

PART 2

8 Village Visions

Part Two: Village/Town Visions

8.1 Aldreth



Description of Aldreth

Aldreth is a hamlet located two miles south-west of the village of Haddenham. Aldreth is surrounded by fenland on all sides and the River Great Ouse runs close by. The hamlet is served by one road.

Aldreth has a limited range of facilities – there is no food shop and no church, although the church building is now the thriving Village Centre and there is a recreation field and play area. Aldreth has a daily bus service to Ely Monday - Saturday. The main features of the hamlet are shown on map 8.1.

Key statistics

Aldreth	
Population ²⁴	270
Dwellings ²⁴	108
New dwellings built 2001-2012 (net)	8
Estimated new dwellings 2012-2031 ²⁵	9
Employment ²⁶	To be confirmed following publication of 2011 Census data
Existing public transport services	Daily service to Ely (Monday-Saturday) (as at 2012)

Housing

Aldreth is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. No new housing allocation sites are proposed on the edge of Aldreth.

²⁴ Population and dwellings for Aldreth settlement (mid-2010), Cambridgeshire County Council Research Group

²⁵ East Cambridgeshire Housing Trajectory 2012. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

²⁶ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A 'development envelope' has been drawn around Aldreth to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

There are several businesses in Aldreth including Artes Mundi Fair Trade Gifts, Black Pearl book keeping and David Harrison Handling Solutions Ltd. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use these sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Aldreth. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Aldreth have indicated a desire for improvements to infrastructure and facilities in the hamlet. A list of priorities is set out in the table below.

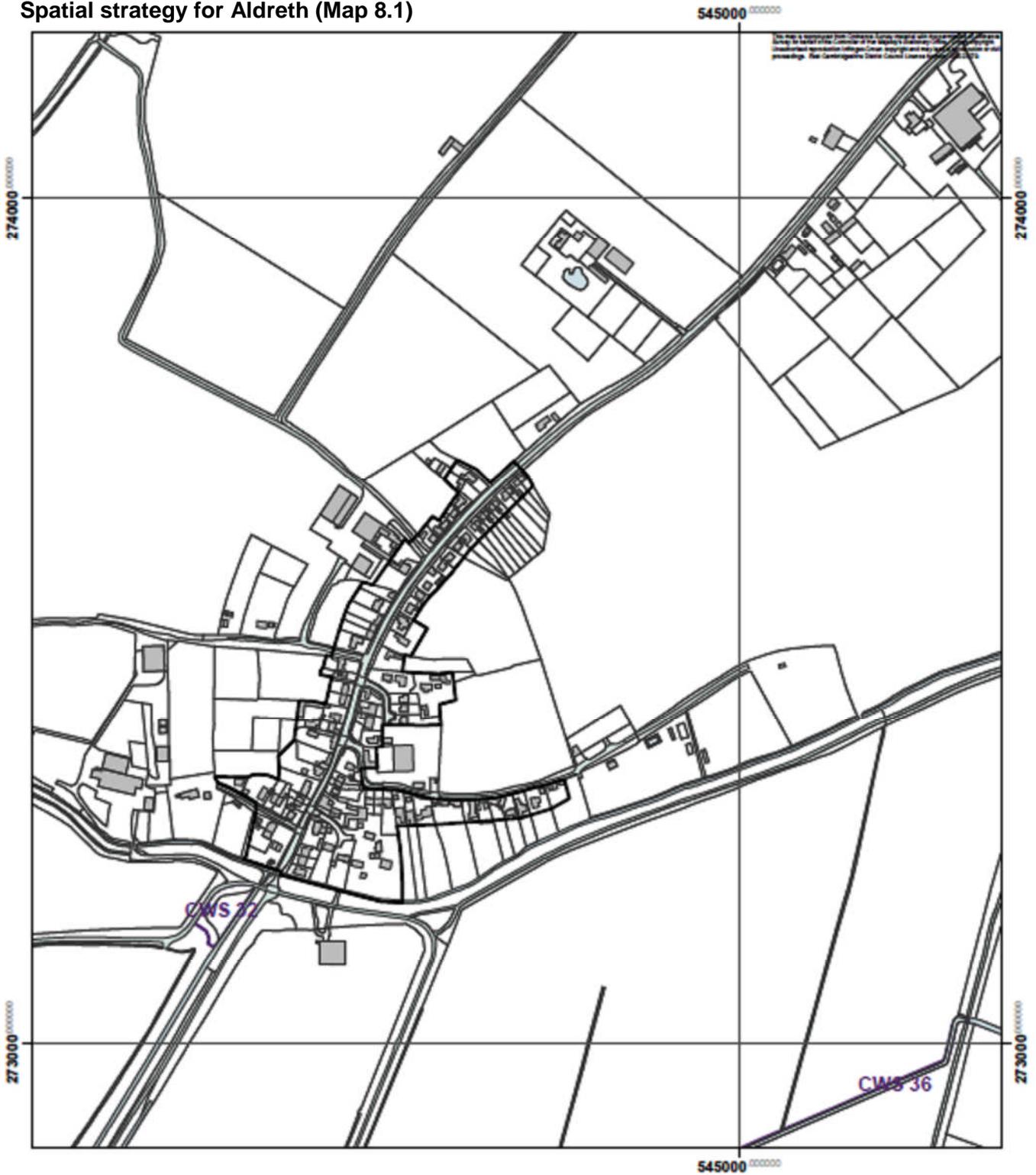
	Priority	Suggestions
1	Improvements to and up keep of Village Centre	General maintenance of building
2	Improvements to Broadband	The District Council is working in partnership with the County Council to seek improvements to the Broadband service across the district.
3	Improvements to pedestrian/cycle routes	Improved cycle/footpath between Aldreth & Haddenham
4	Improved transport links/public transport services	More frequent bus services to Ely and outlying villages
5	More support for home working and businesses operating from home	Improvements to Broadband/telephony service

