level ground between 10 and 20 metres Above Ordnance Datum (AOD) with the land rising towards the northern part of the parish.

1.4 Huntingdon Conservation Area is one of sixty Conservation Areas in Huntingdonshire. It is Huntingdonshire District Council's intention to produce new, or updated character assessments for all designated Conservation Areas as part of a rolling programme. The Planning (Listed Building and Conservation Areas) Act 1990 places a duty upon Local Planning Authorities to formulate proposals for conserving and enhancing Conservation Areas. Following consultation and approval the Character Assessment for Huntingdon will carry weight as a 'material consideration' in planning decisions.

1.5 Conservation Areas are designated for their “special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”.[2] This means that consideration is given to the evolution of the community as well as the physical environment within a Conservation Area. Street patterns, the architectural quality of the buildings, open spaces, trees and other tangible evidence relating to the social and economic development of a settlement are given due weight. In this way every aspect of the historic environment of present day Huntingdon has been taken into account.

1.6 Like other market towns in Huntingdonshire, Huntingdon's built environment developed slowly from the Middle Ages until just after the Second World War. New development during that period was normally contained within the existing settlement pattern, even where the changes were socially and economically significant (for example, the development of industries in the later 19th century). However, after about 1950 peripheral housing and industrial estates were developed that departed from this traditional development pattern. For this reason the character analysis for Huntingdon draws on the settlement morphology prior to 1950.

1.7 Within the boundary of the Huntingdon Conservation Area certain parts may need improvement or be ripe for re-development. Being in the Conservation Area will help developers and planners to ensure that improvements will enhance the character of the town along the lines laid down in this document.[3]

1.8 Conservation Area designation also places some restrictions on minor development works that would, otherwise, be permitted without formal planning applications being made. Further restrictions may be introduced by the Local Planning Authority (or the Secretary of State) that effectively withdraw other permitted development rights in all or part of a Conservation Area in order to conserve the quality of the area.

1.9 Furthermore, all trees growing within the boundaries of a Conservation Area are protected and additionally permission must be sought prior to the demolition of most buildings.

1. National census statistics 2001 (1991). Both figures also include the population of Hartford.
2. Department of the Environment, Planning Policy Guidance 15, Article 4.17 1994.
3. The design code in this document relates to the historic building tradition found in the Huntingdon area prior to 1950.

Statement of Significance

1.10 Huntingdon is an ancient borough (recorded in Domesday as a Royal Borough) with a tradition for varying degrees of self-governance at the local level. Its first recorded charter was in 1205.

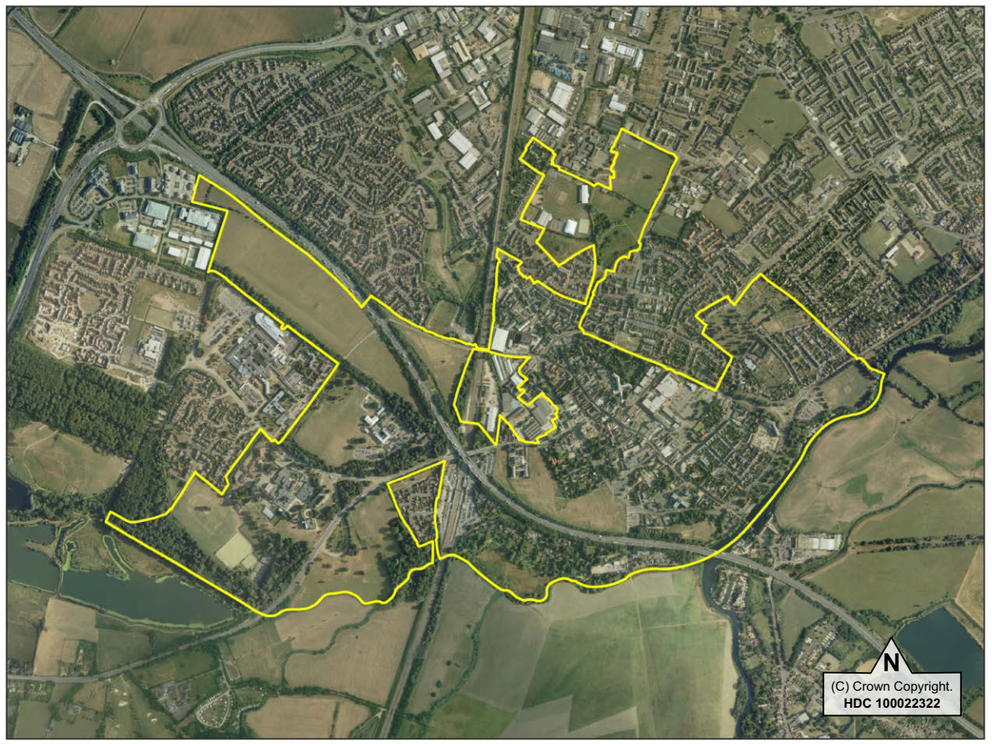
1.11 Huntingdon has had a conservation area (in two parts) since the 9th May 1972 with a third being added for Victoria Square on the 20th May 1991. The new boundary supersedes these, creating one Conservation Area for Huntingdon and Hinchingbrooke.

1.12 The town has seven Scheduled Ancient Monuments. There are 122 buildings on the National List, of which 4 are Grade 1. A full list appears in Annex B to this document.

1.13 There were 13 tree preservation orders within the area prior to designation. Such orders are only applied to trees considered to be at risk at the time and all trees within the Conservation Area are now protected. A survey of the most significant trees was made prior to designation.

The Recording of Spatial Information

1.14 All the information collected on the settlements within the Huntingdon district for use in this character assessment and displayed in map form have been recorded within Arch View. This is a Geographical Information System (GIS) that allows spatial information to be permanently stored and then displayed at suitable levels of detail and scales as required. The maps used in this document to illustrate local character etc have been chosen to fit the needs of the document but may be enlarged subsequently if more detail needs to be displayed.



2.0 Historical Development

2.1 The alluvial soils and gravel terraces of the Ouse Valley have attracted human habitation since prehistoric times, although little archaeological evidence remains to allow an assessment of the impact of such settlement on the Huntingdon side of the Ouse Valley. However, the site of the present day Huntingdon was probably similar in this respect to other places along the valley of the River Great Ouse. Neolithic and Iron Age farmers would choose suitable sites along the gravel terraces where the land was reasonably dry but near water. By Roman times the archaeological evidence suggests that the Ouse Valley was intensely farmed. There is evidence that there was a villa on part of what is now Mill Common and this would have been within the influence of the Roman town of Durovigutum on the site of present day Godmanchester. Today's habitation patterns, however, have their origins in the Anglian Settlement following the departure of the Roman Legions and the later Danish incursions. Although the early English settlers would be attracted to similar sorts of places as their predecessors, it is not known to what extent there was any continuity in the actual choice of sites.

The Early Medieval Settlement Pattern

2.2 Huntingdon's early medieval settlement pattern is obscure, although the form of the town at this period was probably similar to the occupation pattern in Roman times in so far as it followed the line of Ermine Street. Its establishment as a Danish fortified township at an important crossing point was instrumental in confirming its importance. It is likely that the Danish fortifications would have been constructed north of the crossing point, perhaps in the vicinity of the later Norman castle (bearing in mind that the crossing point was almost certainly west of its present location). Following Edward the Elder's re-conquest of the Danelaw in the first half of the tenth century Huntingdon was re-fortified as a Burgh. There is evidence for Middle and Late Saxon settlement around St. Mary's and along the Alconbury Brook.

2.3 There was a mint at Huntingdon from the reign of Eadwig (955-9) and royal charters of King Edgar from the late tenth century suggest that there was also a market at Huntingdon. The situation of the town was important enough at the time of the Conquest for King William to order the construction of a castle here in 1068. This resulted in the demolition of twenty houses, which may indicate that the settlement was close to the river at this time. At the time of the Domesday Survey it is likely that Huntingdon had in the region of 250 houses divided into four wards. It also had two churches, a mill, three moneyers and 10 acres of meadow.

Later Medieval Settlement Morphology

2.4 Following the demolition of the castle by order of Henry II in 1174 the control of local affairs seems to have passed to the burgesses. During the thirteenth century Huntingdon benefited from the strength of the regional economy and rapidly expanded. This was a period of favourable climate for agriculture, an expanding labour market and strong international trade all of which contributed to Huntingdon's success. An indication of Huntingdon's wealth can be gauged by the rapid expansion in the number of churches and religious institutions. There were sixteen parish churches in the town at this time as well as six other religious houses. This number is extraordinarily high for a small county town and marks an important element in the town's historic morphology.

2.5 Huntingdon's economic success, however, did not last. A number of factors combined to reverse the town's fortunes during the course of the fourteenth century. Navigation of the Great Ouse was detrimentally affected by Ramsey Abbey's mills, international trade took a downturn because of the Hundred Years War and the Black Death was particularly bad in Huntingdon, which saw a quarter of the town fall into ruin. The area of habitation was still centred on the High Street, but expansion was halted and most of the parish churches were abandoned.

Post-Medieval Development

2.6 The economic fortunes of the town did not fully recover until modern times. From the sixteenth to the nineteenth centuries Huntingdon remained a small, largely rural county town. In the seventeenth century the four remaining ecclesiastical parishes were reduced to two and the churches of St. John and St. Benedict were demolished (although they continued as civil entities until the nineteenth century). The town was badly affected during the Civil War, but largely escaped the Plague a few years later.

2.7 Huntingdon was a Royal Borough in the Domesday Book and had its own seal from at least the fifteenth century. In 1630 it received a new constitution that served it until modern times. However, it remained a small, attractive but not particularly wealthy town at this period. The extensive commons, although of benefit to the town also deterred further expansion. Hinchingbrooke and much land around the town were in the possession of the Earl of Sandwich and this was possibly a further constraint on expansion.

19th Century Developments

2.8 The railway opened at Huntingdon in 1830. The coming of the railway saw the reduction of both long distance road and river traffic. It also opened up the possibility of new markets and commercial opportunities. However, there was limited industrial development in Huntingdon and what there was tended to concentrate on light industry such as carriage manufacture and associated trades (interestingly, there was an early attempt to make aircraft here in the twentieth century). Industry was concentrated in the area between George Street and Ferrars Road. Much of this area was redeveloped for commerce and industry in the late twentieth century and is not in the Conservation Area.

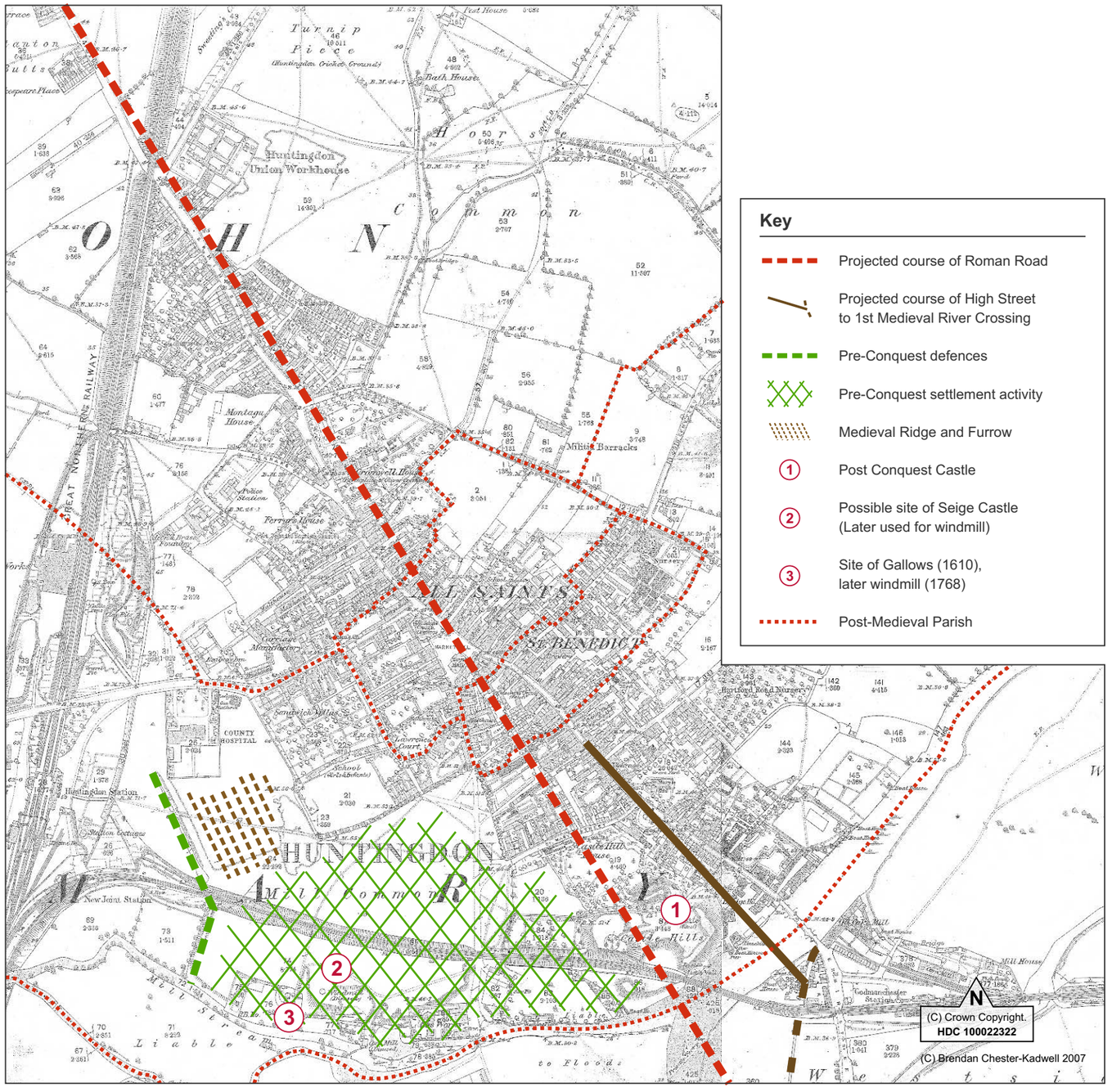
2.9 The population reached a high point of over four thousand in the1871 census (4,243) and maintained this level into the 20th century. Throughout this period there was a growing expectation everywhere over the quality of domestic housing and in Huntingdon new housing was built for the workers (as well as more spacious housing for the better off) without changing the basic morphology of the town.

2.10 As the County Town, Huntingdon gained a number of major buildings associated with its status during the nineteenth century local government reforms. A new County Gaol was built in St. Peter's Street, the Union Workhouse on the junction of Peter's Street with Ermine Street, the County Hospital was built on Mill Common, on the south side of Brampton Road, and there was a militia barracks that occupied the site on which now stands Cromwell Court along Brookside.

2.11 Otherwise the town remained substantially as it had been at least since the eighteenth century and in terms of its historic morphology since the seventeenth century. It was not until the last half of the twentieth century that large-scale change was effected with the insertion of the ring road and the A14 into the historic core of the town and the construction of the peripheral industrial and residential estates. Even as late as 1932 the Victoria History of Huntingdon could declare:

2.12 “Huntingdon has always remained an agricultural town, and no trade or manufacture has been carried out of any important extent… Singularly little change has taken place in the appearance of Huntingdon over the centuries. The 1,074 acres contained in its boundaries are still mainly agricultural, the inhabited part still mainly concentrated along the mile of Ermine Street stretching from the bridge to the northern boundary of the town, with small streets and lanes branching off at right angles.”

Map 2. Historic Interpretation Map



3.0 The Analysis of the Conservation Area

3.1 Huntingdon has developed over a long period of time and each phase of its development has contributed distinctive elements within the settlement. These elements have become recognisable neighbourhoods with their own characteristics that together create the overall sense of place.

3.2 When the first Conservation Area was designated for Huntingdon it principally encompassed those neighbourhoods with the oldest buildings (effectively the route of medieval Ermine Street north of the river) and later a second one was added covering Victoria Square and its associated housing. The previously designated areas have now been absorbed into a new Conservation Area that has been expanded to include the most significant elements that reflect the growth and development of Huntingdon since the early Middle Ages. That part of the original designation that is south of the river will be transferred to Godmanchester.

3.3 This analysis is the result of a major re-assessment of the town and a re-appraisal of the architectural and historic merits of many aspects of the settlement. The resulting boundary is quite broad and falls naturally into defined localities that largely correspond to the historical phases in the development of Huntingdon (see the account of the historic development of the town in section 2 above). They are also similar to those identified in the Huntingdonshire Landscape and Townscape Assessment.[4] The sub-divisions of the Conservation Area used in this analysis are shown in Map 3, page 12.

3.4 It is important to note, however, that the assessment and interpretation of the new and enlarged Conservation Area (in accordance with the statutory and regulatory requirements set by government and English Heritage) needs to take account of the whole area. Its division into localities and neighbourhoods is intended only to make analysis and understanding more accessible and does not imply that each locality would pass all tests set by statute and regulation as if it were a self-contained Conservation Area in itself.

3.5 Table 1 lists the localities within the Conservation Area (as shown on map 4) and the subdivision of these localities into neighbourhoods.

3.6 This table also gives a written overview of the general character of each locality. This general description is expanded into a detailed analysis of each locality in a plan and table format under the following headings:

Character Analysis

A plan based analysis giving a graphic description of each locality. The symbols used on the maps are described more fully in figure 1, page 54.

Spatial Analysis

Within each locality the most significant relationships between built and open spaces are analysed in terms of their key spatial features. This includes building lines, green features and mass etc.

The Main Building Types[5]

These are illustrated on the accompanying plan for each locality. The building types help to define the character of each of the neighbourhoods and need to be taken into account when planning enhancements and future development. A full description for each type of building is given in Annex A, page 42.

Building Details & Materials

For each locality examples of significant architectural features are reproduced to illustrate the existing historical built form.

Material. A summary of materials used in the various areas. This illustrates the range of materials most commonly used. It will show where material choice is limited and where more variety may be used.

Detail. This presents some of the architectural detail relevant to each area, for example the most common window and door details present. As with the materials sheet, it will help to show the degree of variety available. It will also show where traditional or modern details predominate.

Design Code

The intention of the Design Code is to establish a generic set of ‘principles’ that underpin the built character of the different historic localities within Huntingdon. However, it does not contain an exhaustive set of design ‘rules’ but it does identify defining characteristics. By identifying detailed information on characteristics in a quantifiable way it is possible to use this information positively in the design of new development.

The Code is developed in a series of matrices. Each surveyed area is looked at in the following way:

Grain. This is a visual overview of the pattern of development. It illustrates the general characteristics of an area’s layout, particularly the arrangement of building plots. This will, at a glance, identify some of the fundamental layout issues that contribute to the place’s character.

Plot. Having established the general characteristics of the area, the plot column looks in more detail at the individual streets and building plots. Two pieces of information are conveyed here: firstly, the degree of enclosure and street width (which gives an impression of the street’s narrowness or openness). Secondly, the typical dimensions of plots in the street and the typical position of the building within that plot (for example, set forward, set back, filling the width of the plot or detached within it etc).

Visual Quality. This describes the visual impact of the area from street level. It also describes form or more detail about the dimensions of the principal blocks, and their heights etc.

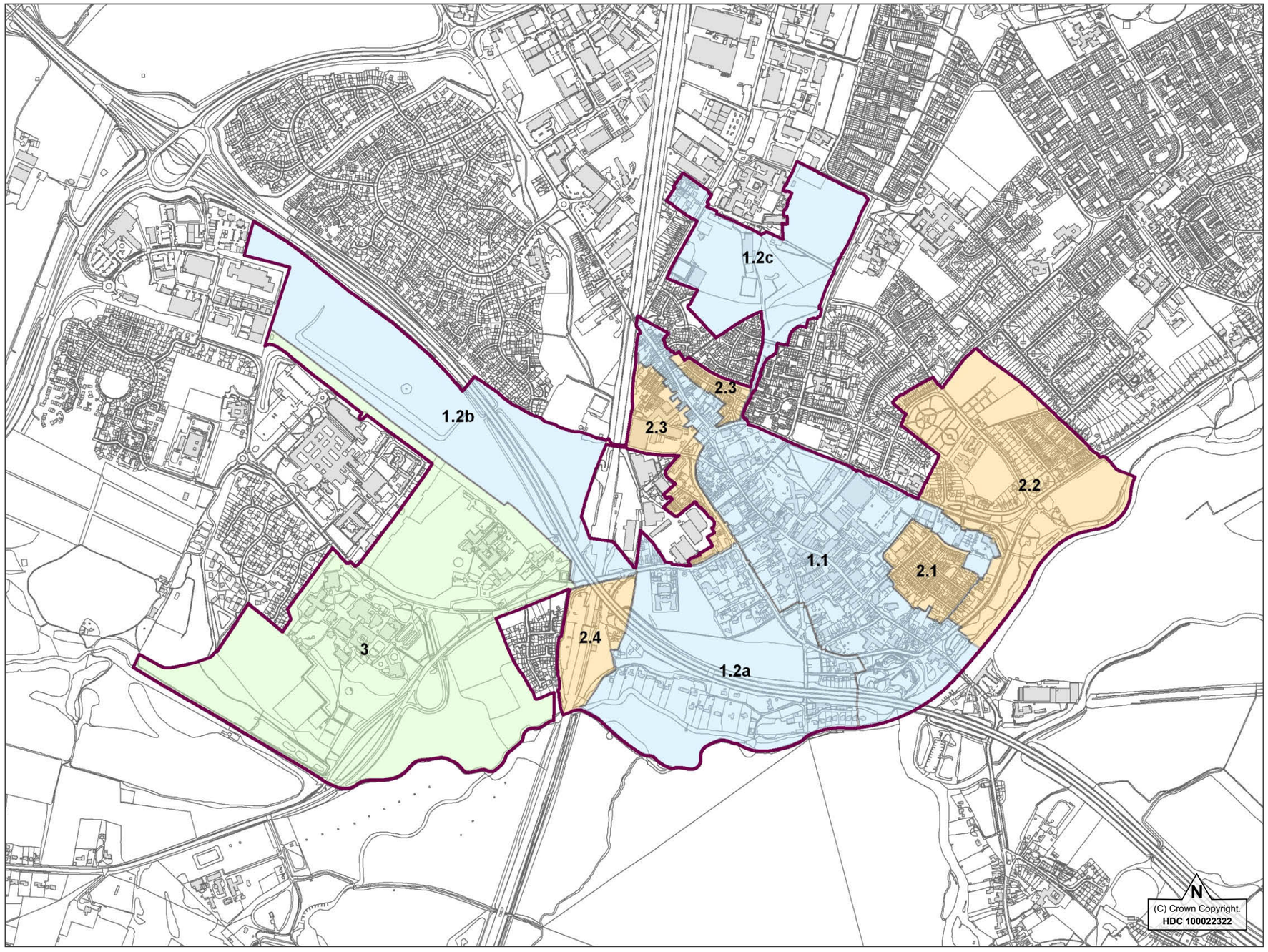
Design Code Summary. Each locality is summarised in turn to highlight the similarities and differences between each part of the Conservation Area as a whole.

4. Huntingdonshire Landscape and Townscape Assessment, October 2006
5. Codes (i.e. T1) are taken from the Huntingdonshire Landscape and Townscape Assessment. A full description of each type can be found in this publication.

Table 1. Localities & Neighbourhoods within the Conservation Area

Locality	1. The Medieval Settlement (pre-enclosure)	2. Post-Enclosure Development (19th & 20th Century)	3. Hinchingbrooke
Neighbourhoods	**1.1** Town Bridge; Castle Hill; High Street (and associated lanes and passageways); Princes Street; St George's Street (part); Hartford Road (part); St. Mary's Street; Ermine Street **1.2** (a) Mill Common (b) Views Common (c) Spring Common	**2.1** Victoria Square and Environs **2.2** Newtown, the Priory area and Environs **2.3** Great Northern Street, Sayer Street, St. John's Street **2.4** Railway Station and Environs	**3** Hinchingbrooke House, Park and Environs
Overview	This is the oldest part of the settlement and the most memorable area of the town. The medieval town of Huntingdon was built along the approximate line of the old Roman road from London to York north of its crossing of the Great Ouse. At this point it was aligned in a north-westerly direction and the medieval town eventually stretched for about one kilometre along its length from the crossing-point on the Great Ouse. Buildings along the High Street (and those built later along Ermine Street to the north) were established on typical burgage plots. During this period a large number of churches were established in the town, but by the 17th century these had been reduced to two. A number of buildings (or elements) have survived from the Middle Ages, but most historic buildings are later 17th, 18th and 19th century. Extensive Common Land was established around the town in the medieval period and this is still a feature today. Mill Common was within the town ditch and hosted the town mills and (eventually) the gas works. There is evidence of ridge and furrow within the Commons.	The belt of Common Land around the medieval settlement blocked the possibility of large-scale development out from the town centre, except towards the east in the vicinity of the medieval Priory of St. Mary. This land had been enclosed prior to the mid-eighteenth century and when the population started to rise in the 19th century it was in this area that new development concentrated. An early example is Newtown, which appears nearly complete on a map of 1887 with the Catholic Church that was built in 1872. By this date also, the cemetery had been laid out on the site of the Priory. Primrose Lane was chosen as the site for some of the first council houses in the 1920's and further development along the Hartford Road and at Tennis Court Avenue was underway in the late 1940's and early 1950's. A particular feature of the area was the establishment of allotments near new housing developments. Other developments nearer the town centre, for example, Victoria Square and Great Northern Street were being established about the same time. Of particular interest was the establishment of carriage works, foundries and other trades in the area between St John's Street, George Street and the Great Northern Railway line (built 1850).	Hinchingbrooke has played an important role in Huntingdon's history. Hinchingbrooke House was built in the sixteenth century on the site of an earlier nunnery and has been added to on various subsequent occasions. It is set in gardens of regional and national importance (although it does not as yet appear in the Register of Parks and Gardens of Special Historic Interest). The house and gardens were set in extensive parklands, which have now been greatly built upon, but the relict elements lend considerable character to the local landscape. Other surviving elements serve a useful purpose, for example, the north-eastern shelterbelt that visually protects Views Common from the hospital site. The area of pasture and meadowland between the Brampton Road, Alconbury Brook and the Great Ouse remains attractive and historically important, not least as providing a fitting setting for the house itself.
Enhancements	This locality would benefit generally from improvements such as those around Market Hill. This has set a good standard for paving and street furniture and this needs extending to the rest of the town centre. Road signage needs reducing in all historically sensitive areas. Many of the existing facades would benefit from enhancement, concentrating on the style and scale of business signage. Parking is less of an issue along much of the High Street as it is pedestrianised. However, the High Street/Ermine street axis has been unhelpfully divided by the ring road and in order to visually re-unite the High Street the location of the gates at its junction with Hartford Road should be reconsidered. Higher architectural standards are required in the design of any further building behind existing burgage plots. The lateral alleyways and passages are a feature of the area and more could be made of these.	From the point of view of pavement quality, street furniture and general presentation, Victoria Square has fared better than the other residential areas in this part of the Conservation Area (reflecting its previously existing Conservation Area status). General enhancements should be progressed in all these streets. Further consideration needs to be given to how the Riverside, Balm Brook and the Hartford Road (where they pass through the Conservation Area) could be improved in terms both of visual connectedness and pedestrian access. The area to the west side of Ermine Street and St. John's Street as far south as George Street (2.3) needs a special development plan to preserve the remaining 19th and early 20th century industrial, commercial and residential elements. The mix of uses and the balance between them is a significant historic element in the town and future development should respect this. The area would also benefit from a general enhancement strategy. Features associated with the railways in neighbourhood 2.4 needs a similar approach to that recommended for neighbourhood 2.3.	The continued preservation of the house and garden, with the remaining elements of the pleasure grounds is a priority. Priority should be given to the restoration of decayed elements such as the surviving eighteenth century wall along the south eastern boundary of the Pleasure Grounds. A conservation strategy is needed for the whole area lying within this locality of the Conservation Area to ensure the survival and enhanced contribution of the remaining historic landscape features. Further development in this area should be resisted, excepting minor adjustments carried out to the highest standards. Particular emphasis should be made on preserving the open land between the garden and the Great Ouse as this is the essential setting of the house.

Map 3. The Conservation Area and its Sub Divisions (see Table 1.)



High Street, Ermine Street and Environs (neighbourhood 1.1)

This neighbourhood includes Town Bridge; Castle Hill; High Street (and associated lanes and passageways); Princes Street; St George's Street (part); Hartford Road (part); St. Mary's Street; Ermine Street.

During the Middle Ages the core of the town developed along the route of the London to York road (Ermine Street) from its crossing point on the Great Ouse. The 14th century bridge joining Huntingdon and Godmanchester marks the entry to the Borough from the south and there are good views from it along the flood plain **A**. The bridge was most probably constructed by each of these communities from their own side, meeting in the middle – the differences in construction are quite noticeable. At one time there was a chapel on the Huntingdon end not unlike the arrangement at St. Ives.

The High Street proceeds north eastwards in a series of gentle curves. The changes in alignment are the result of a series of alterations to the original course of the Roman road caused by the adoption of different bridging points over the ages. This has created a very varied streetscape that is a feature of the town. The modern ring road passes immediately in front of the bridge and seriously interrupts the original feeling of enclosure at this point as well as breaking the visual and physical continuity of the street **B**.

