

- Key**
- Station Gateway Site
  - opportunity for good edge treatment
  - redesigned/re-landscaped station forecourt
  - potential multi-storey station car parking
  - possible additional office/business development
  - proposed newly created open green amenity spaces/pathways
  - proposed mixed use development districts - residential/office/small retail-service/leisure/hospitality etc. uses - with active ground floors and public spaces where possible; to be developed in detail in the study
  - desire views
  - desire routes
  - local traffic, HGV's will travel on bypass

- 1** The bypass would benefit the number of properties in the proposed zoning areas that currently experience noise and air pollution.
- 2** The long green viewing corridor to the Cathedral will be possible with the bypass option, as the traffic on Station Road will have reduced a lot becoming mainly local.
- 3** The volume of traffic on Angel Drove and Station Road would be greatly reduced by a new bypass. This will enable the zoning of a much more accessible public realm including more pedestrian crossing points and new pavements. The bypass would greatly increase the permeability of the zoned areas to both pedestrians and cyclists.
- 4** Opportunity to develop the relationship between the river and the Station Gateway site as the barrier of heavy traffic is removed, thus increasing the opportunity of a larger more permeable public realm.
- 5** An opportunity for a high quality new development will be created due to the reduction in traffic, therefore increasing the quality of the air and surrounding environment.
- 6** Desire views and routes connecting the zoned areas to each other, the Cathedral, the river and the shopping areas are now possible with the bypass as traffic will be so reduced.

**5.3 Potential Concept Option for Future Comprehensive Development of the Station Gateway Area and Bypass Option**

The proposed development will be positively affected by the bypass option. The bypass promotes permeability of the Station Gateway site. The area will become increasingly accessible for both pedestrians and cyclists. Developed areas will be linked to each other, while also creating links to the Cathedral, river and shopping areas, simultaneously with routes and viewing corridors.

The underpass reduces traffic on Station Road and Angel Drove thus allowing for an increase in pedestrian crossings and possibly paving part of the road with a more sensitive material that implies a route from the Station to both Cathedral and river. The reduced traffic flow increases the quality of any new development as it reduces noise and air pollution.

The proposed central green corridor flowing from the Station northerly up Station Road opens up a long vista to the Cathedral and is a significant part of the development that the bypass would allow for. It begins to tie the Station Gateway site to the historical town.