The top priority is for improvements the Village Centre. This will enable local groups to continue to use the facility. The second priority, a better Broadband service, is an issue that the District Council is already working with County Council to address across the district. The third priority is improvements to pedestrian/cycle links. In particular the existing path to Haddenham is in need of resurfacing. The District Council will also work in partnership to try to retain existing public transport levels, and encourage self-sufficient transport services, such as community transport.

The current community facilities in Aldreth (including the village Centre, recreation field and play area) contribute to the quality of people's lives. The loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Aldreth (Map 8.1)



Key

- Development Envelope
- County Wildlife Site



Map 8.1
Aldreth

N



1:6,000

Part Two: Village/Town Visions

8.2 Ashley



© Ashley Parish Council

Description of Ashley

Ashley is a small village in a pleasant setting about 4 miles east of Newmarket. The village is adjacent to the Suffolk boundary and has close ties to Newmarket. It has a clearly defined centre associated with both a prominent pond and the point where the road from Newmarket reaches the top of the chalk ridge. The older core of attractive flint buildings is covered by a Conservation Area. The main features of the village are shown on Map 8.2

Facilities in the village include a post office, church, public hall, public house and a sports field. The village has a regular bus service which runs to Newmarket.

Key statistics

Ashley	
Population ²⁷	610
Dwellings ²⁷	260
New dwellings built 2001-2012 (net)	17
Estimated new dwellings 2012-2031 ²⁸	10
Employment ²⁹	To be confirmed following publication of 2011 census data
Existing public transport services	Regular but infrequent services to Newmarket (Mon-Sat), access to the Suffolk Links Demand Response Transport service operated by the Voluntary Network

Housing

Ashley is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. No new housing allocation sites are proposed on the edge of Ashley.

²⁷ Population and dwellings for Ashley parish (mid-2010), Cambridgeshire County Council Research Group

²⁸ East Cambridgeshire Housing Trajectory 2012. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

²⁹ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A 'development envelope' has been drawn around Ashley to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

There are a number of current businesses in the village, including the Crown Pub, Plough Restaurant, Ashley Stores and the Hascombe, Darley and Dukes Studs. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use these sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Ashley. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Ashley have indicated a desire for better road/transport infrastructure and improved community facilities in the village. A list of priorities is set out in the table below.