Behind the Bridge Hotel the ring road skirts the remains of the post-Conquest motte and bailey castle **C**. This is a significant earthwork within the town and more needs to be done to ease access to it. From the top of the motte there are splendid views over Huntingdon and the Ouse Valley over towards Godmanchester. Until the middle of the twentieth century the site of the castle lay within the grounds of Castle Hill House, but this connection was severed both by the ring road and the construction of Pathfinder House. The Huntingdon to St. Ives railway was built across the southern portion of the site and the A14 has consumed more. Future development would provide the opportunity to reverse some of these encroachments.

From here to the Hartford Road the street is relatively unspoiled, with open green areas in front of Castle Hill House and around the Parish Church of St. Mary's **D**. There are a number of passages and lanes off that add character and open visual channels to the curtilages behind. Orchard Lane (once the site of the County Gaol, of which one window now remains at pavement level) **E** and St. Clements Passage (near the site of one of the many lost medieval parish churches) **F** give access to the Victoria Square development (see below). St. Mary's Street (once variously known as Cobblers Lane or Hangman's Lane) still gives access to Mill Common.

Past the junction with the Hartford Road the street narrows as it enters the next section of the High Street. However, the nature of the junction here as well as the installation of iron gates have, if anything, over-emphasised the change and disrupted the visual continuity of the street **G**. From this point the street has been pedestrianised which undoubtedly improves the quality of the experience for pedestrians. Along this stretch to Market Hill there are some interesting eighteenth and early nineteenth century facades, including that of the Commemoration Hall (home of the Literary and Scientific Institution founded by Robert Fox in 1842) **H**. Late twentieth century replacement buildings around St. Benedict's and the access to Chequers Court have not been particularly successful and may benefit from redevelopment in a more sympathetic style when the opportunity occurs. Some recent improvements are noted **I**.

An element of the High Street locality that is typical and worth preserving is the number of passages and small lanes giving access from the main thoroughfare to the backlands and which provide tantalising glimpses beyond the street facades. For example, Literary Walk **X** and Royal Oak Passage **Y**. Others of note are Newton's Court, St. Germaine Street, and Grammar School Walk.

Chequers Court is the scale of a piazza and is rather let down by the poor quality of the architecture **J**. Better design with greater attention to the grain of the town and scale of building is needed here to make it sympathetic to the High Street curtilages and would improve this locality immensely. Similar mismatches of scale and mass also let down the development behind St Benedict's Court, particularly the Waitrose building. Princes Street that leads from Market Hill to Mill Common has not been spoilt by more recent development and forms a satisfactory transition from the locality of the High Street to the rather grander buildings on its western side in particular Lawrence Court, the Library and Gazeley House **K**.

The back of pavement buildings along the whole length of the High Street are of various ages, styles and materials and this richness and variety adds to the interest of this part of the town and creates character. Nowhere is this truer than at Market Hill **L**. This irregularly shaped enclosed urban space slopes up from the Town Hall (an elegant eighteenth century design in soft red brick) to the stone built medieval church of All Saints, which stands within a small church yard. The remaining sides of the Market are enclosed by some fine town houses of various dates from the sixteenth to early nineteenth centuries. Those along the High Street side have been converted to shops and this masks, to some extent, their original purpose. Also in the vicinity is St. John's Hospital an essentially medieval building now much reduced in size and heavily restored by the Victorians **M**. Following the dissolution of the religious houses in the sixteenth century it became the Grammar School and is now the Town Museum.

Behind All Saint's Church St. Georges Street leaves the High Street to the west **N**. On the corner is the George Hotel with a fine galleried courtyard **W**. The curtilages behind the George have been badly exposed by the ring road in the vicinity of St. John's Street. The street scene would be improved here with a good built feature on the corner of George Street and St. John's Street, by the George Hotel car park. On the opposite corner at the junction with George Street and Walden Road the new Law Courts and County Council Offices have recently been constructed.

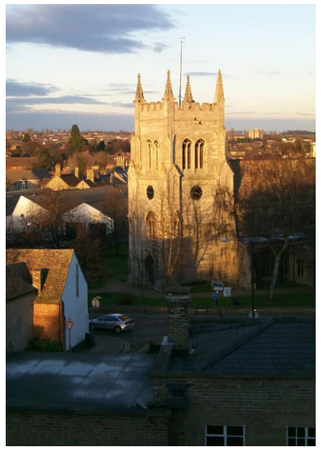
From the George Hotel the High Street is again open to vehicular traffic, thus it presents more of a conventional street scene. The buildings here are as varied but tend to more modesty. There are a number of narrow passage ways off which create interest. The graveyard of the now demolished St. John's church has become a welcome, but compact, urban park **O**. Beyond St. John's churchyard the street frontage was once more open than now with Ferrars House to the west (now divided) and Cromwell House (the site of the Augustinian Friary) to the east, both originally standing in large gardens **P**. The former grounds to Ferrars house have now been developed whilst the remnants of the Cromwell house grounds, even though subdivided between later villa developments, still conserves a feeling of wooded calm and this area complements the rather delightful Town Park that borders Brookside here.

Beyond this point the town has been rather spoilt within the vicinity of the ring road. Ferrars Road, once the direct route from the town centre to Views Common has been truncated by it and lost its purpose. The High Street itself has been severed from its continuation into Ermine Street and really just stalls at this point. Over the ring road, Ermine Street was developed later in the Middle Ages as far as the site of the railway bridge. It was not fully built up until later but now has a number of good nineteenth century houses and terraces **Q**. The backlands here were further developed during the nineteenth and early twentieth centuries.

A. View from Town Bridge

B. High Street south of Ring Road

C. Castle Hills



D. St Mary's Church

Quick key to the symbols used on the analysis plans

Uban space	Glimpse	Landmark building	Spatial orientation
Green space	Visual leak along building line	Listed building	Intrusion into the street scene
Corner building/s	Historic green space	Narrow urban space 'pinch point'	Back of pavement building line
Significant view	Other green space	Street requires enhancement	Building line set back
View stopped	Significant tree/s	Area requires enhancement	Scheduled Ancient Monument

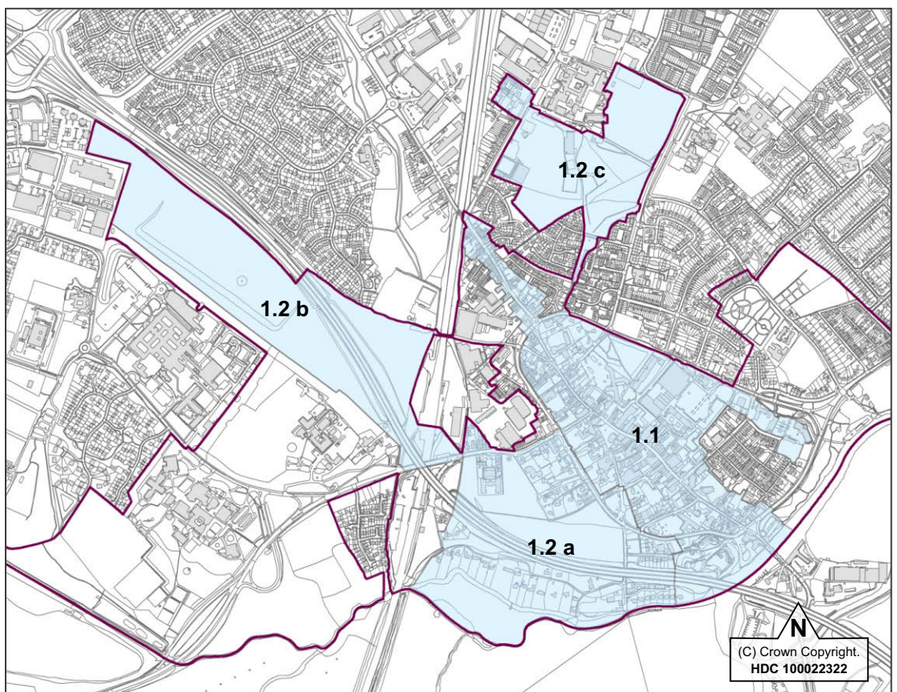
N

G. Junction of High Street and Hartford Road

Q. Ermine Street

R. Town backlands now a park

Huntingdon Medieval Settlement Locality Map



Mill Common (neighbourhood 1.2a)

Mill Common was an integral element of the medieval settlement and largely within the boundaries of the borough. Originally the Common extended westwards from the vicinity of Walden Road and the Castle to roughly the line of the railway and approximately from the Brampton Road and George Street in the north to the Alconbury Stream in the south. Much of this land is still open. The course of the A14 now divides the Common and the area north of the Alconbury Brook is partly built up. Other post medieval incursions have occurred between The Walks and Walden Road and the former County Hospital was built on the Common during the 19th century.

The archaeological record shows that there was a Roman villa here **Q1** as well as a Roman cemetery near the Castle site **Q2**. The existence of a Late Saxon church and cemetery may indicate that Alconbury Brook was a centre of settlement at that time **R**. Certainly the bank and ditch on the western edge of the Common and other earthworks maybe associated with Saxon or Danish settlement in the early medieval period **S**. On the remaining extent of the Common today may be seen pronounced ridge and furrow **T**. Although its date is not known for certain it may be a relict of medieval fields prior to the conversion of this area to permanent pasture later in the Middle Ages.

Along the course of the Alconbury Brook there were mills (water and wind driven) as well as a place of public execution. In the nineteenth century the town gas works was established here although there is little evidence for its location today **U**.

Key to Symbols

The symbols on the table below are used to demonstrate key features on the analysis plans which follow, a similar key, including a full description for each symbol, can be found on the inside back cover of this document.

Quick key to the symbols used on the analysis plans

Uban space	Glimpse	Landmark building	Spatial orientation
Green space	Visual leak along building line	Listed building	Intrusion into the street scene
Corner building/s	Historic green space	Narrow urban space ‘pinch point’	Back of pavement building line
Significant view	Other green space	Street requires enhancement	Building line set back
View stopped	Significant tree/s	Area requires enhancement	M Scheduled Ancient Monument

Walden Road

Former County Hospital

Mill Common

View across Mill Common towards the Walks and the town centre

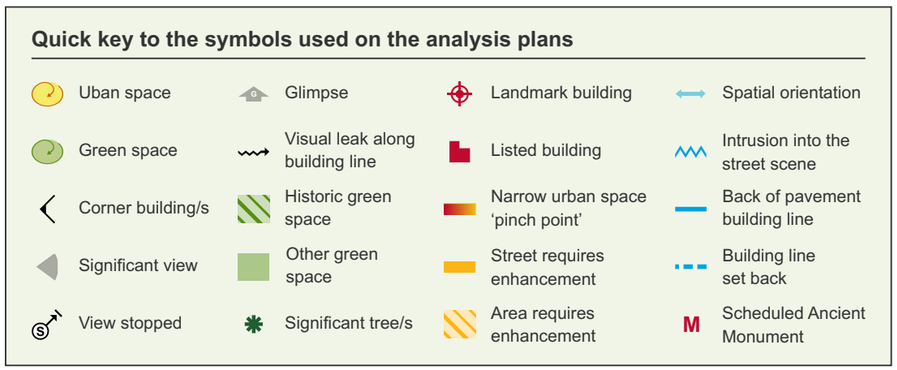
S. Pre-conquest defence works

Post-medieval incursions into the Common

Views Common (neighbourhood 1.2b) and Spring Common (neighbourhood 1.2c)

Views Common is another medieval asset owned by the District, which like Mill and Spring Commons restricted development around the historic core of the town well into modern times. Like Mill Common, Views Common has been badly affected by the course of the A14 and its construction. It has also had access from the town restricted by the railway line. Accessibility remains an issue and needs an imaginative fresh approach. There is some good ridge and furrow on part of the Common.

Spring Common (previously also known as Horse Common) has survived least well of all the common land around Huntingdon. A controversial housing development adjacent to Great Northern Street has virtually separated it from the historic core. However, it remains an important open space and has a history of providing recreational opportunities for townsmen. For example, the sports centre is on land occupied by the cricket field in the nineteenth century (then known as the Turnip Piece!). Opposite, across St. Peter's Road, was the County Gaol (built 1828) and some of the original buildings still survive **V**.



V. County Gaol Watchkeepers House

Ermine Street

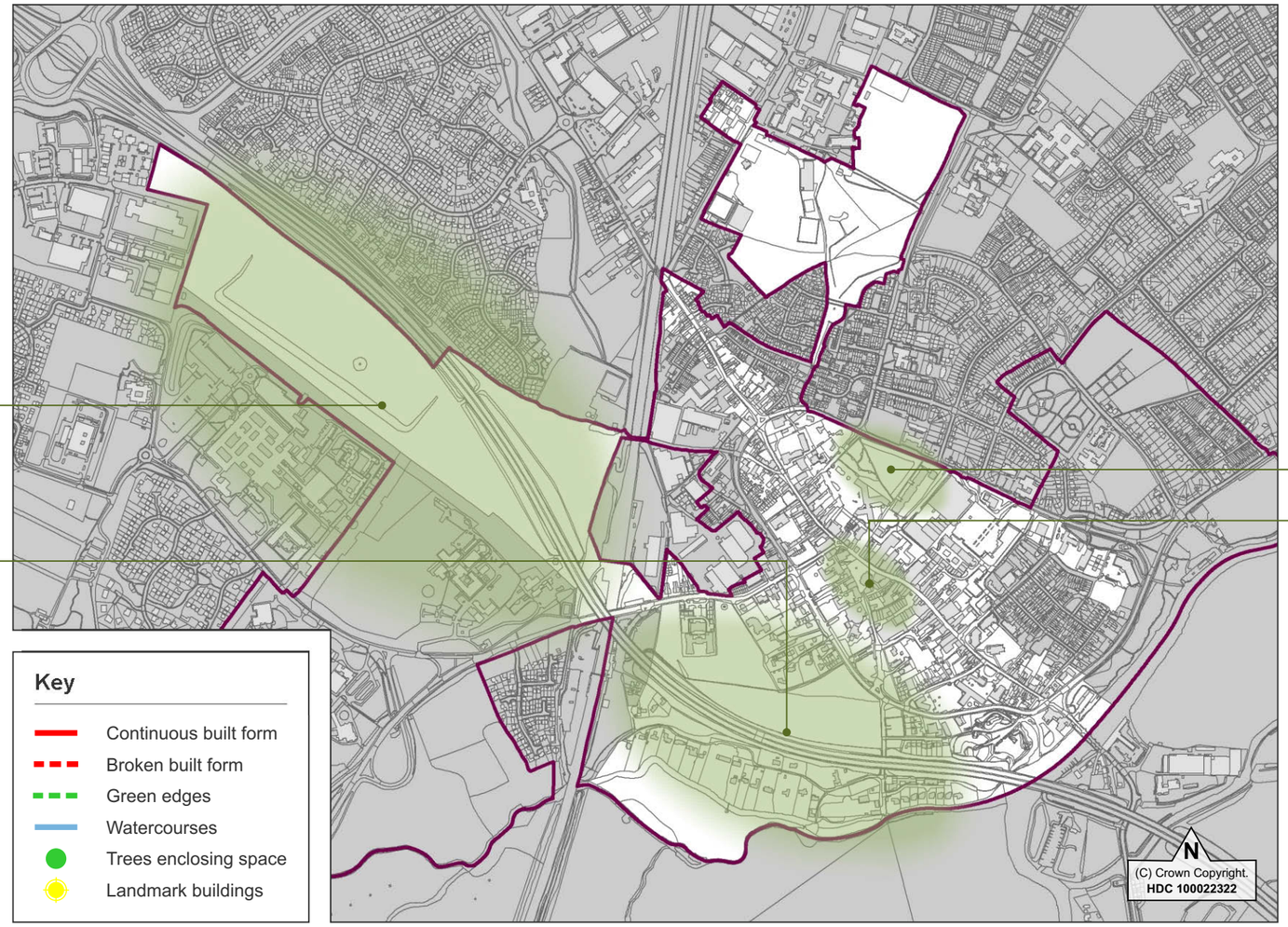
Views Common

Underpass

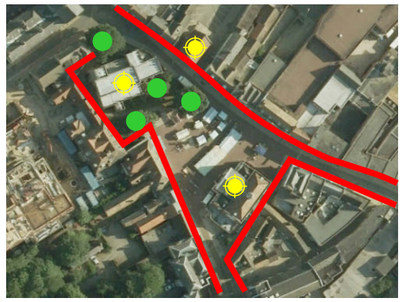
Spring Common

The rectangular shape and geographical association of Views Common is most easily appreciated from this aerial shot. As in the case of Mill Common it is bisected by the A14. There is some impressive ridge and furrow within the Common and the shelterbelt associated with Hinchingbrooke forms an impressive backdrop to the space.

Mill Common is a defining element of the town historically and spatially. It contains a number of elements of importance. Clearly its great extent provides an outstanding setting for the town to the east. It is now bisected by the A14 that sadly reduces its visual quality. The old County Hospital is a 19th century landmark to social reform. There are ancient earthworks on the Common, notably the pre-conquest rampart and ditch, and some good ridge and furrow.



The Town Park is situated on one of the old town closes to the east of the High Street burgage plots and remains the only undeveloped example today. A leafy area that complements the built environment of the old town.



Market Hill is a well-defined enclosed urban space. It is roughly triangular in shape with its apex to the North, within which stands the parish Church of All Saints. The Court Hall is a freestanding building on the south side. The High Street is aligned to the east and forms one side of the space. To the west are a group of high status town houses dating from the 16th, 17th and 18th centuries. One of these is the Falcon Inn. This is an important functional and symbolic space in the core of the ancient settlement.

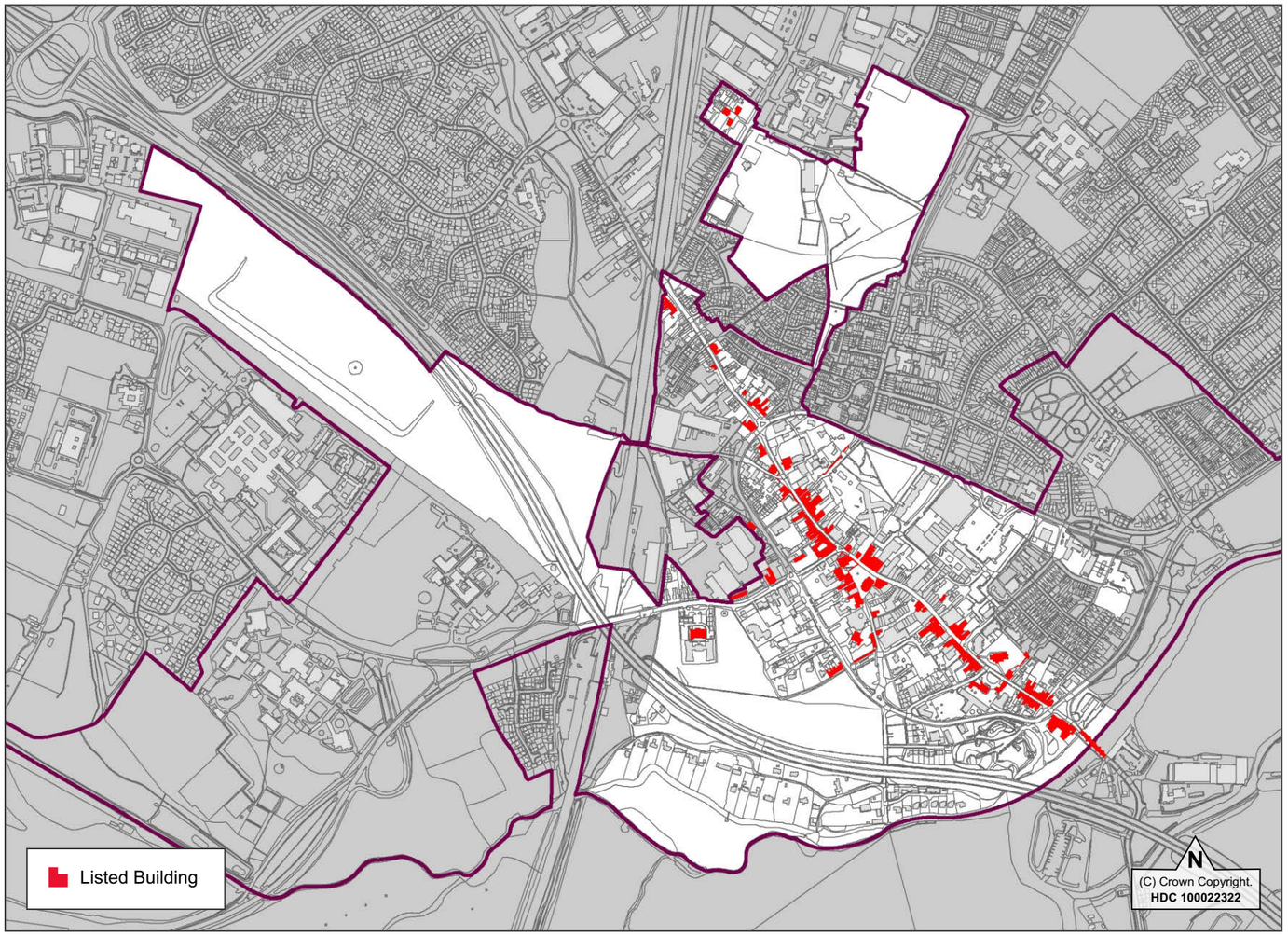
Although the street layout was formed during the course of the Middle Ages, few medieval buildings remain except behind later facades apart from the two parish churches and the Hospital of St. John and the Town Bridge. However, there are examples of buildings within the locality from the sixteenth century but seventeenth, eighteenth and nineteenth century buildings are in the majority. Please refer to Annex A for a further explanation and description of the building types mentioned here.

High Street and Environs (neighbourhood 1.1)

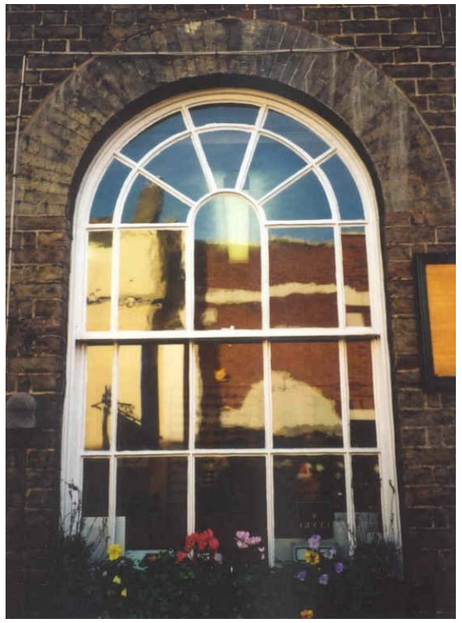
This neighbourhood contains the two Parish Church **[T10a]** and non-conformist chapels **[T10b]**. Also types **T2; T3; T4; T6; T9A**; and **T 11a**. Landmark buildings include Castle Hill House, the Literary and Scientific Institution, Walden house and the Falcon Inn.

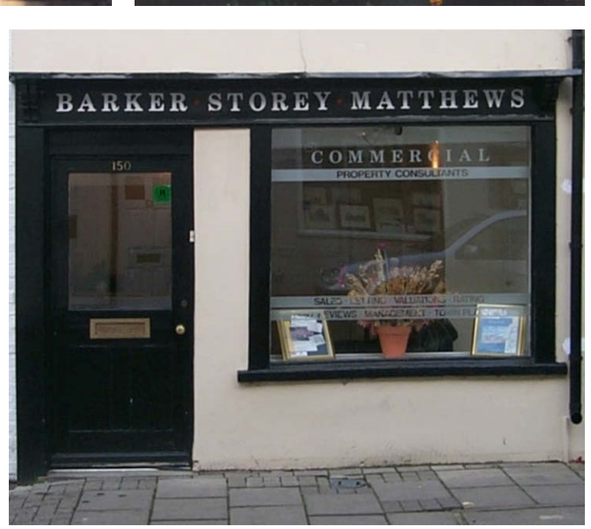
The Commons (neighbourhood 1.2)

There are a few buildings within the old boundaries or vicinities of the Commons, including the County Hospital and Gaol **[T11a]**. Otherwise they are mainly 20th century houses **[T7b]**.

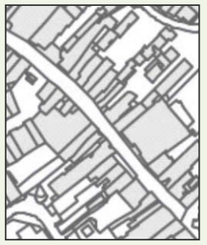
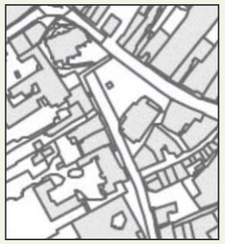


The majority of facades in the medieval heart of Huntingdon date from the 17th, 18th or 19th centuries and the building details and materials reflect this. There is a predominance of buff and red brick, although render is also common, particularly on the buildings of humbler origin. There are some high status buildings that have some fine tuck pointing, rarely seen in modern buildings.

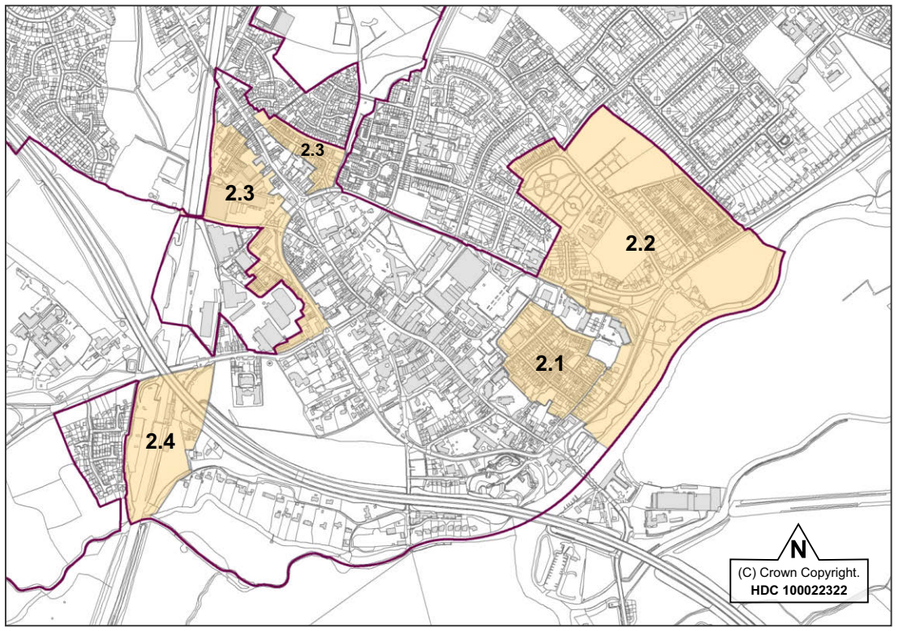




Building details reflect the variety of styles, although some earlier buildings were modified at various times to reflect changing tastes. Many windows are now of the sash type that became popular from the 18th century onwards, even though in older buildings the original windows may have been casements. Doorways may be quite elaborate. Many shops have their original fronts, but comparatively few are well presented.

Grain	Plot	Visual quality	Summary
Neighbourhood streets: High Street (and associated lanes and passageways)			
 Closely grained structure to the built environment along both sides of the High Street, with its associated associated passages. Typical medieval burgage structure although in Huntingdon the curtilages tend to be relatively short which allows for a less closely grained development beyond.	 The building line is straight onto the back of pavement and follows the alignment of the streets. The plots are generally narrow and long, typically with courtyards behind. Many of the burgages originally backed onto the town closes that have been developed subsequently in a more spacious manner.	 The High Street has over the ages developed a number of curves and reverse curves following realignments to accommodate changes in the placing of the river crossing. This has created an intricate and interesting series of views along its length. Building heights vary with two or three story buildings being common. Building materials also vary widely. Buff and red brick, or painted render with a predominancy of plain tiles or slate roofs. Some recent buildings have flat roofs that do not work well in this context. Otherwise a typical shopping street with a number of good shop-fronts.	The High Street was the core of the medieval town and probably of the earlier Roman occupation (although there was not a town on this site prior to the English Settlement). Variations in the alignment of the High Street produce an exceptionally interesting range of vistas with individual buildings often seen from a number of viewpoints. There is a mix of architectural styles with street facades from the seventeenth, eighteenth, nineteenth and twentieth centuries. Later facades however, are frequently of inappropriate materials that should be redone if the opportunity arises. Generally speaking buildings are of two to three storeys. This gives a general uniformity with interesting variations in eave height. However, many late twentieth century buildings have flat roofs which gives them an unfinished look in the context of the street. Future developments should make better use of the right vernacular materials.
Neighbourhood streets: Market Hill; Princes Street; George Street			
 The grain is more varied in this part of the town. It is closely textured around Market Hill, following the medieval burgage pattern. West of Princes Street it becomes more open grained with later more rectilinear curtilages	 Plot size and shape is not uniform in this part of the town. On the long sides of Market Hill they follow the typical medieval pattern being long and narrow with the short side of the curtilage onto the street. The curtilage of the Court Hall is completely filled by the buildings itself. Behind are the sites of medieval tenements without backlands. At the apex of the triangular market place is All Saints church set within a small graveyard. Plots along Princes Street are more rectangular and typically have buildings set back from the street to the west.	 Market Hill is an intimate urban space dominated by its two principal buildings, the Town Hall and All Saints parish church, the stonework of the latter contrasting strongly with the mellow red brick of the former. The other buildings are predominantly grand town houses with various dates from the sixteenth century onwards. The incline on which it is built gives the whole an unusual feel for Huntingdonshire. Princes Street runs south from Market Hill and once gave out onto the Common. Its eastern edge clearly follows the eastern edge of the medieval settlement. The more spacious curtilages, and the large buildings set within them still retain the semi- rural, leafy aspect of their origins.	This is a complex space at an important nodal point in the town's historic morphology. It is thought that the four Domesday wards met at the crossroads formed by where the High Street met George Street and St. Germaine's Lane. This might account for the rather unlikely location of the town's market place, set as it is on the most uneven location in Huntingdon. Other than All Saints, the predominant building materials are local gault brick, soft red brick or painted render. What were originally grand town houses on the east side have been converted into shops, but in most cases the shop fronts rather detract from the architectural integrity of the square. Recent development behind the buildings on the west side have truncated the curtilages and destroyed the urban grain at this point, which is to be regretted.