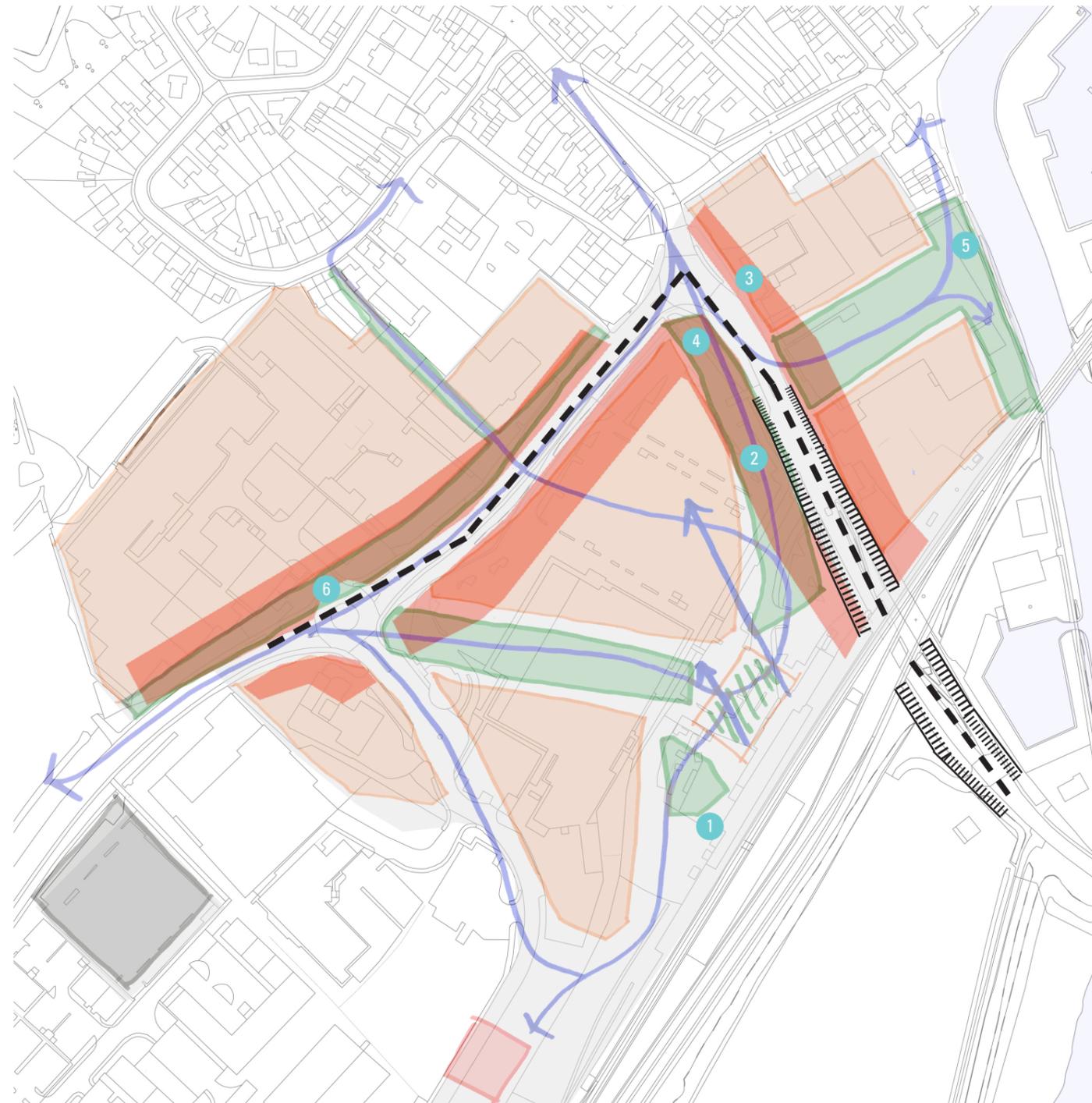
The Bypass will offer a real opportunity to transform the image and function of the Ely as a City. It will do this by removing heavy traffic from its heart and not dissecting its very gateway into two with a busier road and a strong physical barrier. It could enable the Station Gateway to become a popular, attractive, pedestrian-friendly, economically successful and desirable place in which to live and work, with safe sustainable station access while organically linking it to the quintessential true character of Ely itself.

## 5.4 Potential Concept Option for Future Comprehensive Development of the Station Gateway Area and Underpass Option

The proposed development will be highly affected by the underpass option. The underpass prevents permeability of the Station Gateway site, allowing the site to continue to be inaccessible for cyclists and pedestrians.

Although the underpass reduces congestion on the level crossing, traffic flow will still be heavy on Station Road and Angel Drove, thus the proposed areas of development that are located near the road would be of a low quality due to noise and air pollution.

The proposed central green corridor flowing from the Station northerly up Station Road opening up a long vista to the Cathedral would not be possible with the underpass option as the road would continue to carry heavy traffic and the quality of the green area would be low.



**1** The underpass will significantly hinder the redevelopment of the Station Gateway site as a place with a sense of 'arrival' as the immediate vista north to the Cathedral will be framed by heavy traffic on Station Road.

**2** Any redevelopment of the Station Gateway would be encircled by the barrier of the heavy industrial traffic along Angel Drove and Station Road. The site would continue to lack permeability for pedestrians and cyclists.

**3** Congestion at the level crossing on Station Road would be greatly reduced however the current heavy industrial through traffic along Angel Drove and Station Road would continue. This would be detrimental to the proposed zoning of the Station Gateway site as the immediate environment is subject to significant noise and air pollution.

**4** The change in levels proposed for a new underpass introduces a physical barrier to pedestrian and cyclist movement, severing the site from the wider city.

**5** The flow of movement from the Station to the river in the proposed zoning is not possible with the underpass as Station Road will still be too busy to allow for easy pedestrian permeability.

**6** Any proposed new development will be of a low quality due to the extensive traffic creating both noise and air pollution.

- Key
- Station Gateway Site
  - area negatively impacted by traffic noise and pollution
  - redesigned/re-landscaped station forecourt
  - potential multi-storey station car parking
  - possible additional office/business development
  - proposed newly created open green amenity spaces/pathways
  - proposed mixed use development districts - residential/office/small retail-service/leisure/hospitality etc. uses - with active ground floors and public spaces where possible; to be developed in detail in the study
  - heavy traffic flow
  - proposed underpass