	Priority	Suggestions
1	A road improvement scheme	Possible road safety reviews of bend near village pub and corner at entrance to High Street. Better street lighting into the village from Gazeley Road
2	Improvements to pedestrian/cycle routes	More footpaths and cycle routes
3	Improved transport links/public transport services	An improved bus service to Newmarket and a direct service to Bury St Edmunds
4	Improvements to the community/village hall	Provision of a larger village hall
5	Traffic calming/speed reduction	Speed bumps at the end of High Street/Newmarket Road

The top priority is for a road improvement scheme. The second and third priorities are also transport-related, involving improvements to pedestrian/cycle links, and public transport services. The District Council will work with the Parish Council and County Council to explore options and secure funding for road and transport schemes in Ashley. The District Council will also work in partnership to try to retain existing public transport levels, and encourage self-sufficient transport services, such as community transport.

The current community facilities in Ashley (including the shop, pub, restaurant, public hall, church and sports field) contribute to the quality of people's lives. The District Council will work with the County Council and Parish Council to secure funding, including developer contributions, to improve facilities wherever possible. The loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Ashley (Map 8.2)



Key

- Development Envelope
- Outside district
- Conservation Area
- Listed Building
- County Wildlife Site
- Scheduled Ancient Monument

Map 8.2
Ashley

N

1:6,000

Part Two: Village/Town Visions

8.3 Barway



Description of Barway

Barway is a small rural village, located three miles south of Ely and four miles north-west of Soham. The village contains several listed buildings including a small medieval church, which has been converted into a house. The village is a compact shape and is largely set around the village green.

There are no real facilities within the village, with residents travelling to nearby Ely or Soham for their goods and services. There is a bus service one day a week into Ely.

Key statistics

Barway	
Population ³⁰	130
Dwellings ³⁰	55
New dwellings built 2001-2012 (net)	1
Estimated new dwellings 2012-2031 ³¹	12
Employment ³²	To be confirmed following publication of 2011 census data
Existing public transport services	Return bus service into Ely, one day a week (Thu) as at 2012

Housing

Barway has experienced limited new growth in the last ten years on small ‘infill’ sites within the village. There are likely to be some further opportunities for infill development over the Plan period. Additionally, two new housing allocation sites are proposed on land east of The Barn, Randall Farm and land east of 5 Barway Road.

³⁰ Population and dwellings for Barway, Cambridgeshire County Council Research Group (mid-2010)

³¹ East Cambridgeshire Housing Trajectory 2012. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

³² To be updated with forthcoming Census results

Part Two: Village/Town Visions

A 'development envelope' has been drawn around Barway to define the built-up part of the village where development (infill and the allocation sites) may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2. Development on the allocation sites will need to be in line with Policy BARW1 and BARW 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Policy BAR 1: Housing allocation, land east of The Barn, Randalls Farm

0.3 hectares of land is allocated for residential development for approximately 5 dwellings.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide contributions in lieu of on-site open space towards the creation of a community woodland, play area and seating on the former village hall site (see the infrastructure section below)
- Provide a mix of dwelling types and sizes to reflect housing need within Barway
- Ensure new dwellings are connected to the foul sewerage and drainage network
- Comply with the other policies of the Local Plan.

Policy BAR 2: Housing allocation, land east of 5 Barway Road

0.3 hectares of land is allocated for residential development for approximately 5 dwellings.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide contributions in lieu of on-site open space towards the creation of a community woodland, play area and seating on the former village hall site (see the infrastructure section below)
- Provide a mix of dwelling types and sizes to reflect housing need current within Barway
- Provide landscaping along the boundary with the agricultural land to the north and east
- Ensure that new dwellings are connected to the foul sewerage and drainage network
- Comply with the other policies of the Local Plan.

Employment

There are several small businesses within the village, including a coach firm and laundry. Additionally there is a large agricultural firm on the edge of the village that employs a high number of people. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use employment sites for other purposes will only

Part Two: Village/Town Visions

be permitted in certain circumstances (see Policy EMP 1). Other suitable new employment proposals within, and on the edge of the village, will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Barway have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below:

	Priority	Suggestions
1	Improvements to pedestrian/cycle routes	<ul style="list-style-type: none"> • Provision of a picnic/rest area for cyclists using the NCN cycle route • District and County Council to ensure access remains possible to existing Rights of Ways • Work with District and County Council to ensure better maintenance of footpaths/cyclepaths and improved footpath/cyclepath surfacing
2	Traffic calming/highway improvements	<p>District and Town Council to work with County Council to explore and seek funding for the following improvements:</p> <ul style="list-style-type: none"> • Widening of road on entrance to the village • Provision of traffic lights and improved signage on the A142 junction • Extension of 30 mph speed limit to Goose Fen Drove turning, before the first five houses in the village
3	New play area/ improvements to open space	District Council to seek developer contributions to provide community woodlands, with play area and seating on the former Village Hall site.