Huntingdon Medieval Settlement Locality Map



Victoria Square and Environs (neighbourhood 2.1)

This neighbourhood includes Victoria Square and Ouse Walk; Hartford Street (part); Ingram Street; Euston Street; Montagu Road; Wood Street; Temple Close; The Bow.

This is a compact residential development that was started in the late nineteenth century and was eventually completed in the early twentieth century. The oldest part of the development is between Wood Street and Ingram Street, **A**, with the rest of the site being built up over the ensuing thirty years (mostly with the loss of nursery gardens). Whilst it was not unusual at this period for such developments to proceed slowly the result was typically eclectic. However, the Victoria Square development has integrity of design that is admirable and which sets it apart from the norm.

Based on an asymmetrical grid it directs access towards Victoria Square without losing its connectivity with the main thoroughfares of Hartford Road and the High Street. Its character is of a domestic haven away from the bustle of the town, and the scale of the houses and the uniformity of building material enhance this **C**. It is uniformally back of pavement development or very small front gardens **D**. The variety of design and detail within the overall form is admiral and prevents the space from becoming monotonous.

Victoria Square itself is a welcome green space and its informal shape gives it the quality of an urban village **E**. There are intersecting sightlines into and out of the central space that gives connectivity to the sense of place. It is only on the periphery (for example in the vicinity of Brook House) that the integrity of design breaks down. To the south-west the transition from the High Street curtilages and St. Mary's churchyard is well managed **F**.

Key to Symbols

The symbols on the table below are used to demonstrate key features on the analysis plans which follow, a similar key, including a full description for each symbol, can be found on the inside back cover of this document.

Quick key to the symbols used on the analysis plans

Uban space	Glimpse	Landmark building	Spatial orientation
Green space	Visual leak along building line	Listed building	Intrusion into the street scene
Corner building/s	Historic green space	Narrow urban space 'pinch point'	Back of pavement building line
Significant view	Other green space	Street requires enhancement	Building line set back
View stopped	Significant tree/s	Area requires enhancement	M Scheduled Ancient Monument

A. Wood Street

C1. Euston Street

C2. Euston Street

D1. Ouse Walk

D2. Ingram Street

E. Victoria Square

Newtown and The Priory Area (neighbourhood 2.2)

This neighbourhood includes Hartford Road (part); Tennis Court Avenue; Riverside; Primrose Lane; Priory Road (part); East Street; West Street; North Street; South Street; Cross Street.

Newtown is a significant landmark in the Victorian expansion of the town. It was the first out of town development and on the OS map of 1887 it is situated in open farmland. The various allotments and the Town Cemetery to the north and east and the Riverside Park (which it overlooks) have preserved a degree of openness around the development to this day. The frontage along Hartford Road is quite grand and contains some original shop-fronts **G**. In the main, the houses are of the cottage type with narrow fronts and long plots set within a strict grid **H**. There is a rendered and painted public house and the Catholic Church (1882) adds variety to the built environment **I**.

The land between Newtown and Primrose Lane was developed for Council housing during the 1920's **J**. This is an excellent example of the kind of low-density public housing being constructed at that time, which demonstrates how well local government responded to community housing needs. Primrose Lane has, perhaps against the odds, retained its openness largely because of the allotments and the Cemetery that border it **K**. The allotments themselves are a historic land use of considerable importance to the social history of the town as well as contributing to the visual appearance of the locality. The Cemetery was laid out during the nineteenth century as part of the drive towards improved public health that was of such concern to the Victorians **L**. It is on the site of the medieval priory of St. Mary's (of which, regrettably, nothing now remains above ground).

The Hartford Road links this part of the town with the Victoria Square development and the High Street. The original alignment of the Hartford Road was quite meandering but this is now somewhat obscured by the imposition of the ring road. However it is still possible to perceive something of its original charm from the open land along Barrack's Brook (previously known as Balm Brook) **M**, and the houses that mark the line of the old road **N**. Tennis Court Avenue is an example of the rather charming housing that was being build around the historic core of Huntingdon up until about the 1950's **O**.

Quick key to the symbols used on the analysis plans

- Uban space
- Green space
- Corner building/s
- Significant view
- View stopped
- Glimpse
- Visual leak along building line
- Historic green space
- Other green space
- Significant tree/s
- Landmark building
- Listed building
- Narrow urban space 'pinch point'
- Street requires enhancement
- Area requires enhancement
- Spatial orientation
- Intrusion into the street scene
- Back of pavement building line
- Building line set back
- M Scheduled Ancient Monument

G. Hartford Road

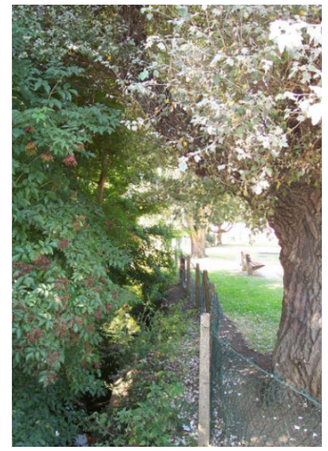
H. East Street

K. Allotments

L. Primrose Lane Cemetery

I. Public House and Catholic Church

J. Primrose Lane



M. Barrack's Brook

Great Northern Street (neighbourhood 2.3a) and Sayer Street, St. John's Street (neighbourhood 2.3b)

This neighbourhood includes Great Northern Street; Merritt Street; Sayer Street; St. John's Street; Ferrars Road (part); George Street (part).

Although Ermine Street north of the High Street was part of the late medieval town is was not closely developed until the nineteenth century when the areas on either side of it were also drawn into the built area of the town. In the past Barrack's Brook crossed over the road where Ermine Street meets the High Street. This was known as Balmhole and the crossing caused a slight misalignment between the two thoroughfares. There are some fine nineteenth century terraces along Ermine Street **P**.

Great Northern Street **Q**, Merritt Street and Sayer Street are humbler developments of great charm, particularly Great Northern Street. A number of garages and workshops were established here during the course of the nineteenth and early twentieth centuries and, no doubt, these streets provided the accommodation for those employed in them. A few of the older industrial buildings between Ermine Street and the railway line still exist and these should be preserved, not only because of their historic interest but also for their scale which relates well to the area **V**.

Ferrars Road, as mentioned above, is the main access route to Views Common from the town centre and needs improvement and enhanced access across the ring road. The original alignment of St. John's Street has also been disturbed by the ring road in this vicinity, however a short stretch still exists in its original form and could be enhanced **W**. George Street forms the southern boundary of this locality, although it is also integral to the development along the northern boundary of Mill Common. As the main thoroughfare out to Hinchingbrooke and Brampton it became a prime site in the expansion of Huntingdon and the new St. John's Church, the Almshouses, and the former County Hospital were all sited here **U**. Along this comparatively short stretch of road there are a wide variety of building types and uses. Later twentieth century industrial premises has partly compromised the integrity of the street scene, although the mature planting and proximity of the Common still gives it a semi-rural feel.

Railway Station and Environs (neighbourhood 2.4)

This neighbourhood includes the Railway Station and associated yards and cottages.

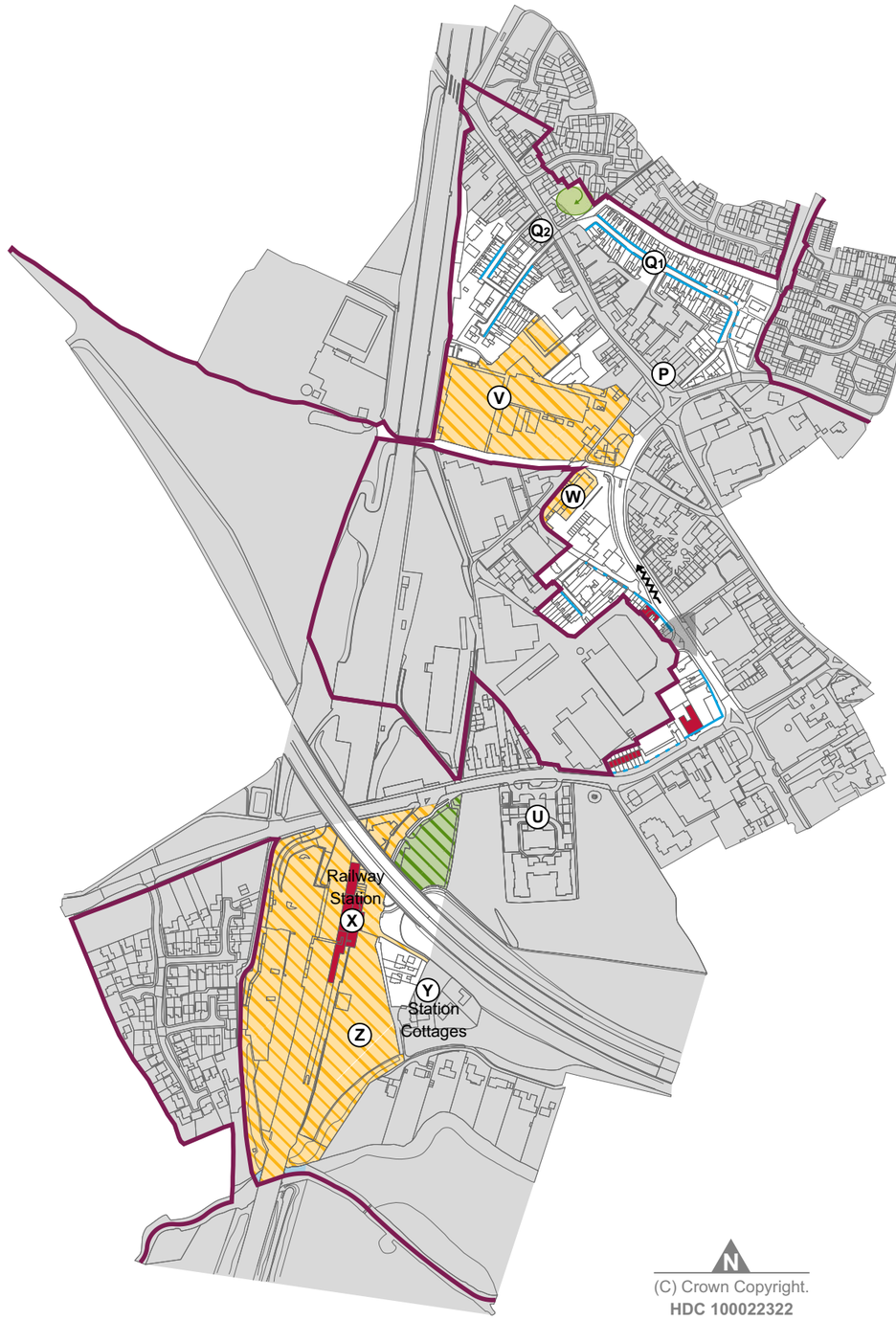
The coming of the railways to Huntingdon in the 1830's was important for the economy of the town. The Great Northern Railway line created both a visual and physical barrier between the town centre and its western environs (in particular Views Common and Hinchingbrooke Park). However, the impact of both the Great Northern and the line from Cambridge and St. Ives was most acutely seen in the area of Mill Common.

Land was taken for the station buildings and sidings for the main line to the north, and the line from St. Ives divided the Common so that the town centre became isolated from the Alconbury Brook. The railway was, however, less intrusive than the A14, which largely follows the same route today. Relicts from the railway era are still apparent, not only in the listed station buildings **X**, but also in the cottages **Y** and old railway bed in its vicinity **Z**.

Quick key to the symbols used on the analysis plans

- Uban space
- Green space
- Corner building/s
- Significant view
- View stopped
- Glimpse
- Visual leak along building line
- Historic green space
- Other green space
- Significant tree/s
- Landmark building
- Listed building
- Narrow urban space 'pinch point'
- Street requires enhancement
- Area requires enhancement
- Spatial orientation
- Intrusion into the street scene
- Back of pavement building line
- Building line set back
- M Scheduled Ancient Monument

P. Ermine Street



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U. George Street

U. George Street

Q1. Great Northern Street

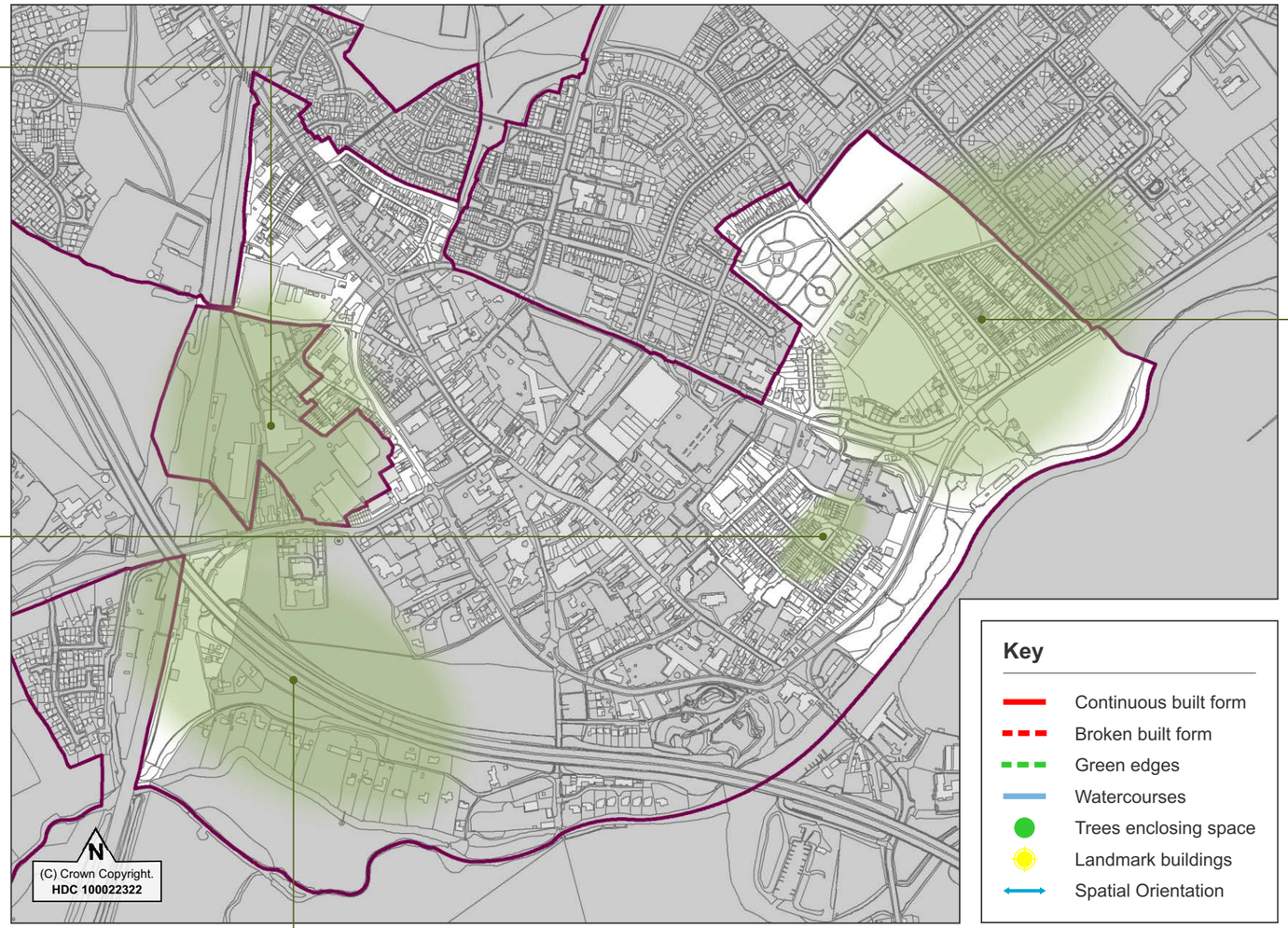
Q2. Merritt Street

W. St John's Street

X. Railway Station

The St. John's Street area has been badly affected by the insertion of the ring road and recent redevelopment of the traditional industrial quarter of Huntingdon. However, it is still possible to discern the original street pattern based upon George Street, Ferrars Road and St. John Street itself. Many of the older buildings are still in place and provide continuity with the original visual nature of the locality. This was an important transitional zone close to the urban core and with imaginative regeneration could be vastly improved.

Victoria Square is a small, enclosed green space within this part of Huntingdon. It is an important space within an otherwise densely developed quarter of the town.

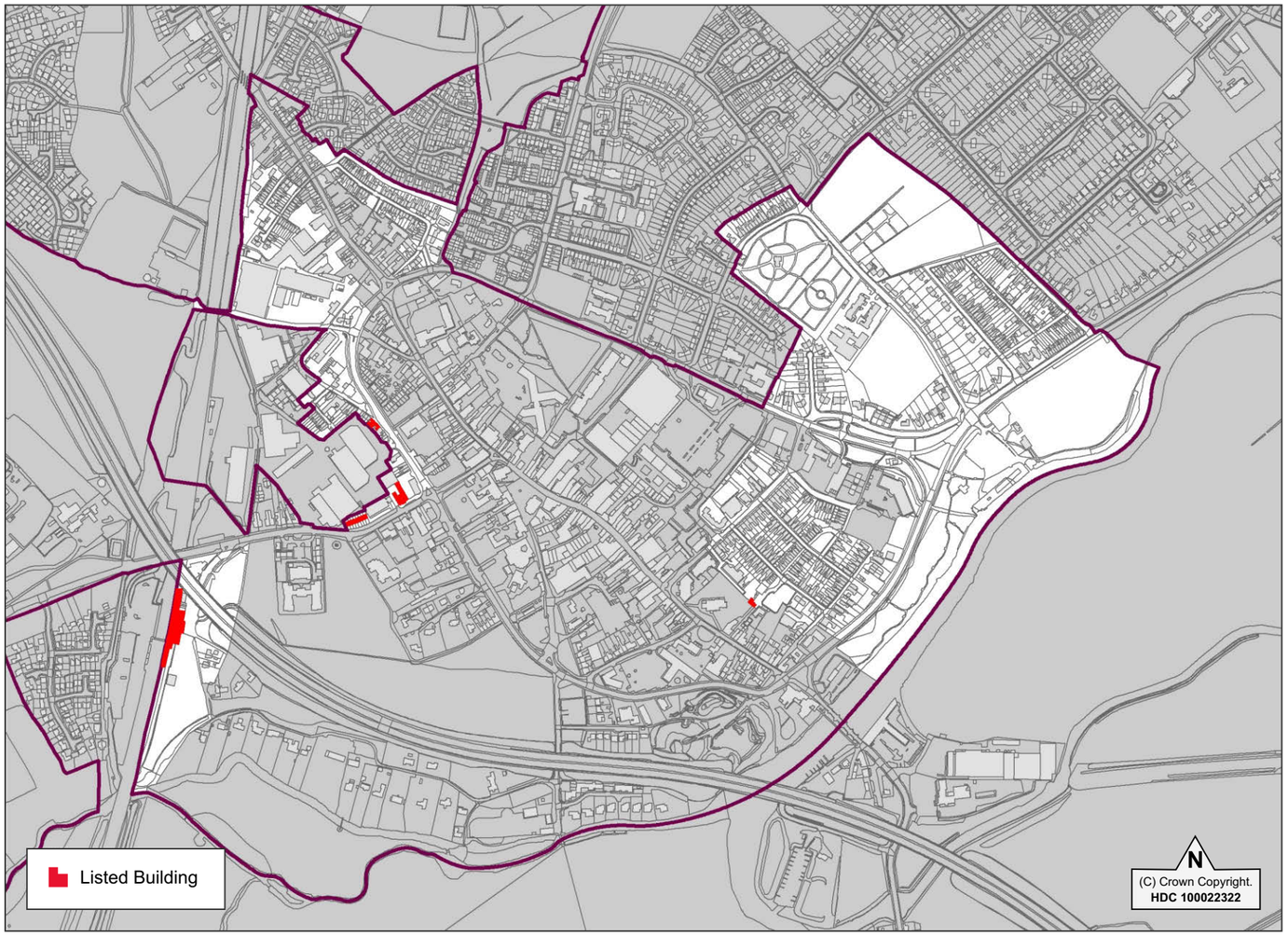


The Priory – Newtown area is a still a largely open locality, but one of complex spatial quality. It forms a very distinctive settlement edge to the east of the town well illustrated in this aerial view. This openness continues along the riverside where the open land visually connects the Hartford Road to the river. The broad spatial divisions preserve the boundaries set out when this area was first enclosed. The diverse land-use (ranging from the designed landscape of the Cemetery, through the allotments to the various built environments) is of the essence.

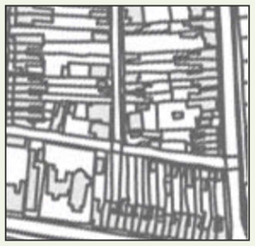
The railway station and its environs is a purely 19th century space that preserves an interesting industrial relict landscape. The station building is listed and some of its associated cottages also exist. The goods yard that lies between the main line and the route of the dismantled line from St. Ives is now under used, but could be improved with imaginative development. This is an historically important space.

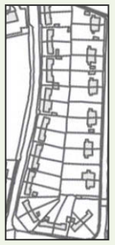
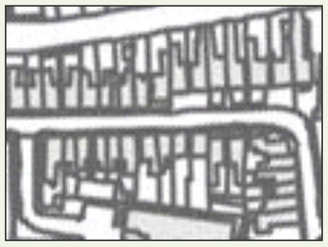
Within this locality there are few buildings earlier than the 19th century. The historic buildings are mainly separate from later 20th century developments that have been built on previously open land. Please refer to **Annex A** for a further explanation and description of the building types mentioned here.

There are still large open spaces in this neighbourhood now principally used for recreation grounds and allotments. Building types in the Victoria Square neighbourhood; The Priory Area, Newtown and their environs; Great Northern Street, Sayer Street, and St. John's Street chiefly comprise 19th and 20th century housing in various styles **[T3; T4; T7a; T7b]**. Railway Station is an example of a 19th century industrial type building **[T9a].**



Development out from Huntingdon's historic centre into the post enclosure landscape did not take place until later in the nineteenth century and some key areas were not developed until the opening years of the twentieth century. Buildings of all types were typically built in gault bricks (of varying quality) and domestic premises frequently had red brick trim to windows and doors. Windows could be sash or casement types and doorways tended to be less ornate than in the older parts of the town. Roofs were typically of slate. Public buildings were better built often with elaborate details.

Grain	Plot	Visual quality	Summary
Neighbourhood streets: Victoria Square and Ouse Walk; Hartford Street (part); Ingram Street; Euston Street; Montagu Road; Wood Street; Temple Close; The Bow.			
 A very close grained urban development set within a distorted grid pattern.	 Small rectangular plots running back from the street. Buildings placed at the front of each plot straight onto the pavement.	 The regular street pattern and the similar design of the houses in this residential area creates a pleasing uniformity. The ubiquitous use of local gault brick and slate emphasises the architectural integrity of the design, despite the extended period of its construction. A subtle variation in detail between the buildings in the component streets creates interest. Victoria Square and the render of the pub create an oasis of interest.	This high-density late Victorian and Edwardian development shows what can be achieved even in areas of low cost housing (which these now very desirable houses were when built). Its success relies on proportion, choice of the appropriate vernacular building materials, making the layout conform to the lie of the land and sensitivity of detail. Because the development is relatively modest it fits well into this part of the town. It is connected to the urban core by the incorporation of Hartford Street and its subordination to St Mary's church and graveyard creates a natural urban progression in relation to the High Street.
Neighbourhood streets: East Street; West Street; North Street; South Street; Cross Street; Hartford Road (part).			
 Close grained late Victorian development on a regular grid pattern.	 Long and narrow rectangular plots with the short side to the street. Some interspersion with small rectangular plots where original plots have been truncated and amalgamated. Buildings placed at pavement edge or with small front gardens.	 The grand terrace along Hartford Road (the public image of Newtown) is of a higher architectural order than the rest of the development. This formal terrace also contrasts with the Church and the pub. The regular pattern of the road layout is visually at variants with the more informal placing of buildings within it. This adds interest and variety. Building materials display a narrow colour palette.	This is an unusual development for Huntingdonshire in that it did not, when built (c. 1880), attempt to link to the existing townscape. The main architectural effort was on Hartford Road with a two and a half to three storey terrace of rather narrow houses and shops. The regularity of this terrace also contrasts with the Catholic Church and the public house along the same frontage. This group of buildings creates a powerful hierarchical order within the development. The grid of streets behind were laid out ready for speculative development on the narrow plots in which the land was parcelled out. The grid was formed into a parallelogram to conform to the shape of the original field - the only concession to the terrain. Cross Street and South Street were designed originally as service roads, but Cross Street has, by the imaginative manipulation of plots, achieved its own frontages. The allotments to the north are a significant setting to the development and should not be built upon.

Grain	Plot	Visual quality	Summary
Neighbourhood streets: includes Hartford Road (part); Tennis Court Avenue; Riverside; Primrose Lane; Priory Road (part)			
 The grain of this part of town is open and dispersed with large open spaces such as the allotments or cemetery.	 Plots vary in shape but tend to be shorter and more rectangular.	 Housing in this area is predominantly mid-twentieth century, mainly semi-detached and setback in the plot (the terrace opposite the Cemetery in Priory Road is an exception). The Council built housing in the Primrose Lane area is a good example of contemporary vernacular cottage design with gault brick under slate roofs. The houses in the Hartford Road opposite Barrack Brook make use of red brick and tile. Hedges and trees and large areas of open land give this area a semi-rural feel.	This area is a mosaic of land use patterns and is the result of partial development of what was until fairly recently a classic enclosed landscape. This survival of open land interspersed with small housing developments is a rarity and the high incidence of allotments should be protected against any future large-scale building schemes. This open grained area provides a visual indication of settlement edge to the town to the east that should be respected. The Town Cemetery is a delightful designed landscape in its own right and its lodge and chapels are important local buildings. The late Victorian/Edwardian terrace opposite the main gate makes an appropriate setting along Priory Road. The old maternity hospital to the south of the Cemetery is the other major structure in the locality and works well in its setting.
Neighbourhood streets: Great Northern Street; Merritt Street; Sayer Street; St. John's Street; Ferrars Road (part); George Street (part)			
 A closely grained area on either side of Ermine Street.	 Typically in this locality plots are small and narrow with buildings placed either up against the pavement or set back a little.	 This is a locality of workers cottages, small town houses and one or two larger properties and occasional workshop or builder's yard cheek by jowl. The variety of building types is given an architectural unity through the almost universal use of gault brick and slate and by good use of scale.	This is an interesting and complex area that gives a rich urban texture to this part of Huntingdon. The whole locality is structured around Ermine Street and is predominantly nineteenth century (despite Ermine Street itself being part of the medieval core, only very little evidence of this survives visually to the present day). Montagu House and the terrace opposite are now isolated from the High Street area to which they really belong by the ring road. The former has also lost its grounds, which previously formed the southern edge of this locality. Otherwise Ermine Street as far as the railway bridge has some interesting buildings, particularly the fine, if eccentric, terrace by the junction with St Peter's Street. To the east of Ermine Street there was just enough land for Great Northern Street before the Common. To the west the line of the railway allowed the construction of some short terraces and a few workshops.

Hinchingbrooke House

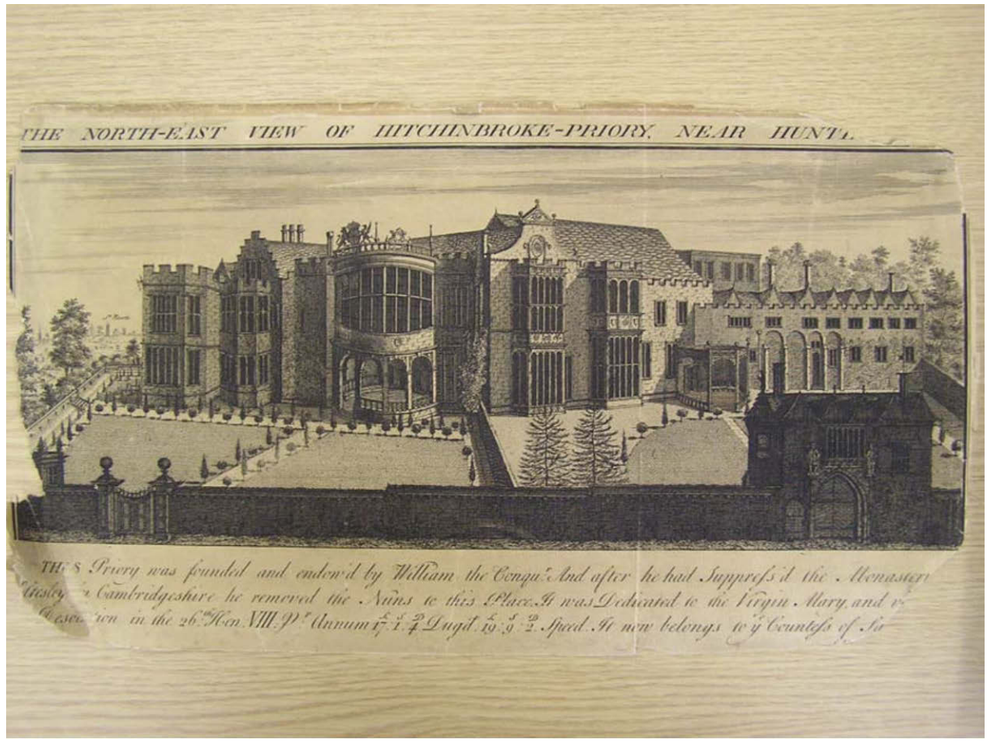
Hinchingbrooke House was built in the sixteenth century on the site of a medieval Benedictine convent and was added to on various subsequent occasions. It was the home of the Cromwell family, and subsequently of the Montagus, who became the Earls of Sandwich after the Restoration. The tenth Earl sold the estate to Huntingdonshire County Council in 1962. Today the house is a school and modern buildings and playing fields occupy large areas of the grounds although, as we shall show, many elements of historical significance remain. The north eastern sections of the former park, however, isolated from the house by a modern road, are less well preserved. This area is now occupied by Hinchingbrooke Hospital, and the Police Headquarters and associated playing fields.

Today the best-preserved part of the Hinchingbrooke landscape is unquestionably the former pleasure grounds and garden immediately beside the house, together with the Rose Garden, Yew Garden and, in particular, the Terrace Walk. The value of the latter is immensely increased by the fact that the area of parkland beyond the Brampton Road, leading down to the stream and river, has escaped development and retains some ornamental planting, which, in spite of the busy road, still gives a fine view.

This 'core' of the historic landscape is of more than local importance. The planting and 'hard landscaping', especially the Terrace Walk, are of regional if not of national importance, and it is surprising that the gardens did not find a place on English Heritage's Register of Parks and Gardens of Special Historic Interest. Although much of the landscape in the designed 'core', near the house, survives in good condition – especially the magnificent Terrace Walk - it is regrettable that the surviving stretch of eighteenth century wall along the south eastern boundary of the Pleasure Ground is now so badly decayed. Its restoration should be made a major priority.

Beyond the designed 'core' the survival of the historic landscape is much more patchy. There are numerous items and features of interest, for example the belts, lake, fragments of residual planting, areas of ridge and furrow, remains of the nineteenth century entrance, even the remains of the Japanese Garden and the kitchen garden walls. Although divorced, for the most part, from the historic core of survival close to the house, these fragments lend considerable character to the local landscape and need to be valued and sympathetically managed. In this context, particular attention should perhaps be drawn to the striking area of ridge and furrow on Views Common, and to the north eastern belt, which now serves an important function as a screen to the hospital buildings.

The Hinchingbrooke landscape may survive in truncated form, but the 'core' area of preservation, including the open land between the Brampton Road and the stream/river, remains attractive and historically important, not least as providing a fitting setting for the house itself. Every effort should be made to ensure its conservation and, where appropriate, restoration, as one of the most important historic elements in the landscape of Huntingdon.

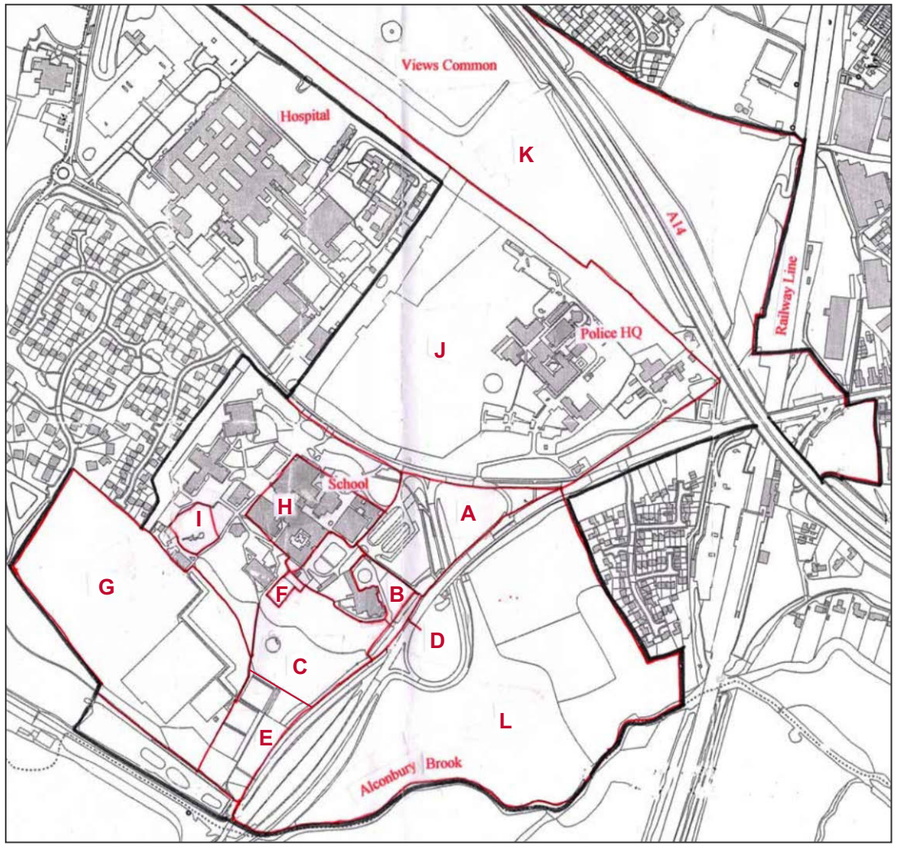


Hinchingbrooke House from a print of 1730

Plan of Hinchingbrooke House and Pleasure Grounds 1757

Today

Figure 1. History and current condition of the principal landscape areas



History and current condition of the principal landscape areas [see Figure 1]

Entrance Area/Car Park ('A' on Figure 1).

The basic layout of drives, and perhaps paths, is of nineteenth-century date but the most prominent feature, the lime avenue, is less than a century old. The overall coherence of the approach has been destroyed by the creation of the slip road and, to a lesser extent, the use of the area for car parking.

East Garden and Entrance Court ('B' on Figure 1).

Although little early planting survives in these areas, the layout of paths and walls is of nineteenth-century or earlier date. Secluded from the car park, and from the modern school buildings, and adjoining the well-preserved pleasure grounds to the south, they form an important component of the historic designed landscape.

Pleasure Grounds ('C' on Figure 1).

The pleasure ground is one of the most visually attractive and best-preserved areas of the Hinchingbrooke grounds. It contains a fine range of trees, some of considerable antiquity, and provides an excellent setting for the south front of the house itself. Some replanting has taken place in recent years but greater care should perhaps be taken to perpetuate the historic mixture of species present in the area.

The Terrace Walk (Area D on Figure 1).

As already noted, the Terrace Walk is the most important feature of the Hinchingbrooke grounds, and one of the more important survivals of seventeenth century formal landscaping in England.

The Wilderness ('E' on Figure 1).

The wilderness/woodland garden is an important area of the Hinchingbrooke landscape but is generally in poor condition and poses some problems of interpretation. It was probably first planted as a formal wilderness in the late seventeenth century. It subsequently became an open grove, incorporated in the parkland, although still directly accessed from the pleasure grounds. It was partially enclosed from the park again by the late nineteenth century and evidently formed a woodland garden. Further changes, including the construction of the various flights of steps, the most northerly of the tennis courts, and (in all probability) the earthwork terraces occurred in the early twentieth century. The planting is generally in a poor condition. Some remnants of later nineteenth and twentieth-century planting remain but nothing survives from the seventeenth or eighteenth centuries. There is some potential for restoration, but this is limited by the existence of the tennis courts.

The Rose Garden/Italian Garden and the Yew Garden ('F' on Figure 1).

The Rose Garden and the Yew Garden survive in remarkably good condition although the box hedging in the former is in need of some attention. These are perhaps the best-preserved features of the Hinchingbrooke grounds, and good examples of a late nineteenth/early twentieth century enclosed flower gardens.

The Former Park (Area 'G' on Figure 1).

The main area of ornamental parkland survives in very degraded condition, virtually unrecognisable as parkland. The south belt, however, remains intact, with a reasonable number of original (nineteenth-century) trees, and forms a major element in the local landscape.

The Kitchen Garden (Area 'H' on Figure 1).

The remains of the kitchen garden are very fragmentary and limited to the boundary walls and perimeter screens. The three walls, all displaying significant differences in construction, make interesting elements in an otherwise modern landscape but the garden as a whole has effectively vanished and makes no real contribution to the Hinchingbrooke landscape.

The Japanese Garden (‘I’ on Figure 1).

While it could not be said that the Japanese garden survives in good condition, this is an intriguing collection of remains, and also interesting as an adaptation of an earlier, probably medieval, earthwork.

The Former Home Farm/Outer park (‘J’ on Figure 1).

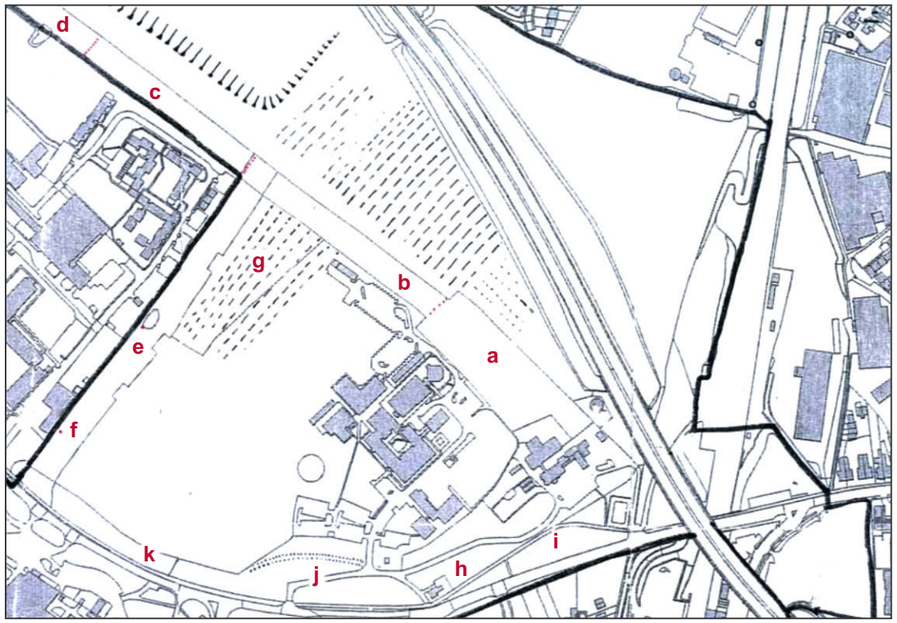
The northern section of the area described as ‘Hinchingbrooke Park’ on the 1885 25” and subsequent OS maps, and lying within the perimeter belt, was (as already noted) not quite parkland in the normal sense of the word. It was partly subdivided by fences and had a farm - the estate’s home farm - in its northern corner.

Views Common (‘K’ on Figure 1: see Medieval Settlement, page 17).

The Area to the South East of the Brampton Road (‘L’ on Figure 1).

The view from the Terrace Walk has always formed a key element in the design of the grounds at Hinchingbrooke. Although we have no evidence that the land below the terrace was planted up in an ornamental fashion before the nineteenth century, the view was clearly appreciated in all periods and, indeed, the terrace itself makes little sense without it. By 1900 the field boundaries had been removed from the area, and it was evidently considered an extension of the park. Some ornamental planting still remains here, as does the woodland belt on the eastern edge of the area. It is fortunate that, so far, the fields in this direction have escaped development.

Figure 2. The Outer Park and Views Common



The Outer Park and Views Common (red letters on Figure 2 refer to areas or features described in the text).

The ‘outer park’ has long ceased to be associated with Hinchingbrooke House and is now separated from its immediate grounds by the modern road giving access to Hinchingbrooke Hospital. The north western section of the area is now occupied by the hospital and little, if anything, remains of the historic landscape. The south eastern section (the line of division following that of a field boundary shown on both the 1757 and 1885 maps) is now occupied by the police headquarters, and here more survives. Much of the area is now playing fields, or forms an open, semi-ornamental approach to the police offices. In addition, most of the old perimeter belt, running along the north eastern boundary of the park, still survives.

The Perimeter Belt (‘a’ – ‘d’ on Figure 2).

The belt was originally planted at some point between c.1809 and 1835, but it unclear which of the surviving trees date back to this time. Today, the belt forms an important element in the local landscape, not least because it serves to screen, at least in part, the hospital and the police headquarters from the open ground to the north. It contains some fine trees, and has benefited from some recent replanting, but its future management requires more careful thought and, in particular, attention should be given to the need to perpetuate its historic composition by planting horse chestnuts, which were evidently a prominent element in the original planting.

The Sports Field (’g’ on Figure 2).

The ridge and furrow is of some archaeological importance in a county in which this form of earthwork has become rare over recent decades. The two veteran oaks are also of some importance, in biological as much as historical terms.

The Area to South and East of the Police Headquarters (’h’, ‘i’ and ‘j’ on Figure 2).

The small brick cottage called the old lodge on the map of 1885 survives. To the east of this are the remains of an old shelter belt (’h’ & ‘i’) and to the west the old drive (‘j’) now largely overgrown.

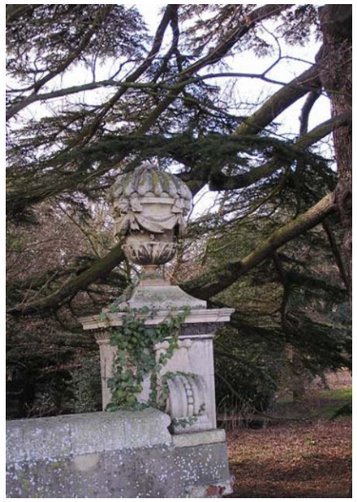
The remains of the belt and the drive are now effectively divorced from the main ‘core’ of the designed landscape at Hinchingbrooke, but are interesting relics of the historic landscape and those responsible for managing the area should be alerted to their significance.

The Woodland Bordering the Hospital Road (‘k’ on Figure 2).

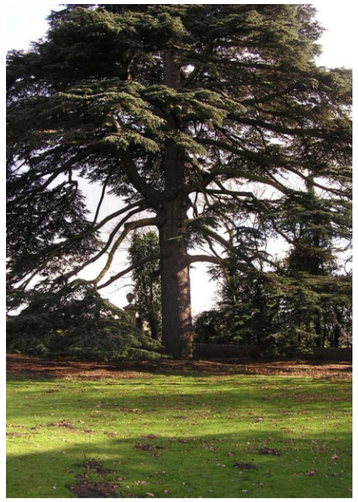
The tall conifers surviving from the nineteenth-century planting still have a major impact on the landscape lying north of the school. The grounds of the Police HQ contain a number of features of interest, islands of survival in an otherwise modern landscape. The perimeter belts, veteran trees, ridge and furrow, and remains of the old drive are worthy of preservation in their own right, and should be managed with care, but they no longer, in any meaningful sense, form a part of the designed landscape of Hinchingbrooke House.

C. Pleasure Grounds

D. Terrace Walk



E. The Wilderness



G. The former park

F. Rose Garden

L. View from Terrace Walk

Quick key to the symbols used on the analysis plans

Uban space	Glimpse	Landmark building	Spatial orientation
Green space	Visual leak along building line	Listed building	Intrusion into the street scene
Corner building/s	Historic green space	Narrow urban space 'pinch point'	Back of pavement building line
Significant view	Other green space	Street requires enhancement	Building line set back
View stopped (S)	Significant tree/s	Area requires enhancement	M Scheduled Ancient Monument

4.0 Opportunities for Future Enhancement

National guidance on the constitution of Conservation Areas emphasises the important role that they can play in the enhancement of our historic built environment and landscape. Huntingdon's urban environment would benefit where future development is sensitive to the particular requirements of the historic components within the town.

Small-scale enhancement within the different localities and neighbourhoods involving elements such as street improvements are discussed above. However, it is worth re-stating the need for improvement to paving, street furniture and signage along most of the principal highways. Greater attention to local materials and form as well as the decluttering of signage is needed. Many shop fronts have lost much of their local character over the years and this trend could be reversed with imagination and effort. Similarly, the issue of parking ought to be addressed, balancing the needs of traders and their customers with environmental improvements.

Other documents are produced to help to maintain Huntingdon's Character within the Conservation Area:

Urban Design Frameworks. These are major sites in sensitive areas, usually involving complex development issues and often including land in multiple occupancy. These sites require development strategies if they are to reach their full potential. Failure in these areas would have a seriously negative impact on Huntingdon's historic environment.

Development Briefs. These look at sites that may become the subject of future applications for residential development. It is anticipated that plans for these sites would conform to the design code set out in this document.

Negative or Neutral Areas. Where negative or neutral areas are identified the judgement is made purely in terms of the character of the Conservation Area. Whilst in some cases such sites may be suffering from neglect as well, in many cases the buildings associated with these sites will be structurally sound or recently built.

Enhancement Areas. Some areas that retain a significant degree of their historic fabric and form have, none the less, suffered from an unnecessary amount of poor development decisions. These areas require a concerted effort if they are to be brought back to their full potential. In these cases owners and residents should be consulted with a view to formulating policies to effect positive change.

Heritage and Tourism Areas. These areas have been identified as ones of particular significance to visitors and those concerned with local heritage issues. Future treatment of these sites will need especial sensitivity.

T1a Medieval Timber Framed House

Medieval timber framed houses, frequently dating from the mid to late 16th Century. The type is often rendered, or faced in brickwork, and re-fenestrated in later periods, disguising its medieval origins. A small number of such structures survive in Huntingdon usual, behind later facades or render.

Key Characteristics

- Oak framing (often reused) infilled with wattle and daub and covered with lime plaster/render
- Two storeys, some with later dormer windows added to create attic rooms
- Picturesque roofs; with steep pitches, numerous gables and large, sometimes ornate, red brick chimneystacks. Roof coverings depend on location, but the predominant types include plain gault-clay tiles and thatch
- Overhanging eaves
- Frequently built with L and H plan forms, with additive ranges of outbuildings
- Jettying at ground and first floors, with bay-windows to some grander examples
- Originally, windows (mullioned, with leaded lights) were set within the framing, but these were generally replaced by timber sliding sashes or casements in later periods
- Medium to low density housing, depending on plot size
- Varied form and scale, but usually detached, built within settlement boundaries. Commonly associated with burgage plots, and frequently set at back of pavement creating a well defined street pattern.

T1b Vernacular Cottages

Natural materials made from local geological deposits (for example, gault clays and limestone) together with reeds and straw from the nearby Fens and local farms, has generated the palette of traditional building materials for vernacular buildings. This, together with building techniques developed by the local population over many centuries, has created simple and charming vernacular cottages typically dating from the late 16th to 18th centuries.

Key Characteristics

- Long, low double-fronted single, 1.5 or 2 storey cottages
- Simple flat-fronted building form, generally eaves to the road
- Buff or rosy-buff brick or stone built, depending on location. Rendered and painted timber framing is common throughout the District
- Shallow plan depth with a simple steeply pitched roof and outbuildings
- Clay plain or pantiles, thatch or Collyweston-slate roof coverings, depending on location
- Eaves and gables are generally clipped close to the building, except for the deep overhangs found on thatched roofs
- Originally built with small, horizontally proportioned window openings with casement or horizontally sliding sash windows. Flat or segmental brick lintels
- Dormer windows are a common feature, with pitched, cat slide or eyebrow roofs, depending on material and location
- Panelled or ledged and braced doors, with some later simple timber porches or canopies
- Large brick chimneystacks were positioned first centrally and later at the gable ends
- Within settlements, cottages are generally terraced and set at the back of the pavement, creating well-defined streets and space.

Typical Local Variations

Long low houses built of rosy buff and dark buff brickwork. Roofs are typically thatch or Cambridgeshire mix plain tiles, with pantiles frequently found on outbuildings.

T2 18th - Early 20th Century Town House

The Town House building type is found throughout the district; its adaptability to a wide range of scales, materials and uses creates the variety, and strong architectural cohesion of the historic centres of the towns and larger villages. This classically inspired style creates well-defined and elegant streets and public spaces.

During the 18th century it became fashionable to 'modernise' earlier vernacular houses, and it is common to find medieval buildings re-elevated behind Town House facades.

Key Characteristics

- Predominately terraced form, 2 to 3.5 storeys, generally double stacked with central gutter
- Flat fronted and symmetrical, 2-4 bays wide, vertically proportioned facades
- Vertically proportioned window openings, with flat brick or stone lintels, and timber vertical-sliding sash windows
- Roofscape minimised by the use of parapets, shallow and double pitched roofs with the eaves to road. Cambridgeshire peg tiles and slate are the most common roof coverings
- Stone detailing, often painted, including cills, stringcourses, architraves etc.
- Drive-through archways, gaining access to the rear are a common feature, especially in former coaching towns
- 6 and 4 panelled doors, with door-surrounds and glazed fanlights or door canopies

- The terraced form, often built at back of pavement creates a well-defined street frontage of urban character
- High-medium density, depending on the numbers of storeys, bays, and plot width. Generally built with additive ranges of outbuildings
- Originally built as dwellings, some with shops on the ground floor. The majority are now in commercial and office use.

Local Variations

The market towns of Huntingdonshire contain Town Houses in their historic centres. Built of warm soft red, darkbuff and pale buff brick depending on age. Roofs are typically gault-clay plain tiles, although slate is found on later properties.

T3 18th - Early 20th Century Terraced House

The agricultural and industrial revolutions precipitated major growth of towns in the 18 and 19th centuries. Streets of small terraced houses were built on the edges of the historic towns throughout the district. The type is ubiquitous throughout the country. Although influenced by local materials the advent of the railways improved transportation and encouraged the use of non-local materials, especially mass-produced bricks and Welsh slate for roofs. The majority of terraced houses in the district are built at the back of pavement, however there are examples of a larger version of this type with small front gardens, which creates a wider, greener and more relaxed streetscape.

Key Characteristics

- Small, generally flat fronted houses; bay windows are a feature on larger examples
- Brick built, occasionally with contrasting brick detailing, such as string courses and door and window surrounds
- Vertically proportioned window openings, with flat and segmental brick arches, and stone cills •Vertical sliding sash windows and timber panelled doors, typically with glazed fanlights over
- Eaves and gables are generally undecorated and generally clipped close to the building
- Chimneystacks are usually positioned on the party wall
- Simple pitched roofs with slate roof covering
- High density terraced form, laid out in long straight streets, creating a distinctive urban character
- Parking on street

T4 18th - Early 20th Century Villas and Semis

This building type is found in the larger villages and towns of the district, where it forms the wealthier 18-early 20th Century fringes to the historic centres. The classic simple architecture of the Georgian period became increasingly eclectic and decorative during the Victorian and Edwardian eras. Although influenced by local building materials, improved transportation brought non-local materials, especially mass- produced bricks and Welsh slate.

The villa form became a popular antithesis to the narrow streets of small working-class housing erected during the Victorian and Edwardian periods. The semi-detached form, creating the illusion of detached villas, is also found in some locations.

Key Characteristics

- Medium to large brick-built, detached or semi-detached houses
- Decorative, contrasting brickwork stringcourses, eaves courses, lintels and window reveals
- Canted and square bay windows are a feature, often with stone mullions, now generally painted white
- Decorative stone detailing, including mullions, copings, padstones and plaques
- Vertical window openings with stone cills, flat and segmental brick lintels, and sliding sash windows
- Fairly low-pitched slate covered roofs, some with Italianate hipped roofs. Prominent brick stacks and chimneys
- Large houses are set in spacious grounds. Urban examples have small front gardens that create a greener, more suburban street character.

T5 19th Century Picturesque

During the Victorian era it became fashionable for wealthy and philanthropic landowners to build housing and other facilities for their tenants, and the local community. The predominant style was based on a Gothicised version of the idealised 'English' cottage, often creating picturesque groups or even whole villages. Generally, materials were of local origin, excepting more decorative elements such as cast iron windows and ornate rainwater goods.

Key Characteristics

- Generally symmetrical but with intricate plan forms, layouts and elevations
- Architectural detailing used for decorative effect, such as buttresses, dentil courses, mouldings, bargeboards and stringcourses
- Picturesque rooflines, with tall decorated chimney stacks, numerous gables, finials and decorated ridge tiles
- Steep roof pitches, with slate or gault clay plain-tile roof coverings. Dormer windows are a feature on cottages
- Strongly mullioned windows often with decorative lattice-work glazing patterns

- Generally set back from the road with small front gardens and low walls to the front boundaries. Alms-houses often with courtyards defined by railings
- Originally built for a range of uses, including schools, estate offices, village halls, almshouses and estate workers cottages. The majority are now in residential use
- Medium to low density depending on use and plot size

T6 17th - Early 20th Century Grand House

The agricultural and industrial revolutions brought new wealth to the district, and many of the wealthy built themselves grand houses, based on the classically inspired stately homes of the aristocracy. Later Victorian examples are influenced by non-classical traditions, and are often less symmetrical displaying stylistic motifs such as gothic arches, round towers, tile hanging and decorative bargeboards. Designed to be seen, and to impress, they are often found on settlement edges throughout the district.

Key Characteristics

- Large, detached houses with symmetrical, wide-fronted facades, usually on expansive plots
- Georgian examples are wide-fronted, with tall floor to ceiling heights, creating an imposing scale
- Vertically proportioned window openings vertically aligned, frequently graduating in height up the façade, with flat-arch stone or 'red-rubber' brick lintels
- Timber vertical-sliding sash windows. Georgian examples generally follow 9, and 16 pane patterns. Victorian sliding sash windows incorporate larger pane sizes
- Roofscape views are minimised through the use of parapets and shallow double-pitched roofs, with the eaves to road. Mansard roofs are found on some examples
- Decorative dentil eaves courses or painted timber cornice eaves detail
- Brick or stone detailing, often painted, including cills, string courses, keystones and quoins
- 6 and 4 panelled doors, with decorative-glazed fanlights or door canopies
- The grand detached forms, usually set back from the road behind railings or walls, create a restful, stately and less urban character
- Frequently set in gardens, with dark evergreen planting, with a backdrop of mature trees

Local Variations

The form, detailing and proportions remain fairly constant throughout the district, but materials vary with location. In the Huntingdon area variations include warm soft red, dark or pale buff brickwork with gault-clay plain tiles or (later) slate.

T7a Arts & Craft Influenced Housing

The Arts and Craft Movement in the late 19th century, and the Garden Cities of the early 20th century exerted considerable influence on housing until the 1950s. This applied especially to social housing throughout the district, where estates of this housing type are found on the peripheries of the larger towns. 'The Garden City' cottage aesthetic, and the vision of a green and leafy arcadia became increasingly compromised through increased densities and mass production, but the architectural style and geometrical layouts still retain vestiges of the original influences.

The type is found throughout the country, and does not generally show regional variations.

Key Characteristics

- Geometric, regular layouts with crescents, cul de sacs, and orthogonal junctions
- Semi detached and short terraces of simple flat fronted properties
- Clipped privet hedge front boundaries, often with timber gates, and small front gardens
- Shallow pitched, double-hipped roofs, with slate or plain tiled roof coverings. Simple chimneys on ridgeline
- Originally, multi-paned painted timber casement windows, with soldier-course brick lintels
- Timber front doors with small canopies •Built of red mass-produced brickwork, frequently roughcast-rendered, and painted cream or pastel colours
- Simple stringcourses of soldier brickwork or render
- Semi detached form, hedges and grass verges to some streets, create a suburban character
- Parking generally on street

T7b 1920’s and Inter-war Suburbia

The poor living conditions of the urban poor in the 19th century, and growing wealth and mobility resulted in the massive growth of suburbia in the 1920 and 30s. A few properties in the district retain influences of the 'Art Deco' of the 1920s. The Arts and Crafts movement also heavily influenced the architectural style of the period, using motifs such as timber framing, tile hanging, leaded lights and stained glass to invoke the idyll of the 'English Cottage'. This building type is found in small numbers throughout the district.

Key characteristics

- Simple rectangular semi-detached plan form
- Fairly rectilinear street pattern
- Shallow pitched, double-hipped roofs, with slate or plain tiled roof coverings. Chimneys generally on the ridgeline

- Originally painted metal, and later timber casement windows, some with latticed-lights or stained glass panels
- Mass-produced red brickwork and painted roughcast render
- Decorative gables with timber-framing effect, frequently painted black and white
- Double height bay windows, with rendered or tile-hung panel, are a defining characteristic of the type
- Recessed porches with tiled floors, and glazed front doors, often with stained glass panels
- Semi detached form, hedges and grass verges to some streets, create the archetypal 'suburban' character
- Medium-low density
- Parking off street, generally between properties

T8 Agricultural Buildings

This building type is found dispersed throughout the rural areas of the district, but also within some of the older villages, and coalesced into the suburban fringes of the larger settlements. The majority date from the time of the 17-19th Century Enclosure Acts, with some remaining examples from the medieval period.

Late 20th century intensification of farming practices have necessitated large-scaled, industrial type barns, stores and silos which have come to dominate many traditional farmsteads, and often their landscape setting.

Key Characteristics

- Large farmhouses (see vernacular cottages and T6), generally set close to the road, with long, low additive ranges of farm buildings set to the side and rear
- Traditional buildings are small-scale, built of stone, buff and red brick or timber-framed clad with timber weatherboarding, depending on location
- Roofs are generally simple pitched construction, covered with thatch, clay plain or pantiles, and picturesque in appearance
- Modern buildings are large-scale steel-framed single span structures, usually clad in profiled steel sheet, coloured grey.

Local Variations

Timber weather boarded barns and outbuildings, many of which now have corrugated iron roofs. Later examples use red brick with slate roofs.

T9a 19th & Early 20th Century Industrial Buildings

Huntingdonshire has a rich heritage of these industrial buildings; some were located near waterways, which provided both good transport routes and potentially a means of power. There was a wide range of industrial buildings in Huntingdon that included mills, malt houses, breweries, small workshops and others. Many buildings were associated with the railways, including warehousing and goods sheds (now mostly demolished).

Key Characteristics

- Large scale, visually prominent, discreet and freestanding structures with ancillary buildings Sometimes positioned in the floodplain. Often surrounded by willows
- 3-6 storeys tall. Generally built of buff brick, with slate covered or plain tiled roofs
- Projecting timber weather boarded loading-bays, and pulley houses
- Simple, robust symmetrical elevations with segmental-arched window openings, and loading bays positioned vertically one above another
- Rudimentary neo-classical detailing, such as pilasters and Italianate porticos are a feature on later examples. 'Gothic' detailed examples are also found
- Originally built as mills and warehouses, the majority are now converted for residential use

T10a Parish Churches

Ecclesiastical buildings survive from every century and architectural style -unique monuments to the districts' history and culture. Buildings range from Norman and Medieval parish churches to the neo-gothic of the Victorian era and the marvellously idiosyncratic Non-Conformist chapels of the 18-19th centuries. For clarity, key characteristics are listed under two subtypes as below:

Key Characteristics

- Large scale buildings for Christian worship and former monastic complexes, including surviving gate-houses and hospitium, typically built and altered over a long periods of time
- Set in a churchyard, often with mature trees, especially yews. Generally, parish churches are located centrally in the town or village, while monastic houses were usually situated on the periphery
- Although many are older, the majority appear externally to be Gothic in style, with large, pointed arched and traceried windows, and stained glass. Moulded stringcourses and hood mouldings, buttresses, castellated parapets and other structural and decorative architectural devices evolved and incorporated over time
- Simple, pitched roofs, generally with plain gault-clay roof coverings

- Building materials range from carstone and cobbles to coursed limestone-rubble, and fine ashlar limestone in the north
- Fine, tall spires are a landmark feature of the District. Lancet windows (small pointed window openings) are characteristic of spires in the Northern Wolds. Towers became increasingly common in the 15-16th centuries and were often added to earlier buildings in the 15-16th centuries
- Lych gates are characteristic of church in the area and are defining features of many churchyards. Construction varies from oak with clay tiles to stone structures

T10b Non-conformist Chapels

Key Characteristics

- Simple, generally unadorned facades, consciously avoiding the gothic architectural references of the established church
- Diverse stylistic influences, typically neo-classical •Simple rectangular plan form, frequently gabled to the road
- Round headed windows, typically cast-iron frames, with clear or pastel-coloured glass
- Generally built of buff brick, with slate roof covering
- Cast iron railings and small paved forecourts are typical Catholic Churches and chapels (legally also “non-conformist”) are frequently neo-gothic and ornate

T11a Victorian And Edwardian Civic Buildings

This diverse type forms the focal point for community, civic and working life. It includes places of assembly, police and fire stations, shopping complexes, schools, libraries, administrative centres and office blocks.

Key Characteristics

- Generally, architect designed buildings reflecting status and function
- Medium to large-scale buildings usually discreet in their own plots. Bank buildings often sited at landmark positions within the streetscape to reinforce status
- Variety of architectural styles, including some good examples of Arts and Crafts, and Neo-classical designs
- Diverse good quality materials, including buff and red brick with ashlar masonry and painted render. Dressed stone stringcourses; ornamental pilasters, cornices and copings are common embellishments
- Pitched, slate covered roofs are typical
- Frequently single storey but of very grand proportions
- Window styles vary with function; school buildings frequently have large vertically proportioned openings, positioned high in the wall

T11b Late 20th Century Civic Buildings

The late twentieth century has witnessed substantial growth in population, changes in building technology and working practices. Large school complexes, for example, have generated an architectural aesthetic for civic buildings of our era; some examples use contemporary styles and materials, while others reflect aspects of the regional vernacular.
Key Characteristics

- Large to medium scale buildings, generally with large areas of associated car parking or hard standing
- Varying number of storeys depending on function
- Amenity shrub planting, small ornamental trees and mown grass typify landscaped areas
- Generally avoid the use of decorative architectural devices, although good design generates pleasing visual effects through the manipulation of form, function and materials
- Mass produced buff and red brick are the most common facing materials, with large areas of glazing also a feature
- Other twentieth century materials found in civic buildings include metal trims and copings, cedar boarding, glulam beams, coloured powder-coated metal window frames and large areas of toughened glass
- Flat roofs were a feature of 1960-70s civic buildings, and low-pitched roofs on later examples. Brown or slate grey concrete roof tiles are typical roof coverings
- Generally, rather shallow detailing with minimum set backs at door and window reveals, creating rather flat, poorly modulated facades

Annex B: Scheduled Monuments and Listed Buildings

Location	Address	Grade	Type	Wall Material	Roof Material
Brampton Road	Well in courtyard to north of Hinchingbrooke House	II	Well	Limestone rubble	Modern tile
Brampton Road	Park wall of Hinchingbrooke House fronting Brampton Road	II*	Wall	Limestone ashlar	None
Brampton Road	Gate piers and iron gates at north end of Hinchingbrooke Park	II	Gate, gate pier	Limestone ashlar, wrought iron	None
Brampton Road	Gates and wall of Hinchingbrooke Park to right of main entrance	II	Gate, wall	Local red brick, wrought iron	None
Brampton Road	Huntingdon Railway Station	II	Station, station masters house, footbridge, waiting room	Gault brick, render, cast iron	Slate, corrugated iron
Brampton Road	The Nuns Bridge	II	Bridge	Limestone rubble, local red brick	None
Brampton Road	Hinchingbrooke House	I	School, park, nunnery, house, garden	Limestone rubble, local red brick, timber frame, limestone ashlar	Plain tile
Brampton Road	Gatehouse and walls at Hinchingbrooke House	I	Gatehouse, wall, coffin, effigy	Limestone rubble, limestone ashlar	Plain tile
Brampton Road	Brewhouse and laundry at Hinchingbrooke House	II	Brewhouse, laundry	Limestone rubble, brick	Plain tile
Brampton Road	Summerhouse 120 metres south west of Hinchingbrooke House	II	Summer house	Gault Brick	Tile
Ermine Street	No. 14	II	House	Local red brick	Plain tile
Ermine Street	No’s. 32, 33, 34, 35 & 36	II	House	Gault brick	Slate
Ermine Street	No’s. 77, 78 & 79	II	House, railings	Gault brick, cast iron	Plain tile
Ermine Street	No. 76	II	House	Local red brick	Plain tile
Ermine Street	No’s. 54 & 55 (The Coach and Horses Public House)	II	Public House	Local gault brick	Plain tile
Ermine Street	No. 73	II	House	Timber frame render	Plain tile
George Street	No’s. 1, 2, 3, 4, 5, 6, 7 & 8	II	Almshouse	Gault brick, stone	Slate
George Street	County Hospital (Main Building only)	II	Hospital	Gault brick, render	Slate
George Street	Post Office sorting office	II	Post office	Gault brick, render	Slate
High Street	No. 54	II	House	Gault brick, stone	Slate
High Street	No. 33	II	Shop, house	Timber frame, local brick	Plain tile
High Street	No. 58	II	Shop	Timber frame, render, gault brick	Plain tile
High Street	No’s. 57, 57a & 57b	II	Shop	Timber frame, render, gault brick	Plain tile
High Street	No. 56	II	Shop	Timber frame, render, gault brick	Plain tile
High Street	Stable block of No. 55 (The George Hotel)	II	Stable, garage	Local red brick, limestone	Plain tile
High Street	No’s. 61 & 62	II	Shop, house	Timber frame, render	Plain tile
High Street	South African War Memorial	II	War memorial	Portland stone	None
High Street	No’s. 64 & 65	II	Shop, house	Timber frame, render, gault brick	Modern tile
High Street	No. 45	II	Shop, house	Timber frame, render	Plain tile
High Street	No. 44 (Abbey National Building Society)	II	Public house, house	Timber frame, red brick	Plain tile

Location	Address	Grade	Type	Wall Material	Roof Material
High Street	No. 43a	II	Shop	Timber frame, gault brick	Plain tile
High Street	No. 40	II	Shop	Timber frame, render, gault brick	Slate
High Street	No. 39 (Commemoration Hall)	II	Hall	Gault brick, render	Slate
High Street	No's. 90, 91 & 91a	II	Shop, house	Timber frame, render, local brick	Modern tile
High Street	No. 55 (The George Hotel)	II*	Hotel, church	Timber frame, render, gault brick, red brick	Plain tile, slate
High Street	Railings and gates of No. 71	II	Railings, gate	Wrought iron, brick	None
High Street	No. 111	II	Shop, public house	Local red brick, limestone	Plain tile
High Street	No's. 86, 87 & 88	II	Shop	Local brick, render	Modern tile
High Street	No. 85	II	Shop, house	Local brick, render	Modern tile
High Street	No. 84 & 84a	II	House	Brick, render	Plain tile
High Street	Garden wall of No. 83 (The Priory) facing Ambury Road	II	Wall	Limestone rubble, brick, flint	None
High Street	No's. 59 & 60	II	Shop, house	Timber frame, render, gault brick	Plain tile
High Street	No's. 72, 73, 74, 75 & 76	II	House, shop	Timber frame, render, local brick	Plain tile
High Street	No's. 31 & 32	II	House, shop	Local red brick	Plain tile
High Street	No. 71 (Whitwell House)	II	House	Red brick, render, wrought iron	Slate
High Street	Two gate piers at No. 70c	II	Gate pier	Red brick, gault brick, limestone	None
High Street	Gate piers wall and gates of St Johns churchyard	II	Wall, gate, gate pier, church	Limestone rubble, brick, wrought iron	None
High Street	No. 68a	II	Shop, house	Local brick, render	Plain tile
High Street	No. 68	II	House	Local red brick	Slate
High Street	No. 67	II	Shop, house	Timber frame, render, gault brick	Plain tile
High Street	No. 81 (Montague House)	II	House	Local red brick	Plain tile
High Street	No's. 36, 37 & 38	II	House	Gault brick	Slate
High Street	No. 150	II	Shop	Local brick	Slate
High Street	No. 149	II	Shop	Timber frame, render, brick	Plain tile
High Street	No's. 142 & 143	II	Shop	Brick, render	Plain tile, slate
High Street	Stone piers and gates of St Marys churchyard	II	Gate, gate pier	Limestone, wrought iron, cast iron	None
High Street	No. 139 (Three Tuns public house)	II	Public house	Local red brick	Plain tile
High Street	No's. 137 & 138	II	Shop	Timber frame, render	Plain tile, modern tile
High Street	No. 28	II*	House	Red brick, render	Plain tile
High Street	No. 27	II	Shop	Gault brick, render	Plain tile
High Street	No's. 22, 22a, 23, 24, 25 & 26	II	House, shop	Red brick, timber frame, render	Plain tile

Location	Address	Grade	Type	Wall Material	Roof Material
High Street	No. 20 (Castle Hill House)	II*	House	Gault brick	Modern slate
High Street	No's. 18 & 19	II	Shop	Red brick, render	Plain tile
High Street	No. 96	II	Shop	Timber frame, render	Modern tile
High Street	No. 3 (Old Bridge Hotel)	II	Hotel	Gault brick	Plain tile
High Street	No. 108	II	Shop	Brick render	Plain tile
High Street	No. 66	II	Shop, house	Timber frame, render, gault brick	Plain tile
High Street	Church of St Mary	B	Church	Limestone rubble, freestone, barnack limestone, church	Plain tile, lead
High Street	Garden wall of No. 70 & 70a (Ferrar House)	II	Wall	Local red brick	None
High Street	No. 89	II	Shop, office	Local brick, render, limestone	Slate
High Street	No. 136	II	Shop	Timber frame, render	Plain tile
High Street	No's. 70 & 70a (Ferrar House)	II	House	Local red brick	Plain tile
High Street	No's. 4, 4a, 5, 6, 7, 8, 9, 10, 11, 12 & 13	II	House, shop	Gault brick, render	Plain tile
High Street	Cromwell Museum	II*	Museum, school, infirmary, hospital	Limestone ashlar	None
High Street	No's. 29 & 30 (Cowper House)	II*	House, shop	Local red brick	Plain tile
High Street	No. 82 (Cromwell House)	II	Monastery, house, nursing home	Limestone rubble, local red brick, limestone ashlar, gault brick, modern brick	Slate
High Street	No. 103	II	Shop	Local brick, render	Plain tile
High Street	No. 92 (National Westminster Bank)	II	Bank	Gault brick, render, limestone	Slate
High Street	Huntingdon Bridge	I	Bridge, chapel	Limestone rubble, ashlar, local brick	None
High Street	No. 153	II	House	Gault brick, render	Plain tile
High Street	No's. 154 & 155	II	House, gaol	Gault brick, limestone	Slate
High Street	No. 152	II	House	Local brick, render	Slate
High Street	No. 151	II	House	Gault brick, limestone	Slate
High Street	No. 110	II	Shop, bank	Local red brick	Slate
High Street	No. 109	II	Shop	Local red brick	Slate
High Street	No. 107	II	Shop	Brick, render	Modern tile
High Street	No. 97	II	House	Timber frame, render	Modern tile
High Street	No. 156	II	House, hotel	Gault brick	Plain tile
Market Hill	Town Hall	II*	Town hall, court house	Local red brick	Slate
Market Hill	Walden House	II*	House, office	Local red brick, limestone	Plain tile

Location	Address	Grade	Type	Wall Material	Roof Material
Market Hill	Church of All Saints	II*	Church	Limestone rubble, limestone ashlar, barnack limestone, ketton limestone, gault brick	Slate, lead
Market Hill	Falcon Inn	II	Public house	Timber frame, render, local brick	Plain tile
Market Hill	Churchyard railings and gates to Church of All Saints	II	Railings, gate	Wrought iron, limestone rubble	None
Market Hill	Gates and front railings of Walden House	II	Gate, railings	Wrought iron	None
Market Hill	Wykeham House	II	House, club	Local red brick, gault brick, limestone, render	Plain tile
Market Hill	No's. 7 & 8	II	Shop	Gault brick, render	Slate
Market Hill	No. 5 (Gazeley House) (County Education Office)	II	Office	Gault brick	Slate
Market Hill	No. 1	II	Bank	Gault brick	Slate
Market Hill	Jubilee Drinking Fountain	II	Drinking fountain	Pink granite, bronze	None
Newtons Court	No. 1a	II	House, shop, outbuilding	Timber frame, render	Plain tile, pantile
Princes Street	Garden wall of Lawrence Court fronting The Walks	II	Wall	Local red brick	None
Princes Street	Lawrence Court	II	House	Red brick	Plain tile
Princes Street	No's. 10 & 10a	II	House, stable	Local red brick, gault brick	Pantile
Princes Street	No. 4	II	House	Local brick, render	Plain tile
Princes Street	No. 1	II	House	Gault brick	Welsh slate
St Clements Passage	Churchyard wall of St Marys Church	II	Wall	Gault brick, render	None
St Clements Passage	No. 1	II	House	Local brick	Plain tile
St Johns Street	No's. 14 & 16	II	House	Local brick	Pantile
St Johns Street	No. 18 (Gothic Cottage)	II	Cottage	Gault brick	Plain tile
St Peters Road	No's. 27 & 29	II	Gaol, house	Gault brick	Slate
St Peters Road	No. 28	II	Gaol, house, chapel, workshop	Gault brick	Slate
The Walks North	No's. 5 & 6	II	House	Red brick	Slate
The Walks North	No's. 3 & 4	II	House	Red brick	Plain tile
The Walks North	No. 2	II	House	Red brick	Modern pantile

Annex C: Key Development Plan Policies and Reference Material

Key Development Plan Policies and Government Guidance on Conservation Areas

Cambridgeshire and Peterborough Structure Plan (adopted 2003)
In particular, Ch. 7: “Resources, Environment & Heritage

Huntingdonshire Local Plan (1997)
In particular Ch. 7: Buildings of Architectural and Historic Interest, and Environment.

Huntingdonshire Local Plan Alteration (2002)

Regional Planning Guidance 14 (East of England Regional Assembly)

Huntingdonshire Design Guide (2003) Supplementary Planning Guidance

Huntingdonshire Landscape and Townscape Assessment (2003) Supplementary Planning Guide

Planning (Listed Building and Conservation Areas) Act 1990.

Planning Policy Guidance 15, Departments of the Environment and National Heritage, September 1994.

Guidance on the Management of Conservation Areas, English Heritage, February 2006.

Guidance on Conservation Area Appraisals, English Heritage, February 2006.

Reference Material

Sites and Monuments Records for Huntingdon area (Cambridgeshire County Council)

Wickes M – A history of Huntingdonshire

Jarrett’s Atlas of British Railways

Lewis’s Topographical Dictionary, London 1848

Archaeological Assessment & Analysis (unpublished draft), Cambridgeshire County Council

Kirby, T. & Oosthuizen, S., (2000) Editors, An Atlas of Cambridgeshire and Huntingdonshire History, Cambridge.

Morris, J. ed. (1975), Domesday Book, 19: Huntingdonshire, Chichester.

Page, W. et al eds. (1974), Victoria County History of Huntingdonshire, vol. 2, University of London Institute for Historical Research.

Pevsner, N. (1968), The Buildings of England: Bedfordshire, Huntingdon & Peterborough, Harmondsworth.

Porter, S., “Changes in the Huntingdonshire Landscape”, PCAS LXXXI (1992).

Royal Commission for Historic Monuments (England) (1926), The Royal Commission on the Historic Monuments of England: Huntingdonshire, London.

Historic Maps

a. OS 25” 1887& 1950
b. Maps of Huntingdon from 1610 to c 1910 [full list to follow]

Figure 1. Key (in full) to Symbols used on the analysis plans


This represents an urban space that has a degree of enclosure


This represents a green space that has a degree of enclosure


This represents a corner building/s that spatially link areas or streets (known as a pivotal corner)


Significant or important view or vista within, into or out of the Conservation Area

The situation where a building or other structure blocks (”stops”) a view

Indicates where a glimpse (or series of glimpses) of one space may be seen from another

Indicates where a building line has failed, allowing the visual integrity of the street to “leak” out


Historic Green Space


Other Green Space


Significant tree/s

Scheduled Ancient Monument


A building that forms a landmark within the Conservation Area


Listed Building


Urban space that narrows down, inviting the viewer to explore the space beyond: “pinch point”


Street that would benefit from enhancements, e.g., improved signage or parking arrangements


An area that would benefit from enhancement

Spatial orientation


An intrusion into the historic street scene caused by, for example, inappropriate buildings

Street characterised by back of pavement building line

Street characterised by a set back building line

Huntingdon and Godmanchester Market Town Transport Strategy

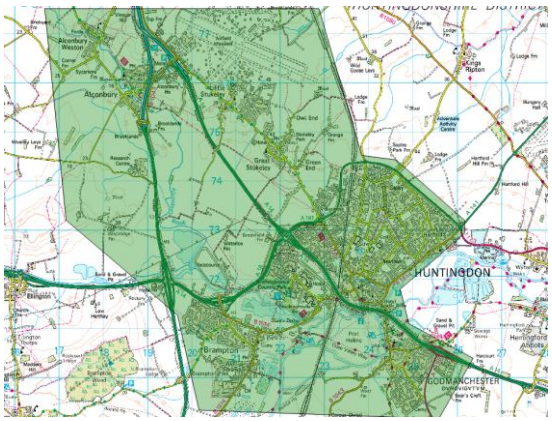
Contents

1. Introduction

1.1 This Market Town Transport Strategy sets out a transport vision for Huntingdon and Godmanchester and contains an action plan of measures up to 2026. It was developed under the guidance of elected Members from Cambridgeshire County Council, Huntingdonshire District Council, Huntingdon and Godmanchester Town Councils, and Brampton and The Stukeleys Parish Councils and public consultation.

2. Area and Challenges

2.1 The strategy area is shown in the figure below. While the action plan focuses on measures in the towns of Huntingdon and Godmanchester and their hinterland, the strategy also considers strategic issues in the wider area, such as travel to work patterns and links with the A14, and proposals for the neighbouring RAF Wyton area.



2.2 The strategy area covers the wards of Huntingdon North, Huntingdon East, Huntingdon West, Godmanchester and Alconbury and the Stukeleys, as well as Brampton village.

2.3 The strategy acknowledges some of the challenges particular to Huntingdon. These include but are not limited to:
- A growing dependency on the area for successful delivery of the Highways Agency's A14 Scheme to relieve existing network pressures, and cater for forthcoming development
- A significant increase in vehicles using Huntingdon's road network due to large forthcoming developments, particularly at Alconbury Weald and Wyton-on-the-Hill.
- The built form of Huntingdon town centre, and the gyratory ring road as a barrier to accessing key services, especially for pedestrians and cyclists.
- How satellite villages around Huntingdon have limited or no public transport service
- The river, the East Coast Main Line and various major roads (the A14, A141) serving as barriers between residential areas and services people wish to access.

2.4 *Throughout this strategy, the designation 'Huntingdon' will cover all of these wards while the designation 'Huntingdon Town' will cover the wards of Huntingdon North, Huntingdon East and Huntingdon West only (i.e with the intentional exclusion of Brampton, Godmanchester, Alconbury and the Stukeleys).*

3. The Vision for Huntingdon and Godmanchester

3.1 In the future, Huntingdon will be a key location for growth. Attracted to the 'crossroads of the East of England', new communities will flourish, and bring about new benefits to existing ones. Strategic development will be supported, with an emphasis on maintaining a good quality of life for all residents. Given that development will pose a significant challenge for Huntingdon's existing transport infrastructure, it will be important to maximise the value of existing capacity, provide additional capacity, and promote sustainable modes of travel in order to gain maximum value out of the networks.

3.2 There will be improved access to services and facilities from both existing communities and new developments. Residents will be able to access education, employment, healthcare and leisure facilities across Huntingdon. Accessibility to Huntingdon Town will be improved from its surrounding areas. With an ageing population in Huntingdonshire district, it will important for the local transport systems to be accessible and usable by all.

3.3 With enhanced sustainable transport improvements in place, in keeping with the unique identities of both towns, Huntingdon will be increasingly attractive for businesses to invest in and will allow the towns to thrive.

Objectives of the Strategy

The strategy's objectives are informed by Cambridgeshire County Council's Local Transport Plan (LTP3), as well as:
- The previous MTTS for Huntingdon and Godmanchester (2002-2014)
- The Long Term Transport Strategy for Cambridgeshire
- Huntingdonshire Local Plan
- Cambridgeshire Health and Well-being Strategy

MTTS objectives

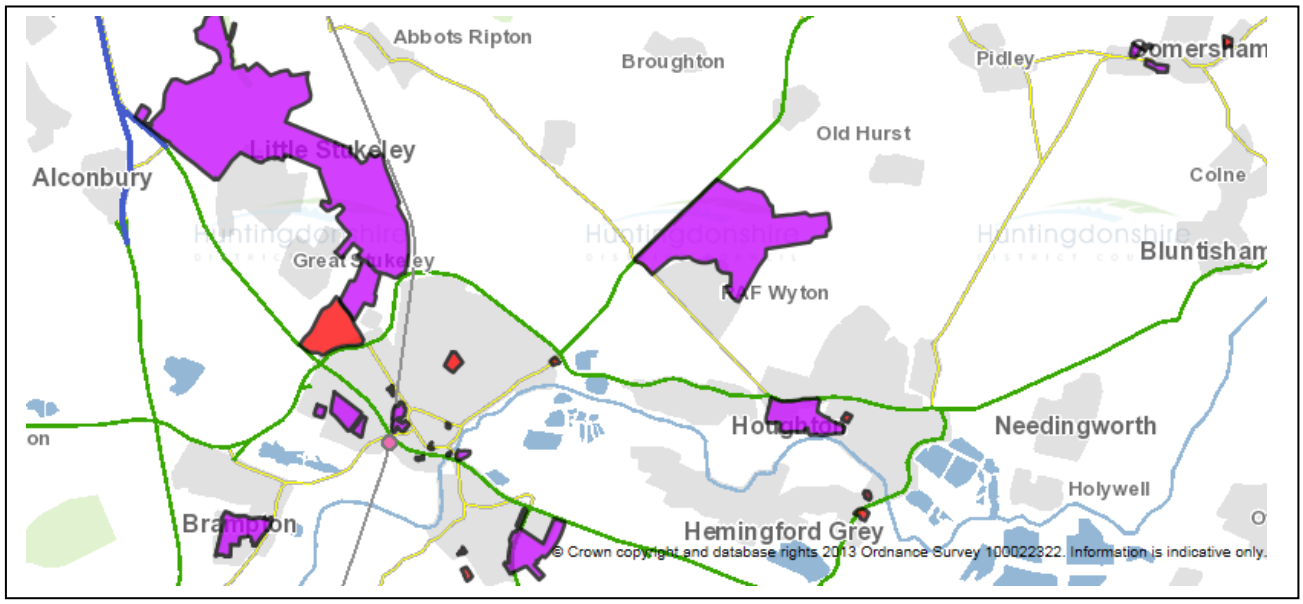
- Support strategic sustainable development in and around Huntingdon
- Keep Huntingdon moving
- Ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
- Ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- Enhance the transport linkages within Huntingdon
- Make travel safer
- Protect the historic and natural environment.

4. HDC Local Plan and Long Term Transport Strategy

4.1 Huntingdonshire District Council are presently in consultation about their Local Plan. The HDC Local Plan serves to guide sustainable development in Huntingdonshire up to 2036 by discussing sites allocated for development and envisaging the nature of development. This growth offers significant opportunities for the local economy, while simultaneously posing challenges to the area's existing infrastructure.

4.2 While development is spread across the wider Huntingdon area; major sites include the Alconbury Weald Enterprise Zone, where 5000 dwellings are envisaged, and the RAF Wyton site, with at least 3750 dwellings planned by 2036.

Allocations presently being considered are shown in the graphic below.



Mixed Use – Purple
Housing - Red

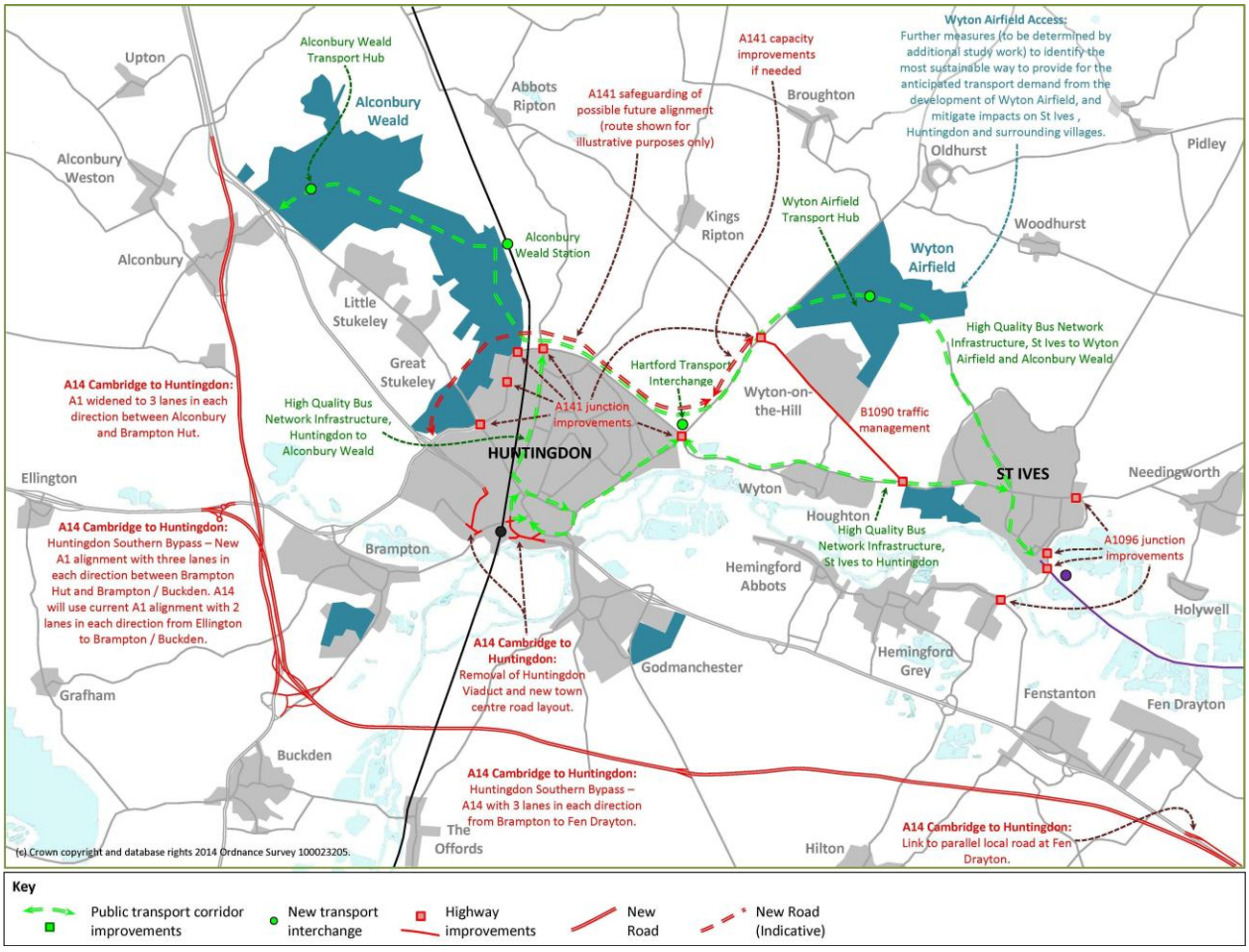
More information on the Huntingdonshire District Council Local Plan to 2036 can be accessed online at: http://www.huntingdonshire.gov.uk/Planning/Planning%20Policy/Pages/LocalPlanto2036.aspx

4.3 The County Council is finishing work on its Long Term Transport Strategy; a high-level countywide strategy document outlining the transport infrastructure required to support economic and housing growth up to 2050. The strategy outlines a series of proposed interventions for the wider Huntingdon and St Ives area.

4.4 The proposed key interventions in the LTTS are:
- The delivery of successful infrastructure necessary for a high quality public transport corridor between Alconbury-Huntingdon-Wyton-St Ives including a transport interchange (e.g park and ride) at Hartford Roundabout
- Safeguarding land north of the A141 to anticipate a new Northern Bypass
- Further measures to identify the most sustainable way to provide for anticipated transport demand from Wyton Airfield, in order to mitigate impacts on Huntingdon (and St Ives).

4.5 The strategy of the LTTS is to cater for additional trips through improved public transport, while increasing capacity in the road network in the long term, by means of the schemes shown below. This MTTS will concern itself with schemes which support these overarching interventions, and complement the strategic vision of the LTTS.

4.6 By proposing these interventions, the LTTS seeks to establish a way of supporting and facilitating economic growth. The significant investment in major road infrastructure around Huntingdon will seek to improve conditions on the highway network while investment in a high quality public transport corridor will give new residents a genuine alternative to the private car for their daily commute.



All major planning applications will be expected to carry out a full Transport Assessment highlighting the specific impact of their development on the local transport networks, along with any necessary measures to mitigate their impact including a travel plan to encourage the use of sustainable transport modes. The following table concerns some of these necessary measures.

Scheme	Indicative Cost
Initial schemes concerning development	
Ensure quality pedestrian and cyclist links into Huntingdon emerge as part of the proposed Wyton Airfield development. This will involve working closely with local landowners to scope out where a route might be possible.	**Dependent on development**
Ensure quality pedestrian and cyclist links emerge as part of the RAF Brampton development. These should link to the west towards the A1 and to the east towards Ouse Valley Way. There is a need for improved walking and cycling measures on Church Lane/Buckden Road corridor, towards Hinchingbrooke, connecting with existing provision on either side (to be managed by RAF Brampton)	
Ensure quality pedestrian and cyclist links emerge as part of the Alconbury Weald development. These should connect to Alconbury village (with safe passage across the A14), North Huntingdon and the existing built up area (with safe pedestrian and cycling links across the A141). Links should also be sought to Great Fen.	
Deliver quality pedestrian and cyclist links as part of the Bearscroft Farm development including safe passage across the A1198.	
Ensure quality pedestrian and cyclist links emerge as part of the proposed Ermine St/Northbridge development. These should offer safe passage across the A141.	
Provision of a new, regular bus service, to serve all of the following: Stukeley Meadows; Huntingdon town centre; Huntingdon railway station; Hinchingbrooke (including the hospital, residential area and business park) and proposed Ermine St/Northbridge development. Such a service would need to be promoted and funded by the Ermine St/Northbridge development should this proposal come forward.	
Provision of higher frequency bus services between Godmanchester and Huntingdon town centre, together with wider roll-out of real time passenger information, to accompany the Bearscroft Farm development. Local traffic management measures on the Post Street corridor should these be triggered, through ongoing monitoring of traffic flows, by the Bearscroft Farm development.	

5. Challenges and Opportunities

Background

5.1 Huntingdon lies on the A14, approximately equidistant between Cambridge to the south-east, and Peterborough to the north. The A1 runs in close proximity to the west of Huntingdon; Huntingdon railway station is situated on the East Coast Mainline. According to Census data, the populations of Huntingdon and Godmanchester were approximately 23,732 and 6,711 respectively in 2011. In addition, the wards of Alconbury and the Stukeleys, and Brampton contributed a further 10,997 to the population from the immediate surrounding area

5.2 While the strong road links which serve Huntingdon ensure that there will continue to be a strong uptake for private car usage, this strategy will seek to effect a modal shift towards more sustainable forms of transport, with a particular focus on the daily commute.

Method of travel to work

5.3 The most popular method of travel to work is private car, followed by walking. The percentage of residents who opt to walk to work is significantly greater in the Huntingdon wards than the more rural wards, in which there is a greater take up for driving and working from home. Method of Travel to work figures for Huntingdon, as shown in the 2011 Census, are given below:

Red – Below average for Huntingdonshire
Green – Above average for Huntingdonshire

	Work Mainly at or From Home	Train	Bus, Minibus or Coach	Passenger in a Car or Van	On Bike	On Foot	*Driving a Car or Van*	*Other*
Huntingdon East	3.96% (191)	4.36% (210)	2.59% (125)	5.62% (271)	6.08% (293)	14.32% (690)	*61.01% (2940)*	*2.05% (99)*
Huntingdon North	1.60% (52)	2.19% (71)	4.01% (130)	8.02% (260)	6.26% (203)	23.97% (777)	*51.68% (1675)*	*2.25% (73)*
Huntingdon West	3.54% (153)	7.37% (318)	1.95% (84)	4.38% (189)	5.47% (236)	18.79% (811)	*57.16% (2467)*	*1.34% (58)*
Brampton	6.39% (223)	3.92% (137)	1.75% (61)	3.47% (121)	4.70% (164)	13.86% (484)	*63.83% (2229)*	*2.09% (73)*
Godmanchester	5.92% (214)	5.62% (203)	1.80% (65)	5.31% (192)	5.73% (207)	8.02% (290)	*65.94% (2383)*	*1.66% (60)*
Alconbury and The Stukeleys	8.17% (157)	3.43% (66)	1.30% (25)	5.52% (106)	1.66% (32)	4.79% (92)	*73.41% (1411)*	*1.72% (33)*
Huntingdonshire	**6.12%**	**3.73%**	**2.50%**	**5.05%**	**3.63%**	9.30%	*68.12%*	*1.56%*

Census 2011 Method of Travel to Work figures.

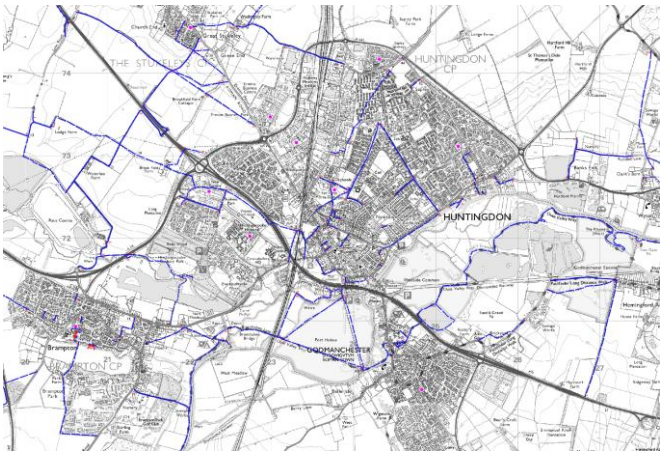
5.4

Uptake for commuting via bus is relatively low across all the wards. The majority of wards have a higher rate for commuting via rail than the district average. With the exception of Alconbury and the Stukeleys all wards have a higher cycling rate than the district average.

Walking and Cycling

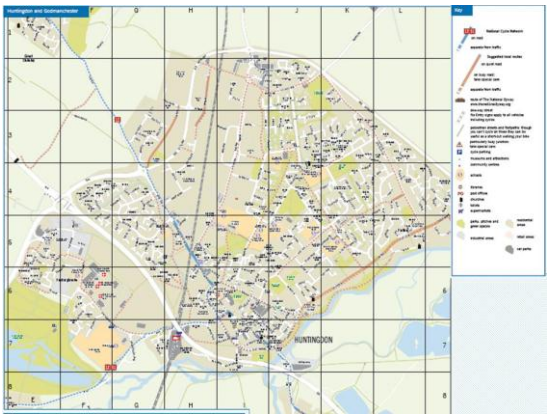
5.5 The pedestrian and cycle networks in the strategy area are shown on the maps below. Huntingdon is served by the Ouse Valley Way, which links to St Neots and St Ives via Brampton and Godmanchester. National Cycle Network (NCN) route 51 provides a connection from the south via St Neots, Grafham Water and Brampton and to the east to St Ives and onwards to Cambridge. NCN route 12 provides a link to Peterborough to the north. The pedestrian and cycle network in Huntingdon and Godmanchester has been significantly improved since the first MTTS was approved in 2003, including investment in new cycle routes and enhanced safety measures.

5.6 Overall, cycling and walking rates are higher than the average for both Huntingdonshire and the East of England, although these figures have fallen since 2001 according to Census data.



A full sized version of this Rights of Way map is included in Appendix A

5.7 Another significant issue is the role of the High Street as a key strategic link, offering connections for pedestrians and cyclists to both Godmanchester, Brampton and wards in the north of Huntingdon, including The Stukeleys. It offers secure passage through the town centre without having to negotiate the ring road. It is also part of Route #12 as designated by the National Cycle Network.



A full sized version of this Cycling Routes map is included in Appendix A

5.8 Presently there are limitations on cycling in the High Street and this has been a significant area of local concern. Cycling is only permitted in the northbound direction from midnight-10am and 4pm-midnight, and is not permitted in the southbound direction. The High Street is often used by schoolchildren cycling from Godmanchester to Hinchingbrooke School and from St Peter's School, as well as many other cyclists. Of the main approaches into Huntingdon, the B1044 from Godmanchester accounts for 59% of cycling flows, and Brampton Road accounts for 28%, reflecting the desire to cycle to and from Godmanchester and Brampton.

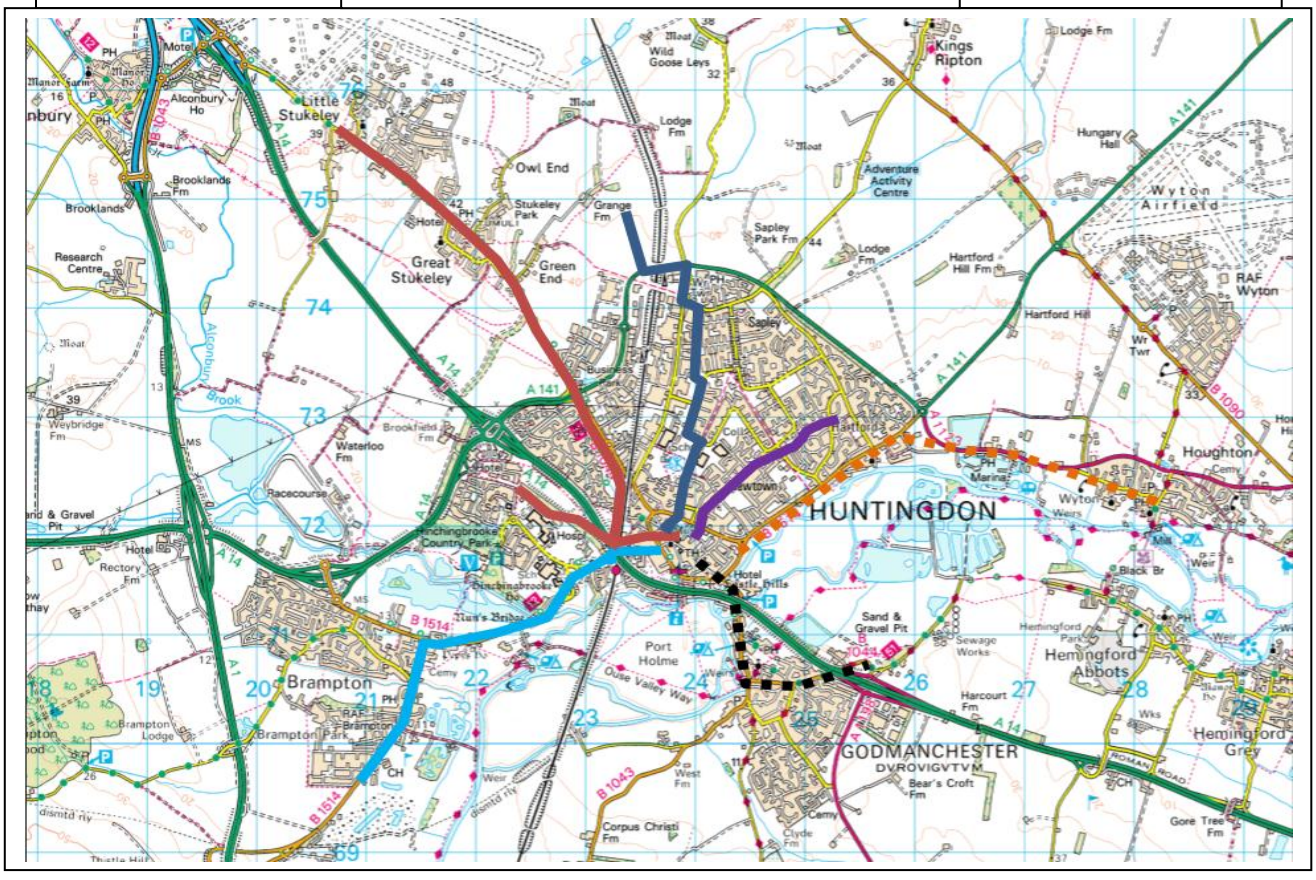
5.9 A key strategic issue is the way in which the town's main roads inhibit access for cyclists and pedestrians; in particular the A14, the A141 and the ring road. Furthermore certain developments which do have high quality linkages to services are let down by poor signage. Stukeley Meadows is served by a footpath which connects to the town centre and Hinchingbrooke Hospital. However the footpath, situated at the bottom of the development, is not well signposted and although valued locally, could be improved and generate far higher levels of usage. Most of the town's residential developments are situated to the north of the historic centre, while certain key amenities, such as Hinchingbrooke Hospital, the railway station and the bus station are located to the south and west of the centre. Consequently routes within the ring road are used as through routes, as alternatives are off-putting. As part of the aspiration to sort out misleading signage in the town centre and raise awareness of permitted cycle routes there may be an opportunity to review the nature of the restrictions on cycling. Reviewing permissions in the High Street may encourage higher levels of cycling within the town, including the number people who cycle to work. To achieve this modal shift, facilities for cyclists at key employment sites would have to be provided

5.10 In light of the strategic issues mentioned above, this strategy recognises the need for a series of strong radial routes which connect the town centre with outlying wards.

5.11 Infrastructure developments will be targeted at 'missing links', under-served desire-lines and safety improvements. The next phase of work will identify and prioritise the schemes which feature in the action plan to meet the overarching objectives of the strategy. The nature of these schemes will have to respond to existing and forthcoming transport needs.

5.12 Greater levels of high quality cycle parking provision will be sought at key destinations including, among others, within both Huntingdon and Godmanchester centres, the railway station, at Hinchingbrooke, and at other key hubs identified below."

A map of the six proposed routes



Route	Location & Priority	Work required	Cost
1A	The Stukeleys – Stukeley Meadows. *To be delivered as Alconbury Weald development comes forward*	Provision of a high quality cycle facilities flanking the B1044 which would connect the proposed Ermine Street/Northbridge development, and other development proposals in the area, with Alconbury Weald frontage via the Stukeleys. Delivery of a crossing of the A141 from proposed Northbridge to Stukeley Meadows.	£480k
1B	Stukeley Meadows – Town Centre *To be delivered in the short-medium term*	Improvements of existing cycle/pedestrian infrastructure to make it suitable for all users. This includes: - Toucan crossing on Wertheim Way to serve local schoolchildren - Short term crossing of Stukeley Road to improve access to Stukeley Meadows IndustrialEstate - Widening, surfacing and lighting improvements to current route where appropriate. - Improved link to Hinchingbrooke Hospital - Surfacing improvements along Ferrars Road and removal of unnecessary street furniture at ring road crossing - Existing permissions to be changed on High St between Market Square and the ring road to accommodate two-way cycling - Increased provision of cycle parking at Huntingdon Bus Station	£200k
2	Alconbury Weald – Town Centre *To be delivered as Alconbury Weald development comes forward*	Provision of additional infrastructure to current facilities to provide a direct route from the nterprise Zone to the town centre. This includes: - Crossing of the A141 (to be resolved by Alconbury Weald) - Negotiating the Huntingdon Rd/St Peter's Rd/Kings Ripton Rd roundabout - Delivering new improved infrastructure off Sallowbush Road - Continuing cycling facilities for Ambury Road between Ambury Hill and the ring road - Improved surfacing and widening on existing paths between Ambury Road and St Peter's School, as well as Ambury Road and Ermine Street. - Northbound contra-flow lane for Ambury Road between the ringroad and Ashton Gardens. - Northbound cycling permitted on Ambury Road South	£400k
3	Oxmoor – Town Centre *To be delivered in the short-medium term*	Amendments to existing route to encourage greater usage: -Improved surfacing on Priory Road (with potential for different patterns to highlight to motorists the potential for cyclists to use it as an everyday route) - Northbound contra-flow lane on Priory Lane	£60k
4	Wyton -Hartford – Town Centre *To be delivered as development at Wyton-on-the-Hill comes forward.*	Provision of a new segregated cycle lane to accompany the A1123 between Old Houghton Road and Wyton. This would allow cyclists to ride safely from the Thicket Path to Hartford. This scheme will involve working closely with the Environment Agency to ensure that a route can be built without compromising local flood defences. This route should connect to cycling infrastructure provided by the development at Wyton Airfield. Investigate feasibility for enhanced facilities to make Hartford Road a safer environment for cyclists, such as public realm improvements, traffic management schemes and surfacing improvements; this should be considered as development around Huntingdon (and especially as Wyton-on-the-Hill) comes forward.	£350k
5	Godmanchester – Town Centre *To be delivered in the short term (apart from where stated otherwise)*	Traffic calming measures for Post Street and Causeway. Along with surfacing and lighting improvements to NCN51 and Cambridge Road. - Promotion of an alternate route to cycling in the High Street, via St Mary's Street, Malthouse Close and Princes Street, complemented by correct and clear signage to enforce existing pedestrianisation OR - Consideration of improving the shared footway from Town Bridge to Mill Common via the ring road. - Work with the Wood Green Animal Shelter and local stakeholders to explore possibilities for a cyclepath between the Animal Shelter and Bearscroft Farm. Investigate feasibility for public realm improvements before delivery of the A14 scheme to encourage additional usage of Post Street by pedestrians and cyclists. More comprehensive schemes may be achievable after successful delivery of the A14 scheme, which may include in ,the long term, discussions over closure of Godmanchester Town Bridge after due consultation with affected residents. .	£100k £35k
6	Brampton – Town Centre *To be delivered as RAF Brampton comes forward.*	Investigate reviewing permissions for cycling in both directions on George Street. Improvement of Brampton Road/Hinchingbrooke Park Road junction for cyclists and pedestrians (to be managed by Highways Agency). Consideration of removal of cycling order on south side of Thrapston Road. Delivery of cycling infrastructure in Church Road and Buckden Road to connect with existing provision (to be managed by RAF Brampton)	£70k

Walking improvements	Indicative Costs
Improvements to existing footways on key routes, such as from car parks, to provide increased width where applicable and better surfacing quality and improved lighting if required. Selection of routes to be informed by results of an LSTF pedestrian audit commissioned by CCC.	£100,000
Review of existing street lights to asses potential for additional street lights on well used routes which could benefit from improved lighting; this would be done with a view to enhancing personal safety and security for pedestrians. Selection of routes to be informed by results of an LSTF pedestrian audit commissioned by CCC, and consultation with local parish councils.	£100,000

Public Transport

Buses

5.13 Huntingdon bus station is located in the west of the town centre, just within the one-way ring road. A contra-flow bus lane, built as part of the first MTTS, allows buses travelling from the rail station to access the bus station in an easier manner than if they were required to circumnavigate most of the length of the ring road.

Service	To	Peak Hour Frequency	Evening Frequency	Sunday Frequency
Busway B	Peterborough	Hourly	Hourly	N/A
Busway B	St Ives and Cambridge	4 buses/hour	Hourly	3 buses/hour
7	Godmanchester	3 buses/hour	N/A	N/A
30/35	Warboys (via Sapley and Hartford)	Hourly	N./A	N/A
66	Brampton and St Neots	Hourly	N/A	N/A

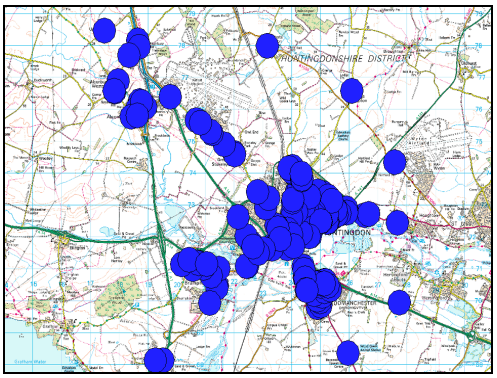
This table shows the most frequent bus services in Huntingdon

5.14 The most frequent bus service in Huntingdon, is the Busway B service, which serves residential areas in the north-east of the town, the town centre, the rail station and Hinchingbrooke Hospital. The service provides a connection to St Ives and Cambridge, as well as a service to Peterborough. Huntingdon is served by a number of other bus services:

5.15 One challenge is to improve provision for public transport to/from key employment sites. For commuters travelling to/from other towns in the area, the hope is that this challenge will be met by future busway services. There is a desire for a new busway service to serve commuters in St Ives and Peterborough, calling at RAF

Wyton (if approved), Huntingdon, Alconbury Weald and Sawtry, then onto Stilton and Peterborough. It is vital that such public transport links are in place for the Enterprise Zone and the wider Alconbury Weald development to ensure efficient connections with Huntingdon town centre, which will act as its service hub. These longer distance services also need to be complemented by a regular service which connects employment sites with local wards and parishes in the Huntingdon and Godmanchester area.

5.16 The figure below illustrates areas of Huntingdon and immediate hinterland situated within 400m of a bus stop:



A larger version of this map is included in Appendix B

5.17 The map illustrates how most of Huntingdon, Godmanchester, Brampton and the Stukeleys are served by at least one bus/hour during the peak periods. With the exception of certain Busway B services, these services terminate at Huntingdon town centre, and therefore direct services from surrounding settlements (such as from Godmanchester-Cambridge or Brampton-Peterborough) do not operate at the moment; residents need to change in Huntingdon.
Areas which do not have access to a bus service include Hinchingbrooke and Stukeley Meadows, although planned development may address those deficiencies.

Community Transport

5.18 For those people who cannot use conventional public transport, or have limited or no access to a car or bicycle, community transport opportunities are available. Huntingdonshire Association for Community Transport (HACT) is the predominant local operator, with services including a "ring-&-ride" into Huntingdon (and other market towns in Huntingdonshire and to Peterborough), as well as to other destinations, places of interest and excursions. HACT also offers a minibus hire service for community groups and not-for-profit organisations.

5.19 A number of volunteer car schemes are also available in the local area, covering Huntingdon, Godmanchester, Brampton, The Stukeleys and Alconbury, Buckden and The Riptons. These offer transport for social and medical reasons, such as shopping, visiting friends or medical appointments[1] A shopmobility scheme is also available in Huntingdon.

[1] 'Community Transport in Huntingdonshire', pg.5, accessed at http://www.cambridgeshire.gov.uk/downloads/file/18/huntingdonshire_community_transport_guide

5.20 In addition, the Cambridgeshire Future Transport initiative will invest £1.5m in alternative and more community-led solutions to providing transport to meet local needs in Cambridgeshire.

5.21 There is a perception amongst Huntingdon's residents that existing provision is inadequate. The results of the data gathering survey confirm this, with only 33% of respondents willing to agree that bus services met their needs. When asked to comment specifically on the Guided Busway, the vast majority of respondents felt that the existing service between Huntingdon and St Ives is too slow, and would welcome a more direct service, such as via an old A14 route. Furthermore 51% of respondents stated that they would be more likely to use the Busway if it served Godmanchester. With respect to specific locations, the provision of a Busway stop for Houghton & Wyton on the A1123 was the most common response. While Huntingdon's bus station is suitably located in the town centre, much could be done to improve existing facilities.

Rail

5.22 Huntingdon railway station is situated to the west of Huntingdon town centre, and is located on the East Coast Mainline. The station is currently served by First Capital Connect, with journeys to Peterborough or London Kings Cross approximately every half hour Monday-Saturday and every hour on Sundays. There is a more frequent service to Kings Cross during the weekday morning peak. Services to Kings Cross also call at St Neots.

5.23 Use of the station has steadily increased over recent years, with 1,267,164 entries and exits by rail passengers in 2002/2003 rising to 1,673,204 in 2011/2012[2]. A public transport interchange was delivered as part of the previous MTTS to increase usage of the station. There is a significant demand placed on existing parking spaces.

5.24 The Great Northern route to Peterborough will be part of the new Thameslink timetable that will come into effect serving Huntingdon in 2018/19. This will deliver extra seating and new rolling stock serving additional destinations within London, including Gatwich Airport and through the capital to numerous destinations in the south of England. This strategy will seek to support improved linkages to the rail station to support this project.

5.25 Discussions are ongoing about the possibility of a railway station to serve the emerging Alconbury Weald development.

[2] Data taken from the Office of Rail Regulation website. Spreadsheets can be accessed at http://www.rail-reg.gov.uk/server/show/nav.1529

Public transport schemes

Scheme	Indicative Cost
Short term (2014-2017)	
Improvements to the bus station through partnership approach with improved information and advertising of services.	Depends on options
Work closely with local bus operators to secure a Busway stop for Houghton & Wyton at A1123. (Possible use of LSTF funding).	£2000-20000
Work with local stakeholders to secure additional funding for HACT.	To be determined in relation to local stakeholders
Work closely with local bus operators to explore the potential for an express Busway service between Huntingdon town centre and St Ives town centre/busway, as well as bus priority into Huntingdon from Brampton Road and the old alignment of the A14	
Medium term (2018-2021)	
Work closely with local bus operators to explore the potential for a Brampton-Hinchingbrooke-Huntingdon Railway station-Godmanchester-Cambridge service, which utilises either the guideway or the improved A14.	
Investigate options for a more reliable and frequent public transport service between Godmanchester and Huntingdon. Service frequency enhancements and real time passenger information are being provided in conjunction with the Bearscroft Farm development.	
Provision of a new, regular bus service, to serve all of the following: Stukeley Meadows; Huntingdon town centre; Huntingdon railway station; Hinchingbrooke (including the hospital, residential area and business park) and proposed Ermine St/Northbridge development. Such a service would need to be promoted and funded by the Ermine St/Northbridge development, if approved.	
Long Term (2022-2026)	
Work closely with rail operators, central government and local stakeholders to support the provision of a railway station at Alconbury Weald and provide input into consultation of long-term franchising arrangements for Thameslink services*	
Work with the bus operating companies to ensure that a new Busway service emerges to connect St Ives, Wyton Airfield, Huntingdon, Alconbury Weald and Peterborough (funded as part of planned development if approved). *	
Feasibility study to explore potential role of Park & Ride sites to intercept traffic on key public transport corridors.	Depends on options

Road network and parking issues

5.26 Huntingdon and Godmanchester are situated in close proximity to two major roads. Firstly, the A14 provides access to Kettering and onwards, the M1 in the west and to Cambridge and to eastern coast to the east. Secondly the A1(M), which lies to the west of the towns, provides access to London to the south, and also to Peterborough and the north.

The government, in their June Spending Review 2013, committed to predominately fund the widening of the A14 between Ellington and Milton, as well as the construction of a new bypass between Ellington and Fen Drayton to the south of Huntingdon and Godmanchester.

A diagram of the A14 Scheme presently being formally consulted on by the Highways Agency. A larger version can be found in Appendix C.

The now completed A14 Study indicates that these schemes will significantly reduce the amount of traffic in Huntingdon, Godmanchester and surrounding villages and remove current rat-running to avoid the existing route. Huntingdonshire District Council and Cambridgeshire County Council have indicated to the Government that the removal of the A14 viaduct over the East Coast Main Line is a vital component to the scheme in terms of improving local traffic flows. The removal of the viaduct would allow for the creation of new access roads into the town centre, improving accessibility for all modes and allowing the existing A14 alignment to serve as a high quality local road. This in turn would ease pressure on the Spitalls interchange, the A141 bypass and main thoroughfares in Godmanchester.

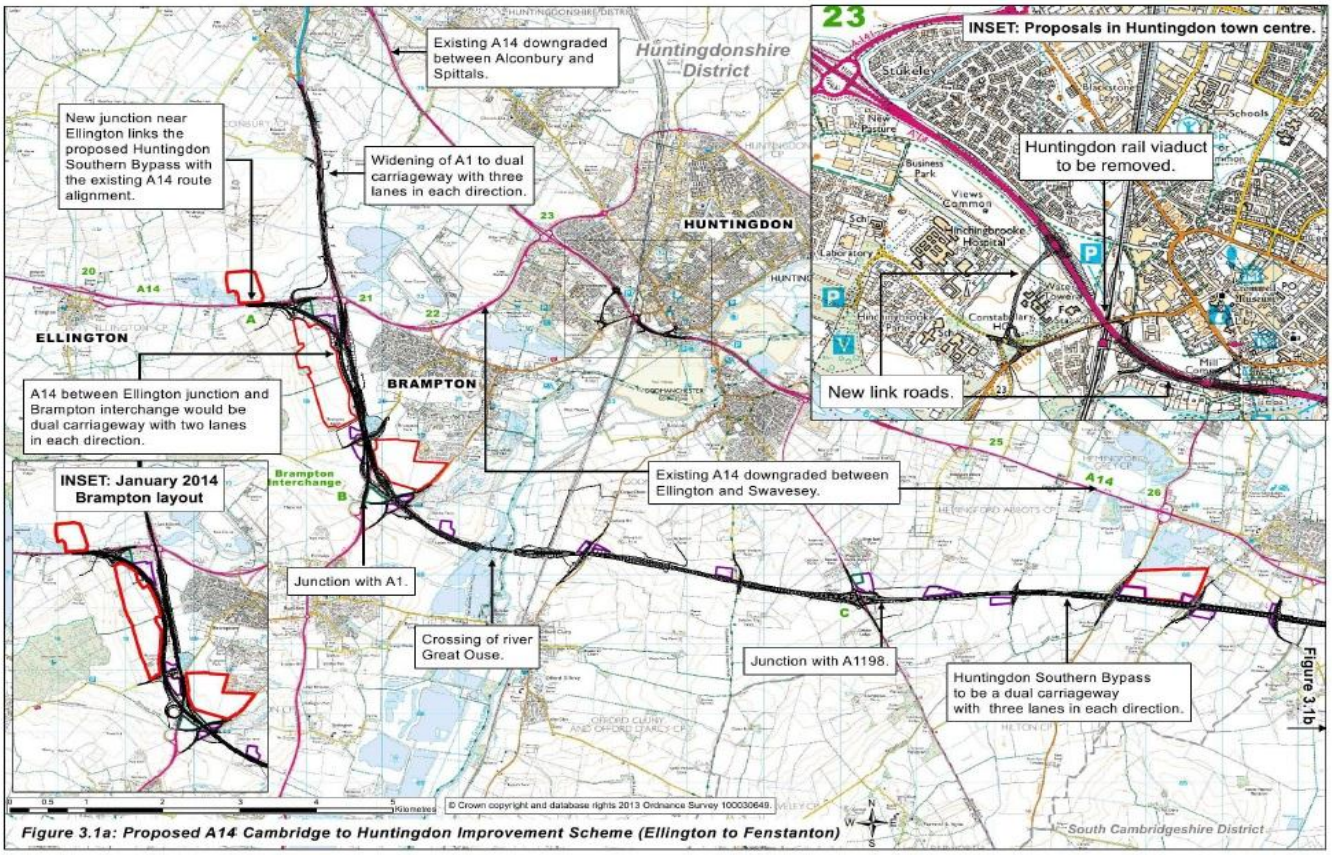


Figure 3.1a: Proposed A14 Cambridge to Huntingdon Improvement Scheme (Ellington to Fenstanton)

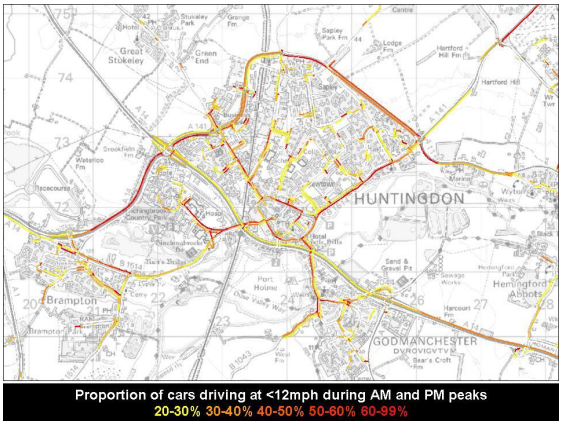
5.27 .Other than via the A14, there is only one local road connection between Huntingdon and Godmanchester, which is via the narrow and historic Town Bridge. It is recognised that a large number of vehicles travelling west and heading for Huntingdon, exit the A14 at Godmanchester, and therefore significantly increase traffic levels within Godmanchester and over this structure. A new A14 scheme gives a significant opportunity to reduce traffic on this route and the strategy will look to build on that.

5.28 Recent figures suggest that in 2012 approximately 83% of all vehicles which entered Huntingdon were cars & taxis, whilst lights goods, heavy goods and buses & coaches accounted for 10%, 2% and 1% respectively. Within Huntingdon, cars & taxis accounted for 73% of all traffic in 2010.

5.29 The percentage of households in the local area with no access to a car or van is 18%. Car ownership levels vary considerably across local wards, with just 8% of households in the rural ward of Alconbury and The Stukeleys having no access to a car or van. In Huntingdon North 34% of households have no access to a car or van[3].

Traffic and congestion

5.30 Huntingdon and the surrounding area suffer from heavy traffic flows, especially during peak hours, as shown in the figures below. While this is not uncommon for a busy market town but it is considered that these are greatly affected by current A14 issues. The figure below illustrates the main areas which suffer from congestion in Huntingdon during the AM and PM peaks.

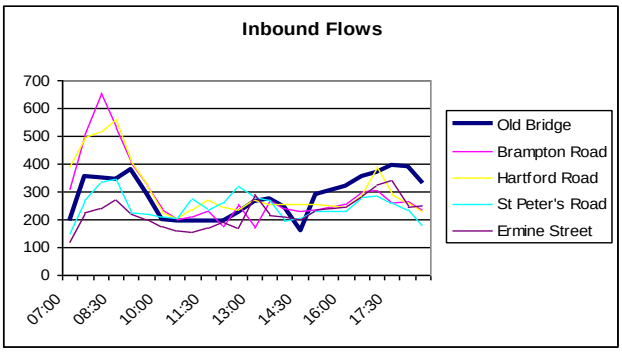


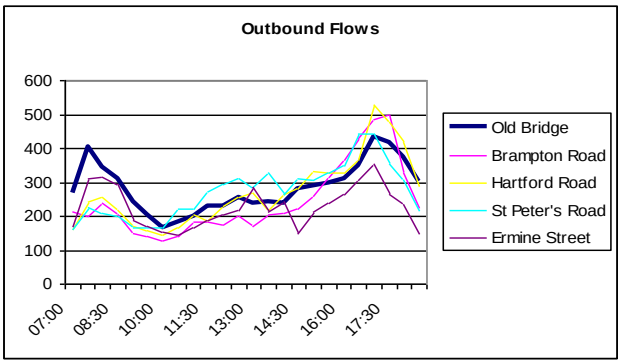
A larger version of this figure can be found in Appendix D.

5.31 The data gathering survey reported that 72% of residents regularly experience 'significant delay' when driving around Huntingdon and Godmanchester. Access into Huntingdon from the A14 is either through Brampton village, accessed from Junction 22, the Northern Bypass, accessed via Spittals Interchange, or Godmanchester, accessed from Junction 24. Many respondents in the data gathering survey complained of Godmanchester being used as a shortcut for the A14 and residential routes used as rat runs. In 2012, an average of 2,000 more cars accessed and exited Huntingdon via Godmanchester than the number which used Spitalls Interchange (for Ermine St) as an entrance/exit point. The graphs below illustrate how the Town Bridge is the most popular way for car drivers to leave Huntingdon in

[3] Car and van ownership statistics from 2001 Census. 18% is the average across the six local wards of Alconbury and The Stukeleys (8%), Brampton (11%), Godmanchester (11%), Huntingdon East (22%), Huntingdon North (34%) and Huntingdon West (15%).

the morning and the most popular way of entering Huntingdon in the evening.





5.32 There are sections of the ring road that are at or nearing capacity during peak hours at certain times. A new link road, to the west of the town centre, connecting Ermine Street and Brampton Road, has now been constructed and aims to ease some of the pressure on the ring road and remove unnecessary journeys around it. Modelling work has indicated that this will potentially cause greater levels of traffic congestion on the surrounding highway network. More work needs to be done to discourage people from using Huntingdon's internal road network where there is a viable and convenient alternative.

5.33 This strategy acknowledges the pressures which forthcoming development will place on Huntingdon's existing road network. While it is hoped that the delivery of the A14 scheme will result in a significant reduction in traffic for certain parts of Huntingdon, it is acknowledged that other parts of the network, which lie in close proximity to growth sites, will receive a significant increase in vehicle trips. Furthermore, the A14 scheme itself may prompt a culture of rat-running through certain wards.

Car parking

5.34 There is a mixture of long and short-stay car parks available in Huntingdon and Godmanchester, with a number of price bands depending on length of stay, in addition to some free car parks and disabled parking facilities. A significant concentration of these public car parks is located inside the ring road, serving the historic town centre and aimed at short-stay visits. Huntingdonshire District Council undertook a review of parking provision in the town, resulting in an Action Plan covering 2008-2011. The primary emphasis for a number of years has been on removing long-stay parking sites from the town centre outside the ring road, to encourage, in the long term, trips into the town centre to be made on foot. Car parking sites are located as follows:

5.35 A further review was undertaken during 2012 with changes coming into effect in April 2013. This concentrated on pricing mechanisms and further removal of public car parking within the ring road, in excess of 4 hours duration.

5.36 The strategy acknowledges that there is significant local concern about on-street parking (and lack of off-street parking) in Huntingdon, such as on Ambury Road, American Lane, Cowper Road and Primrose Lane as well as on key routes through Godmanchester. While parking policy for both towns is determined by the District Council, the strategy acknowledges the need for the County Council to inform development of any such future parking strategy, in order to achieve the broader aims of this strategy.

Scheme	Indicative Cost
Short term (2014-2017)	
Work with HDC in the development of a new parking strategy in conjunction with Civil Parking Enforcement. Particular attention should be paid to Ambury Road, American Lane, Cowper Road and Primrose Lane and key routes through Godmanchester Opportunities to create new off-street parking should be explored where possible. Investigate feasibility for one way systems on certain streets (such as Great Northern Street) to reduce rat running.	To be determined
Consider more effective traffic calming measures for Sapley Road.	To be determined
Introduce a Variable Message Signing (VMS) system on the ring road and on the main approaches to the ring road (Brampton Road, Ermine Street, St Peter's Road, Hartford Road, The Avenue) to distribute traffic evenly across available parking spaces.	£15,000
CCC's Travel for Cambridgeshire team to work alongside major employers in Huntingdon to encourage staggered arrival and departure times from work.	To be determined
Medium term (2018-2021)	
Align both junction and kerb on Huntingdon side of Town Bridge for traffic heading into Huntingdon to reduce the pinch point. Possible to integrate with scheme which may be provided via the Bearscroft Farm planning permission should traffic flow monitoring require this to be implemented .	£40,000
Improved road signage on the ring road.	£75,000
Long Term (2021-2026)	
Work closely with Highways Agency, Central Government, and other local authorities to ensure that the new A14 bypass is successfully delivered, including the design options for the existing A14 alignment and linkage to Huntingdon, such as the removal of the viaduct over the East Coast Main Line	
Continue to monitor air quality levels within Huntingdon after delivery of the A14 scheme to identify any areas of concern.	

6. Funding

6.1 The delivery of the Strategy and the pace of delivery will be dependent on securing funding from a range of sources. The current funding environment remains challenging, with funding from Central Government reducing significantly. It is also acknowledged that such funding sources are often geographically specific and can therefore result in lower priority schemes being delivered before higher priority ones. In many cases, a range of funding sources will be needed to support delivery of priorities identified in the Action Plan and are expected to include some funding from the following sources :

- The integrated transport block provides capital funding which is used primarily for relatively small scale physical improvements to local transport networks.
- District Council and Parish Council funding / contributions towards schemes - District, City, Town and Parish Councils sometimes contribute funding towards the delivery of transport infrastructure and services that help them deliver local priorities in their areas.
- Developer funding - Community Infrastructure Levy (CIL) and S106 funding negotiated from developers towards schemes to mitigate the impacts of development proposals on the transport network.
- Local Growth Fund - Government is proposing the establishment of this fund from 2015/16 for administration by the Local Enterprise Partnership (LEP) to support priority projects which support and help drive economic growth. A significant amount of the funding is being allocated from Department for Transport Major Schemes Funding
- Grant funding from other sources - Other opportunities to fund transport measures may occur, particularly where the interventions achieve wider social, environmental or economic benefits. Possible sources include Local Growth Fund, European funding, funding from government departments other than the Department for Transport, and funding from local stakeholders.

Maintenance

6.2 Cambridgeshire County Council has an on-going maintenance programme in place. Where transport improvement schemes and maintenance schemes can be coordinated, work is combined to save time, resources and provide value for money.

6.3 Maintenance schemes are generally funded from the following sources:

- County Council revenue funding - Significant levels of revenue funding are used by the Council to undertake the day-to-day management and maintenance of the local transport network in Cambridgeshire. This includes small scale maintenance works

such as pothole filling and emptying of gullies, winter maintenance, road safety education and maintenance of traffic signals and street lighting.

- LTP Maintenance Block - This Maintenance Block provides capital funding for major maintenance works to the transport network, including major resurfacing, maintenance or replacement of bridges, tunnels and other highway structures.

6.4 The pace at which the strategy can be delivered will depend upon the availability of this funding. By providing a clear statement of the schemes for which there is public support in the towns, this strategy aims to provide a platform for securing a wide range of funding sources.

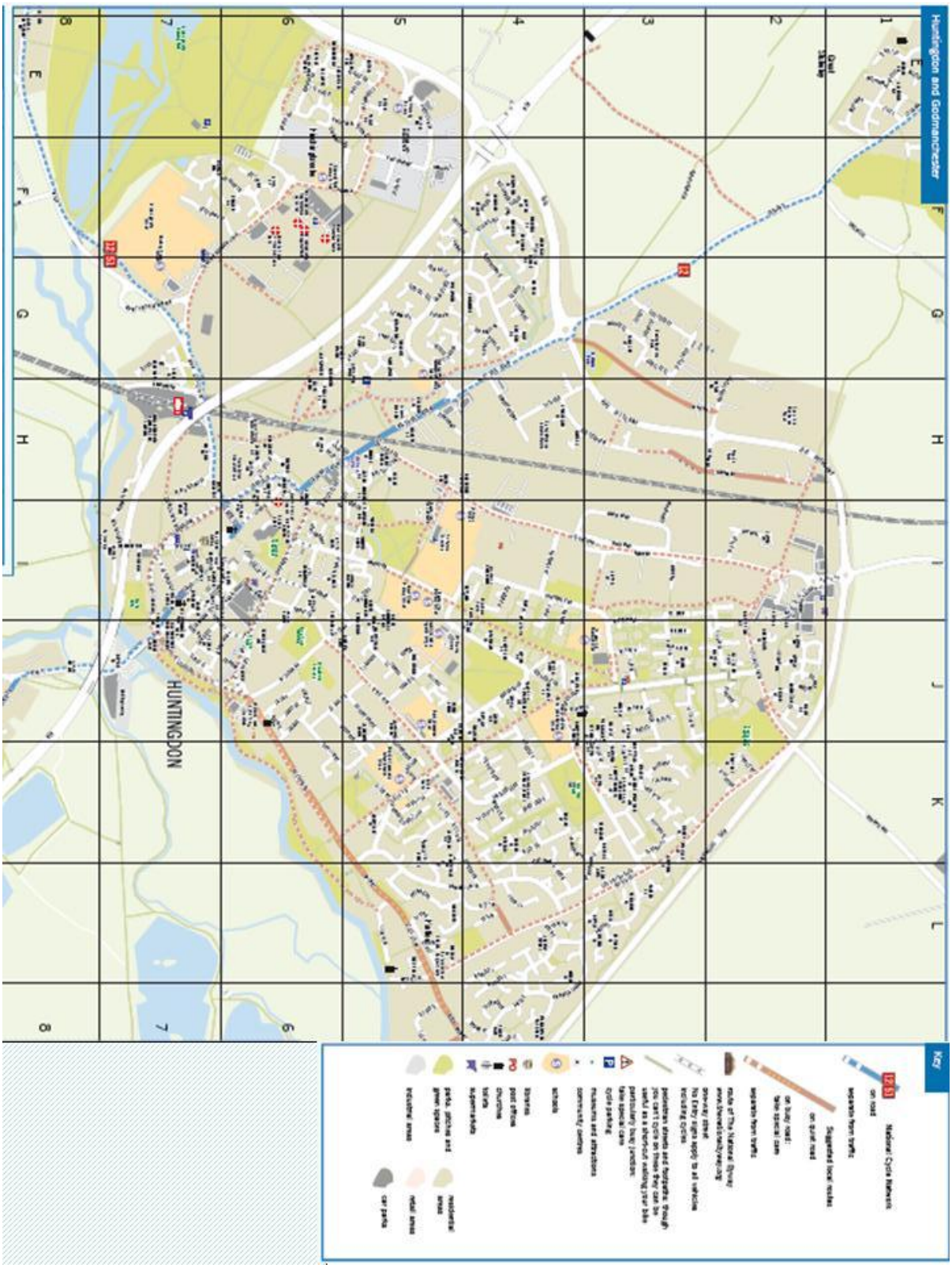
7. Monitoring of delivery and future reviews and updates

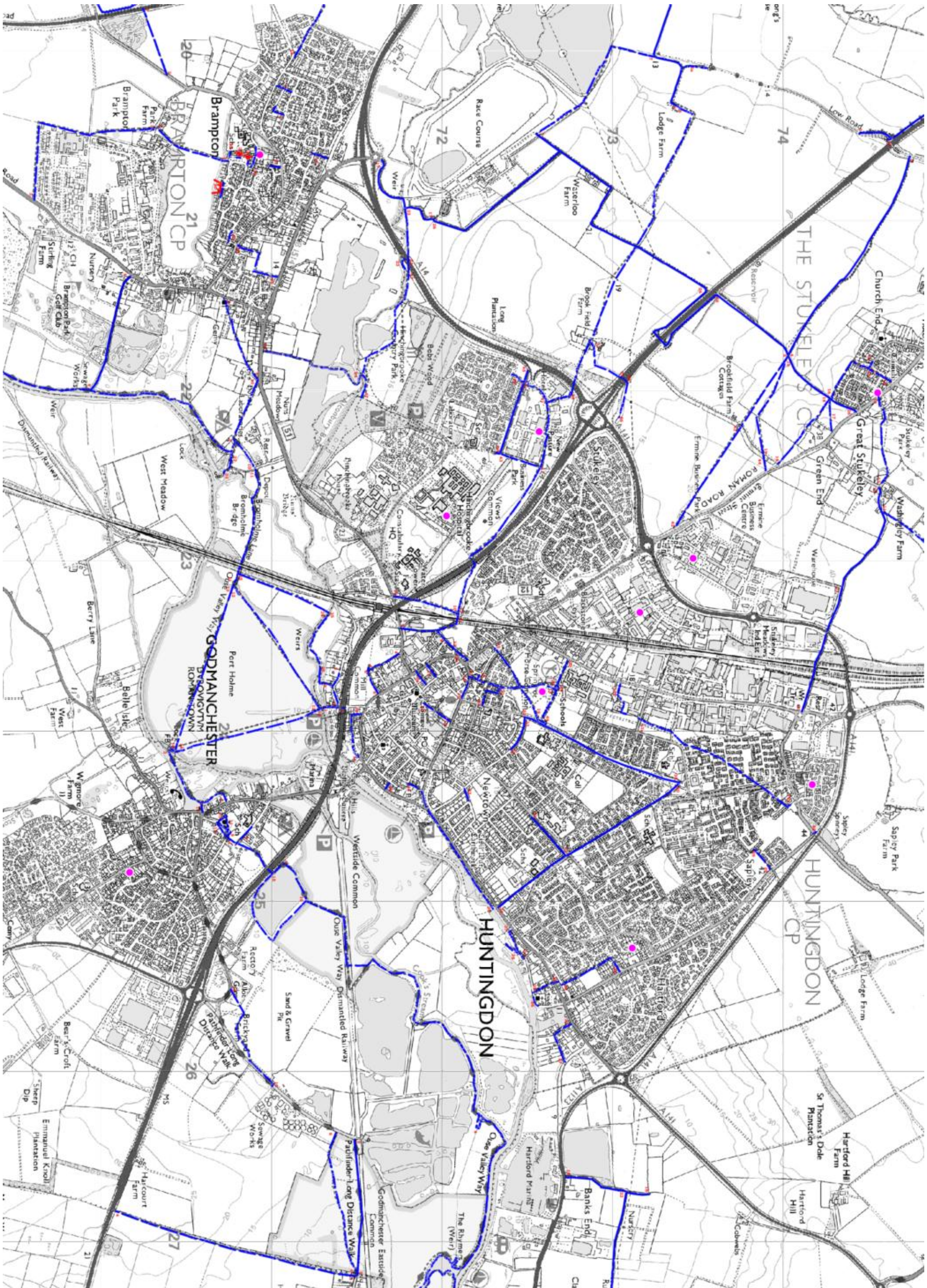
7.1 Following the adoption of this Strategy, progress on the delivery of the schemes set out in the Strategy's action plan section will be monitored annually and reported on via Cambridgeshire County Council's website. As part of this annual monitoring process, the contents of the action plan and the Strategy will also be reviewed and updated if necessary.

7.2 The strategy will cover Huntingdon from 2014-2026. However, many of the schemes and issues which feature in the action plan are high-level, or dependent on the (presently unknown) outcome of other schemes. Such schemes and issues include the new A14, Alconbury Weald station and the level of development in and around Huntingdon. It is therefore recognised that there will be a need for the action plan to be updated over time, as the outcome of these schemes becomes apparent.

7.3 It will be left to Cambridgeshire County Council to decide which committee is responsible for updating the Action Plan, but such a committee will need to comprise of County, District and Parish councillors. In the interim period, the existing Member Steering Group will serve that purpose, with meetings being called when needed. In the event of a significant update of the Action Plan, the strategy should be put to public consultation before being re-adopted by CCC and HDC.

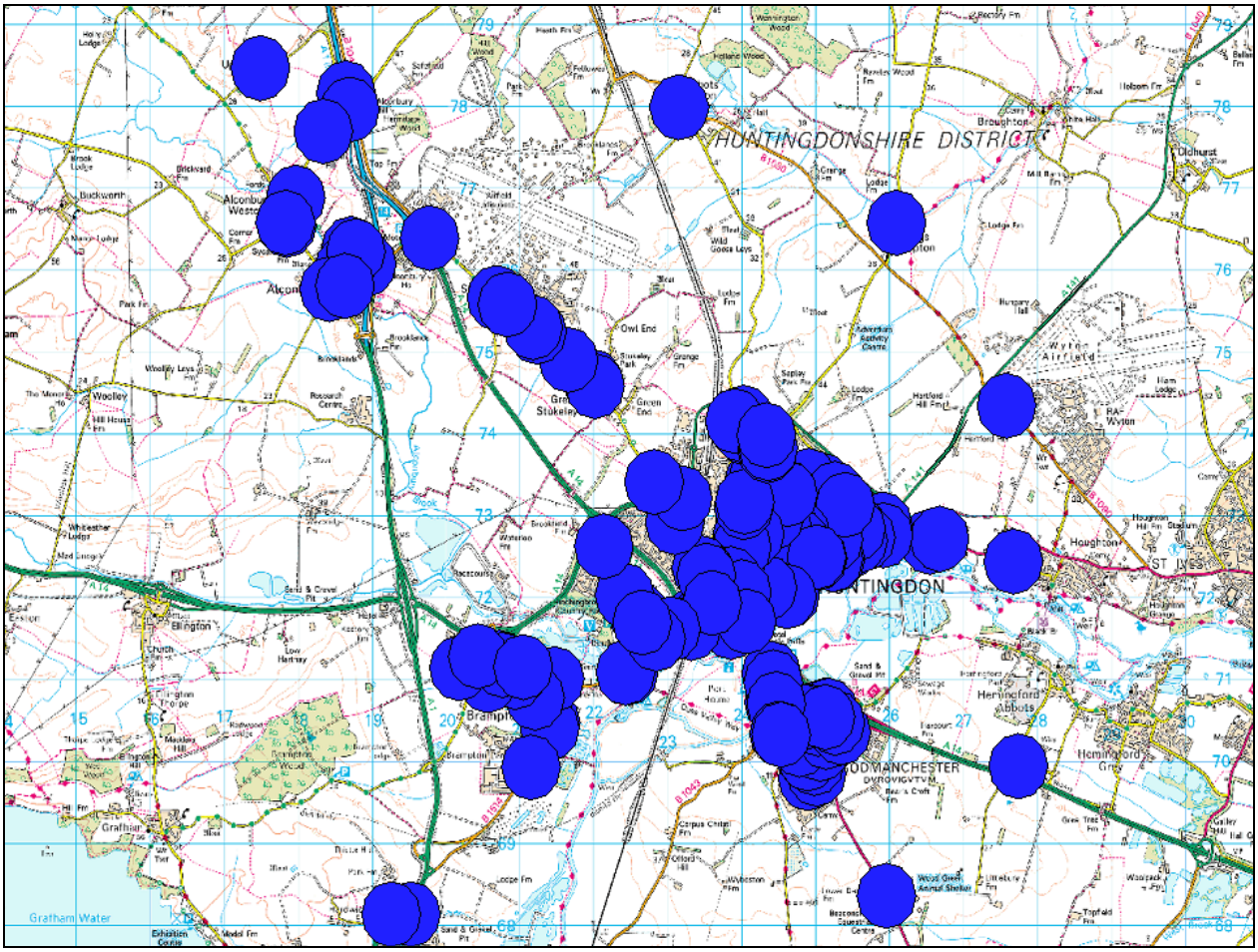
Appendix A – Cycling and Walking maps of Huntingdon



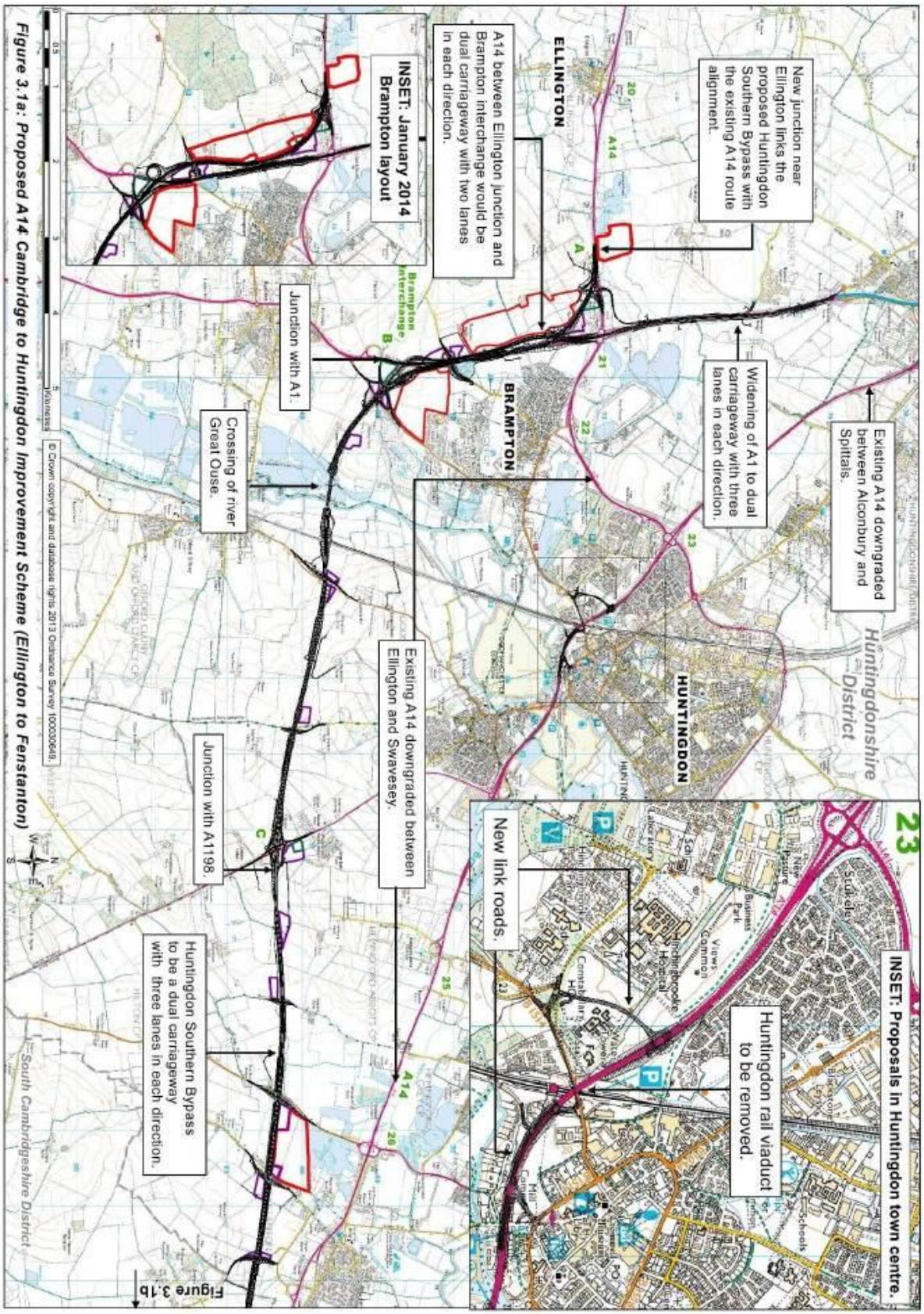


HUNTINGDON
GODMANCHESTER
Brampton
Great Stukeley
THE STUKELEYS CP
HUNTINGDON CP
Hemingford A
Race Course
Port Holme
West Meadow
Westside Common
Ouse Valley Way
Church End
Green End
Lodge Farm
Waterloo Farm
Long Plantation
Hartford Hill
Sapley Park Farm

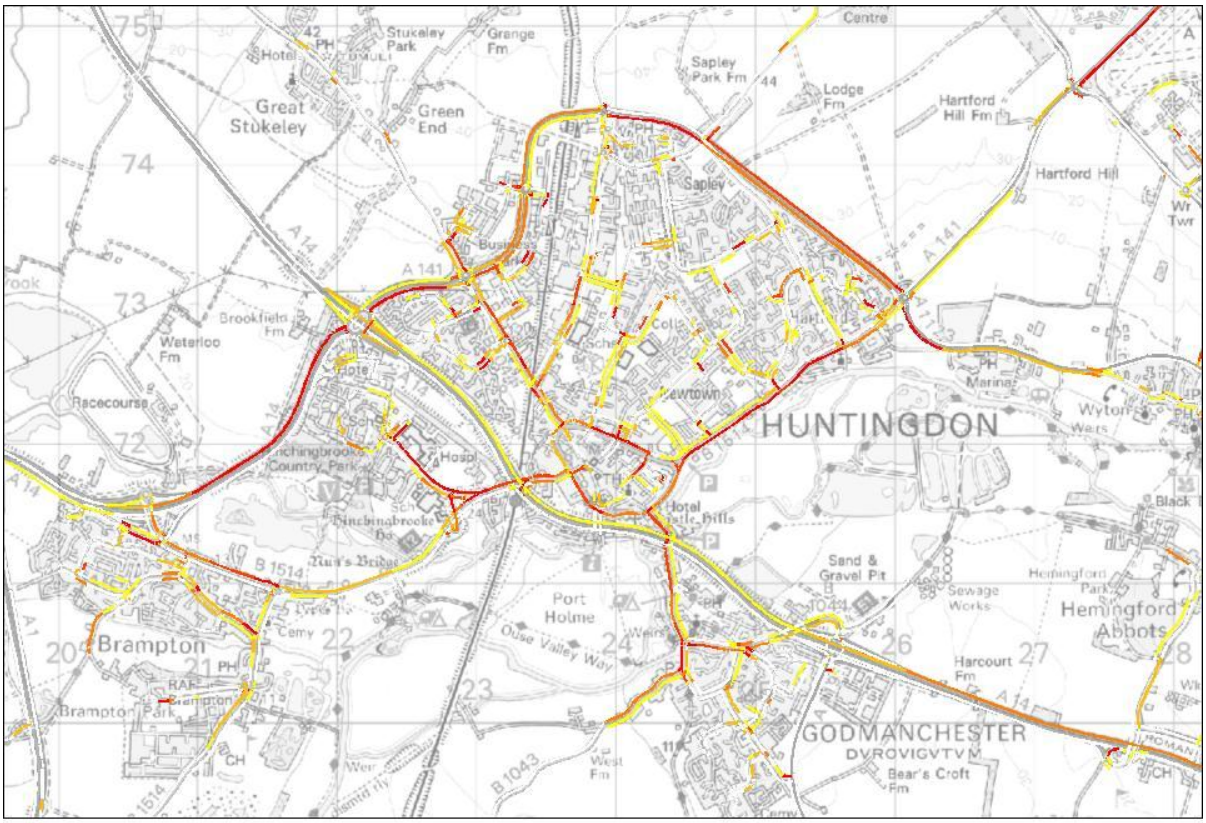
Appendix B – Areas of Huntingdon within 400m of a Bus Stop



Appendix C – Diagram of Proposed Highways Agency A14 Scheme around Huntingdon



Appendix D – Congestion in Huntingdon during peak periods.



C.04 Cycle Parking

Key Principle

The inclusion of 'Sheffield' type cycle parking stands should be considered in all highway traffic management and maintenance schemes.

Design Guidance

The introduction of good quality cycle parking is a key element in developing a cycle friendly environment. Cycle parking should be provided at all major destinations, including schools and other educational sites, hospitals, large employment sites, public transport interchanges and leisure attractions.

Convenient secure cycle parking in town centre, Oxford

Picture: Patrick Lingwood

Research has shown that it is closeness to the destination that influences a cyclist's choice of where to park, regardless of the journey purpose. Studies have also identified that the use of the bicycle as a feeder to public transport can be a valuable component of a strategy for encouraging more people to cycle. For the long-term parking that this and employment trips generate, security is seen as the major determining factor when choosing to cycle. This view is supported by rail station (Centro) and workplace surveys (Manchester Airport) that reach the same conclusion. Location and level of security may therefore be taken as the two most important issues to be addressed when planning cycle parking facilities.

A comparison of cycle parking provision at railway stations in a number of mainland European railway stations has enabled a summary of good practice to be drawn up. This, coupled with guidance drawn from several sources has been summarised in the table below. Most of the principles it contains can be applied to virtually all types of cycle parking provision. They are set out in no particular order of priority except for the first two: no matter how high the quality of the facility provided, it must be easy to find and get to with the minimum of delay and effort or it is unlikely to be used.

Cycle parking - Good practice	
Visible	Parking facilities should be well signed, easy to find and benefit from good natural surveillance. Good siting and high quality facilities will help demonstrate the importance of cycling as a transport mode.
Accessible	Parking should be located as close as possible to the final destination (generally within 30m). It should be easy to get to, involving no detours, and should be well laid out with no difficult ramps or awkward stands to deal with.
Safe and Secure	It should give cyclists the confidence that their bike will still be there when they return. Adequate provision should be made for the bicycle to be secured with its owner's lock unless other security arrangements make this unnecessary. The facility should help users feel personally secure - those that make users feel at risk will not be used.
Consistently available	In places such as shopping areas, small clusters of stands at frequent intervals are usually better than larger concentrations at fewer sites.
Covered	The level of protection from the weather should be appropriate for the length of stay. Poor protection at long-term parking places will deter cycle use.
Easy to use	Parking facilities should be easy to use by all members of the community, accept all types of bicycle, and adequately support the frame. Cycle racks that require a bicycle to be lifted are often ignored in favour of locations requiring less effort, such as railings or street furniture. Bikes parked too close together can cause cables and handlebars to snag. Where provided, locking mechanisms should not be difficult to operate and instructions should be easily understood.
Fit for purpose	Racks and other support systems which only grip the front wheel should not be used since they provide poor stability and do not allow the frame to be secured. Also, if one bike falls it can damage not only itself but those next to it. Cycle parking should not be sited where it will get in the way of pedestrians, especially those whose vision is impaired. Abandoned bicycles should be promptly removed
Well managed and well maintained	Charges (if any) should be set at a level that will encourage use. Coin-operated locks should be properly maintained and not attract thieves. The process of paying charges for renting lockers etc. should be as simple as possible. Automated systems or electronic smart card operation should not create delays at peak periods.
Attractive	The design of cycle parking facilities should be sensitive to the surrounding area. It should also be attractive in the sense that users do not feel personally at risk because it has been placed out of sight of passers by.

Cycle parking - Good practice	
Coherent	It should relate well to other cycle infrastructure. There should be no road safety hazards, such as dangerous junctions or severance by busy roads likely to create a barrier to its use. Where possible, signed identified routes leading directly to the cycle parking should be provided.
Linked to other needs of cyclists.	Where provided at public transport interchanges or in city centres as cycle centres, opportunities to combine with cycle hire, repair and tourism activities should be exploited.

On-carriageway cycle parking leaves footways unobstructed, Oxford

Picture: Patrick Lingwood

Statutory procedures

Part IV of the Road Traffic Regulation Act 1984 allows for the provision of off-street parking places for vehicles and authorises the use of any part of a road as a parking place. These powers are extended by Section 63 of the Act to allow provision "in roads and elsewhere of stands and racks for bicycles". A single order under this act can be used to cover cycle parking within the highway in the whole of an administrative area. However, all the individual sites must be set out in the mandatory accompanying Schedule.

In pedestrianised streets, section 115B of the Highways Act 1980 (inserted in Schedule 5 of the 1982 Act), provides for a local authority to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public. Where pedestrianised highways have been introduced under section 249 of the Town & Country Planning Act 1990, this also gives local authorities the powers to place objects or structures on the highway.

If waiting and loading restrictions are in force, bicycles (like other vehicles) may not be legally parked on the carriageway or the footway. Where such restrictions are in force, cycle parking can be permitted through an exemption within the existing waiting and loading orders, or by additional orders designating part of the road for cycle parking only.

Cycle parking on Footway extension, Oxford

Picture: Patrick Lingwood

Identifying Demand

Cycle parking should be provided wherever there is the potential to attract use, for example within shopping areas or at public transport interchanges. Very often, the appropriate level of provision and its location can be established by observing existing cycle parking patterns. A count of the numbers of cycle parked within a study area can be used to give an indication of how many formal parking spaces are required. However, any suppressed demand also needs to be taken into account. If all the informal parking places are regularly taken, it is likely that suppressed demand exists.

When new parking facilities are introduced these should aim to meet the existing demand (including suppressed demand), and provide capacity for future growth. A local authority should regularly monitor the take-up of new cycle parking to ascertain if demand is growing. Growing demand should be met by regularly increasing the number of parking places.

Parking standards for new development

Each local authority should have cycle parking standards for new development. The amount of parking required will depend on the current level of cycle use within the authority, the nature of the development, floor area of buildings etc.

Manual for Streets:

8.2.1 Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking.

The current level of cycle use may be determined by considering a range of factors, including;-

- **Census data** — Although only produced every ten years this data is a good guide to cycle use for journeys to work at the time of the survey. The figures should be adjusted to allow for the fact that the census returns record the principal means of travel and journeys such as those to rail stations by bicycle will not be included as bicycle trips.
- **Travel Plans** — Workplace and school travel plans can provide an indication of cycle use where the plan includes a regular programme of monitoring. A travel plan which includes regular monitoring of modal split and occupancy of cycle parking spaces can be made a requirement for obtaining planning consent. If so, it can be used to enforce the condition that additional cycle parking must be provided to match growing demand.
- **Modal split data** — Work done by an authority to establish modal share for different types of journey and trip lengths, such as household or travel surveys, can inform this process.
- **Traffic counts** — An authority's regular traffic counts and surveys to establish levels of cycle use and trip lengths can be a valuable source of information on trends and the setting of targets. Cycle surveys should include parking levels, both on-street and at selected employment/educational establishments, as well as recording the numbers of cyclists passing a census point.
- **Demographic data** — Data on patterns of commuting, both in and out of the area plus typical catchment areas for employment or education can be helpful in setting standards.

Cycle parking at health centre, Oxford

Picture: Patrick Lingwood

Examples of local authority standards may be found at:

Essex

Westminster

Cambridge

Types of cycle parking provision

There are several ways of providing parking facilities for cyclists. Each has its own advantages and drawbacks.

Sheffield stand

This type of stand is named after the city where the design was first developed and used. It is a simple and effective design, based on an inverted U-shaped metal tube. The Sheffield stand is widely acknowledged as being the best performing design for bicycle parking and is recommended for most parking applications. When properly installed, Sheffield stands provide high levels of bicycle frame support and security. They are cost-effective and easy to install and maintain. If installed under shelters or within buildings or other sheltering arrangements, all the basic functional design criteria for good cycle parking can be met.

Covered Sheffield stands, Peterborough,

Picture: Rob Marshall

Key dimensions are:

Length 700-1000mm (700mm recommended);

Height 750mm (+/- 50mm);

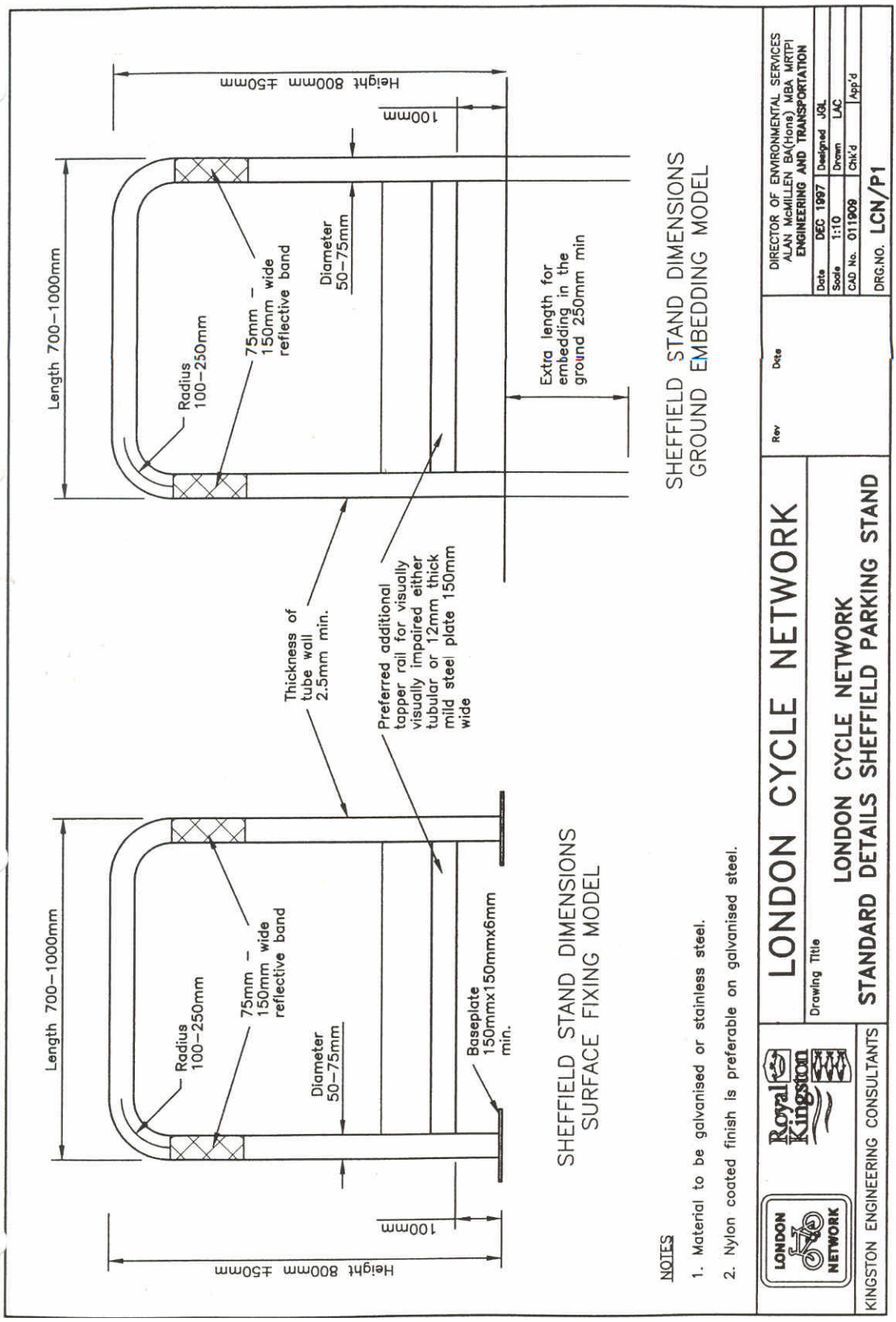
Tube diameter 50-90mm (larger diameter is more secure since there is less space to lever apart 'D-type' locks);

Corner radii 100-250mm;

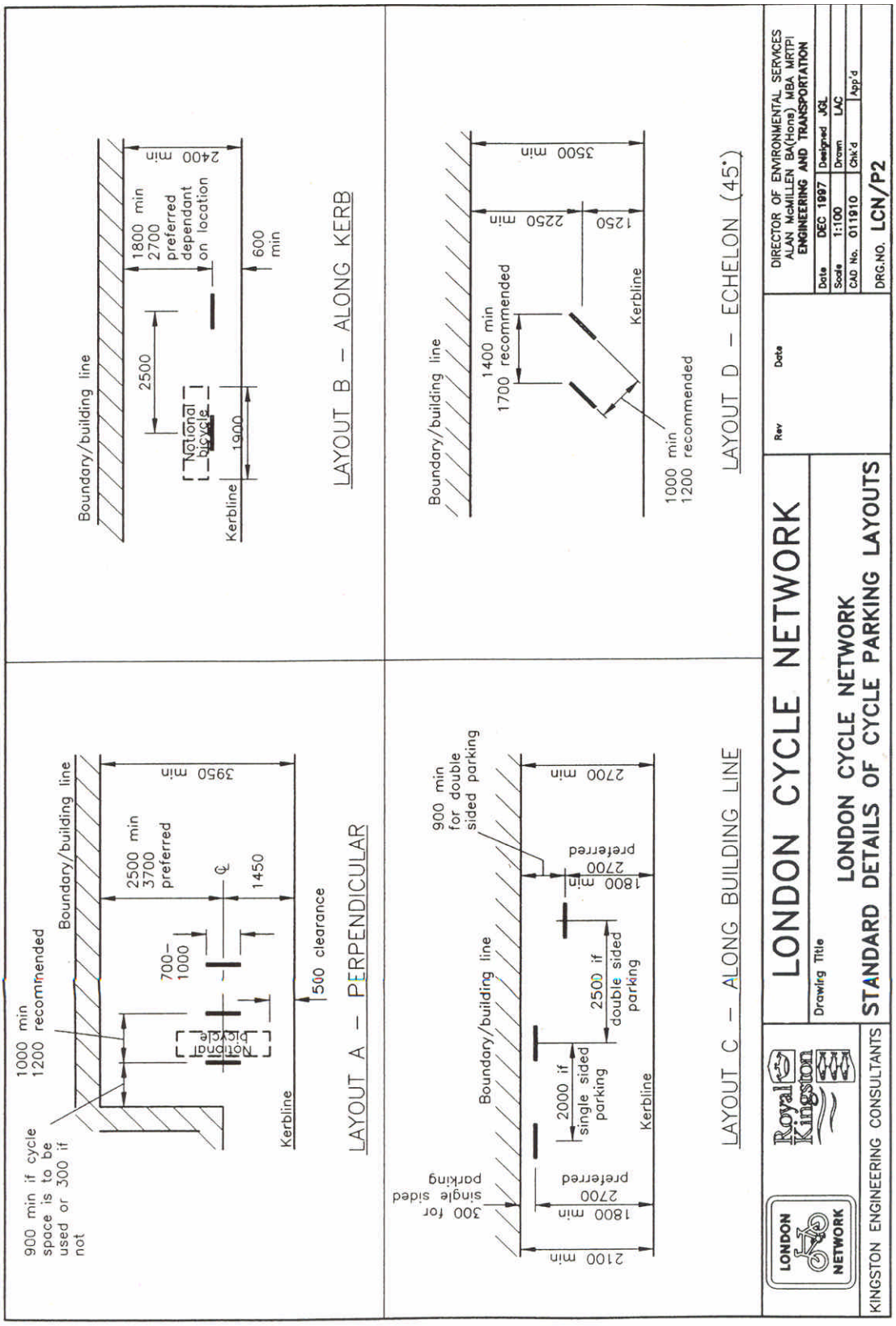
Fixing - If the stand is fixed to the surface using base plates, 2 security bolts passing through each base plate are required.

In order to comfortably accommodate two bicycles, stands should be set a clear distance of 1000mm apart.

See diagrams below for further information.

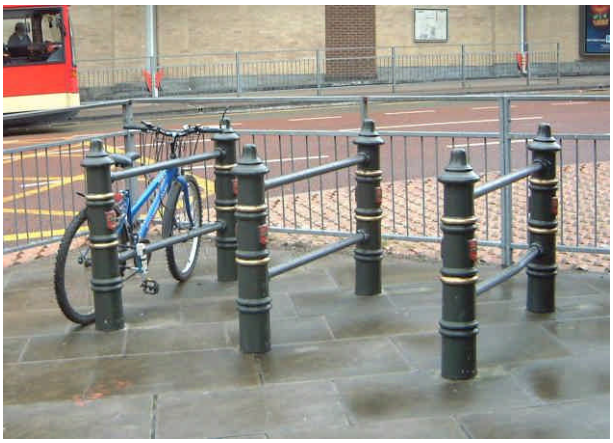


Sheffield stand details and key dimensions



Sheffield Stand layout variations and key dimensions

There are many variations on the basic Sheffield stand design. The most useful is the addition of a crossbar (which provides extra security and support for smaller bicycles) and a low-level tapping rail (to aid visually impaired people). 'Toast-racks' of Sheffield stands, comprising usually 3 to 5 stands joined together by additional ground-level bars, are easier to install but are not as aesthetically pleasing or convenient to use. Sheffield stands can be supplied in a range of colours and finishes. They can be specified with a durable coating (preferably plastic) which is kind to bicycle frames while requiring little maintenance. Stainless steel finishes are becoming increasingly popular.



Stands formed from bollards and horizontal bars

Picture: Tony Russell CTC

Sheffield stands at Cambridge Station,

Picture: Rob Marshall

Sheffield stands can be equally attractive to motorcyclists, especially if there is insufficient formal provision to suit their needs. If they are using the stands, it may be worthwhile providing additional parking for motorcycles nearby.

Secure cycle parking for staff, Peterborough

Picture: Rob Marshall

Sheffield stand with tapping rail and contrasting banding at beginning of row

Picture: Tony Russell CTC

Wall mounted designs

Wall loops, bars and locking rings are simple and cost-effective. They require less space than a conventional stand although usually only one bicycle can be accommodated per device. Once installed, they should be maintenance-free. They are best suited to short-stay parking needs. They should be located where passing surveillance and/or CCTV enhances security. Designs range from simple rings to more complicated racks and hanging devices. The latter generally offer much less security and may therefore only be suitable for secure areas. 'Wheel-grabber' type designs are not recommended. Agreements (or easements) with property owners may need to be obtained where devices such as these are intended to be attached to walls.

Key dimensions are:

Height 600-750mm from ground level;

Project no more than 50mm from the wall;

Spacing intervals of 1800mm.

The "Oxford Ring" provides cheap useful cycle parking, Oxford

Picture: Patrick Lingwood

Space saving designs

High density, space saving designs are available from a range of suppliers. They may be wall-mounted or free-standing with some requiring physical lifting or hoisting. Some are spring-loaded to make lifting easier. The security of these devices is generally limited which restricts their application to work places in already secure compounds or cages. Maintenance and vulnerability to misuse are additional issues that make them less suitable for public parking.

Two level, spring assisted cycle rack used for staff parking

Picture: Tony Russell CTC

Cycle lockers

Lockers are useful for longer stays. The better designs offer greater security for the bicycle and for lights, pumps and other accessories which normally have to be removed when using stands in public places. Weather protection for the bicycle and additional storage for helmets, panniers, clothing, etc., are further benefits. Lockers are typically made from steel or other materials to form rigid, secure enclosures. Several locking options are usually available including keys and padlocks, smart-cards and number key-pads.

Lockers, however, require some form of supervision and management if they are to be well-used and not suffer from abuse or vandalism. They are suited to staffed locations such as the ground floors of multi-storey car parks (where close to destinations) and stations or workplaces. Unless there is adequate surveillance or CCTV, lockers are not recommended for open public places.

The management of cycle lockers is an important aspect to their ultimate use and success. Some form of registration or contract scheme, often based on an appropriate but modest monthly fee, should ensure that the facility is well used. A charge of between 50 pence and £1 is considered by many cyclists to be reasonable. Inconvenience and cost tend to deter cyclists from using them. Cycle lockers, in common with other forms of cycle parking, must be located close to cyclists' destinations if they are to be well used.

Cycle lockers at Park and Ride site, Taunton

Picture: Alex Sully

Aspects to consider when deciding upon and choosing lockers include:

- the need for long-stay parking and potential demand/use
- cost
- ease of use and general access
- management/administration
- door locking mechanisms and systems
- the need for a flat and level site to install them
- the need to conceal fixings and make them tamper-proof
- ventilation and hygiene issues (e.g. can they be pressure washed?)
- enclosure rigidity, quality of construction and trouble-free door operation
- modular construction and ease of adding more units

Other designs

There is a growing range of cycle parking products available. When considering them, an assessment on aspects of security, ease of use, maintenance, purchase and installation costs, should be made. Generally, the more complicated the design (e.g. moving parts and integral locks, etc), the more prone they are to some kind of failure. Overcomplicated designs tend not to get used. Cyclists prefer to use their own locks.

Wheel slots in concrete are probably the worst kind of provision and are seldom used by cyclists. Arrangements which only grip one wheel (often wall-mounted or incorporated into stands) are not recommended under any circumstances. They offer minimal opportunities to secure a bicycle (often only via a single wheel) and the wheel is prone to accidental and deliberate damage.

Wheel slots are virtually useless and are not recommended under any circumstances

Picture: Rob Marshall

Sheffield stands are more popular than wheel grips, Oxford

Picture: Patrick Lingwood

Cycle Centres

These facilities are popular on the continent, particularly in the Netherlands and Germany where they typically provide space for between 1100 and 4000 bicycles. There is usually a full-time member of staff in attendance. In addition to secure and convenient parking, they often offer a range of other services including cycle hire, sales, service and repairs, local and tourist information. A newsagent type shop may be included as an integral part of the facility to enhance viability.

Leicester Bike Park

Photo: Tony Russell

From an examination of examples of staffed cycle parking in the UK, it would appear that there is limited potential for such a facility to be commercially viable on its own unless its position coincides exactly with where cyclists want to be e.g. right in the middle of the town centre or at a transport interchange. Most successful units are also associated with either a bike shop or some other trading outlet. There are a few cycle centres in the UK and their operation is described in TAL 5/98.

A covered, staffed, cycle park comprising of 125 automated lockable cycle racks, operated by a smart card system, opened at Finsbury Park Interchange in March 2006. This was created as the result of a partnership between Transport for London, the rail operator, London boroughs and other agencies as part of a London wide interchange improvement programme. The facility boasts 24 hour access to smart card holders and has over 300 registered users (as at Nov 2006). The use of smart cards creates the opportunity to achieve more than 100% capacity in terms of the number of cards issued. This capability is achieved because not every cyclist wishes to park at the same time and no rack is assigned to an individual user, thus making it available to any card holder when unoccupied. The charge for parking is 50 pence for each 24 hours parked (as at Nov 2006).

Staff are in attendance during the following hours in order to issue smart cards, top up credit on the cards and help with any queries:

- Monday to Friday 06:00-10:00 and 16:00-20:00
- Saturdays and Sunday 08:00-18:00

Finsbury Park Cycle Station – access is made secure by the use of smart card control

Picture: © Alex Sully

Finsbury Park Cycle Station –bicycles parked in individual smart card controlled racks

Picture: © Alex Sully

Cycle Parking Quality Standards

The Bike Parking and Security Association (BPSA) has set standards for the manufacture of secure and convenient cycle parking equipment to be used in the public domain. This includes general town centre cycle parking, cycle parking provided at public and leisure facilities, and cycle parking provided at transport facilities and interchanges. The BPSA standard also recognises that the criteria for the provision of suitable cycle parking facilities extend beyond the design and construction of individual units. This includes such factors as location, overall layout design, and integration with the surrounding environment.

Manufacturers of cycle parking hardware who are members of the BPSA can claim that their products meet the BPSA Quality Cycle Parking Standard. Before any cycle stand can receive BPSA approval, the manufacturer must demonstrate that the product complies with certain standards of design, security and service life. These requirements and a list of members can be seen at www.bpsa.info.

Covered Sheffield stands at an out-of-town health centre, Taunton

Picture: Alex Sully

Publications

Cycle Parking Supply and Demand TRL Report 276

Bike and Ride – Its Potential value TRL Report 189

TAL 11/99 *Improved Cycle Parking at South West Trains' Stations in Hampshire* DfT 1999

TAL 6/99 *Cycle Parking Examples of Good Practice* DfT 1999

TAL 7/97 *Supply and Demand for Cycle Parking* DfT 1997

Workplace Cycle Parking Guide (pdf - 448kb) Transport for London 2006

Quality Cycle Parking Standard Issue 1, (pdf - 237kb) Bike Parking and Security Association, November 2003

Cycle Parking (pdf - 791kb) Sustrans information sheet 2004

Policy, Planning and Design for Walking and Cycling – Local Transport Note 1/04, Public consultation Draft, DfT 2004

Traffic Signs Regulations and General Directions DfT 2002

Cycling England, Engineering, Picture Gallery (pictorial examples)

London Cycling Design Standards – A guide to the design of a better cycling environment (Sections 3.4, 3.5, and 3.6) TfL 2005

Lancashire - The Cyclists' County (pdf - 5.45Mb) (Section 3) – creating pleasant road conditions Lancashire County Council, 2005

CTC Benchmarking – Best practice case studies

National Cycle Network – Guidelines and Practical details, Issue 2 Sustrans 1997

Other references

TAL 5/98 *Cycle Centres* DTLR 1998

Cycle Friendly Infrastructure - Guidelines for Planning and Design, Bicycle Association et al 1996

Cycle Security (pdf – 218kb) National Cycling Forum 2001

Cycle Parking – Principles of Best Practice Alex Sully Velo Borealis 1998