The top priority is for improvements to pedestrian/cycle routes, followed by the provision of traffic calming/highway improvements and the need for a new play area and open space in the village. The District Council will work with the Town Council and County Council to explore options and secure funding for such schemes.

Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 3.

Part Two: Village/Town Visions

Spatial strategy for Barway (Map 8.3)



Key

- Development Envelope
- Housing allocation
- BAR X Local Plan Policy
- Listed Building

Map 8.3
Barway

N

1:4,000

Part Two: Village/Town Visions

8.4 Black Horse Drove



Description of Black Horse Drove

Black Horse Drove is located 3 miles north-west of Littleport close to the border with Norfolk County. It is a linear village that has been developed mainly to the north of the drove. There is a mixture of bungalows and houses and there are extensive views across the surrounding fens.

Black Horse Drove has a limited range of services – there is a community centre, children’s play area and field, public telephone and a post box. There is also a bus service that runs through Black Horse Drove one day a week. The main features of the village are shown on Map 8.4.

Key statistics

Black Horse Drove	
<i>Population</i> ³³	220
<i>Dwellings</i> ³³	93
<i>New dwellings built 2001-2012</i>	5
<i>Estimated new dwellings 2012-2031</i> ³⁴	5
<i>Employment</i> ³⁵	To be confirmed following publication of 2011 census data
<i>Existing public transport services</i>	A limited service which operates once a day to Littleport, Prickwillow and Ely (Thursdays only) (as at September 2012)

Housing

Black Horse Drove is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. No new housing allocation sites are proposed on the edge of Black Horse Drove.

³³ Population and dwellings for Black Horse Drove, Cambridgeshire County Council Research Group (mid-2010)

³⁴ East Cambridgeshire Housing Trajectory 2012. Note this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

³⁵ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A ‘development envelope’ has been drawn around Black Horse Drove to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

No new employment allocation sites are proposed on the edge of Black Horse Drove. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and Community Facilities

Residents in Black Horse Drove have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below:

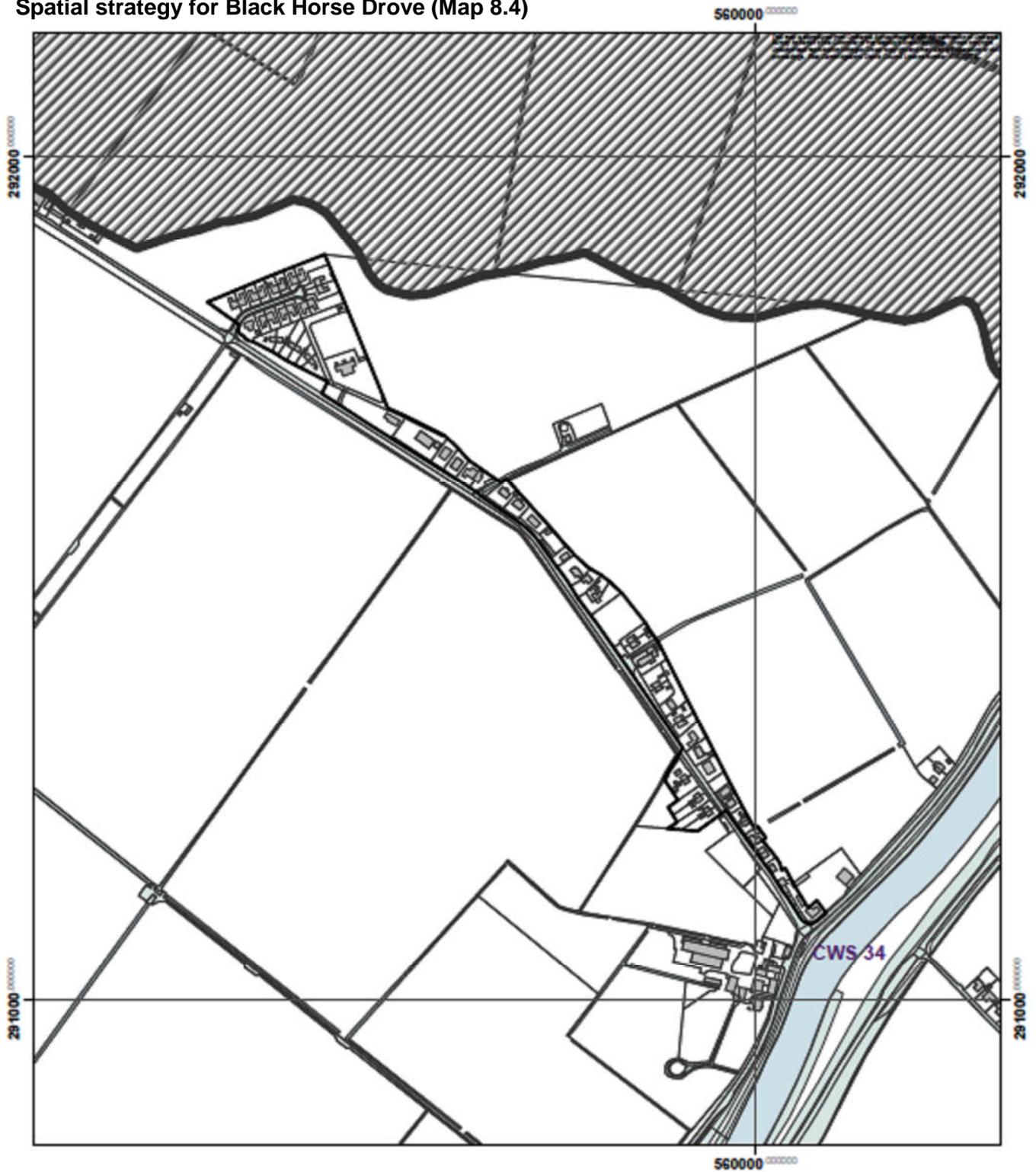
	Priority
1	Improvements to pedestrian/cycle routes
2	Improvements to play area and field

The first priority are improvements to pedestrian/cycle routes with the second being improvements to the play area and field. The District Council will work with the Parish Council and County Council to explore options for funding for such schemes.

The current community facilities in Black Horse Drove (including the Community Centre and children’s play area and field) contribute to the quality of people’s lives. The District Council will work with the County Council and Parish Council to secure funding, including developer contributions, to improve facilities wherever possible. The loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Black Horse Drove (Map 8.4)



Key

- Development Envelope
- Outside district
- County Wildlife Site

Map 8.4
Black Horse Drove
N
1:6,000

Part Two: Village/Town Visions

8.5 Bottisham



© Tony Jolley, Bottisham Parish Council

Description of Bottisham

Bottisham is a relatively large village situated approximately 7 miles east of Cambridge and 6 miles west of Newmarket. The village is wholly enclosed within the Green Belt. To the north, Bottisham Park provides a mature, well-wooded parkland setting. A Conservation Area is designated along the High Street that contains a number of 16th and 17th Century buildings.

Local amenities include a public house, shop and post office, GP surgery, library, primary school and Bottisham Village College. There is also a long-established employment area off Tunbridge Lane. The village has limited open space particularly in terms of what is available for public use. The open space adjacent to the Village College is widely used for informal recreation and events, and makes an important contribution to community life. There is a good bus service operating from Bottisham to Cambridge, Newmarket and Ely.

Key statistics

Bottisham	
Population ³⁶	2110
Dwellings ³⁶	840
New dwellings built 2001-2012 (net)	138
Estimated new dwellings 2012-2031 ³⁷	118
Employment ³⁸	To be confirmed following publication of 2011 Census data
Existing public transport services	Services to Cambridge, Burwell, Newmarket, Bury St Edmunds and Ely (Mon-Sat) (as at 2012)

³⁶ Population and dwellings for Bottisham village, Cambridgeshire County Council Research Group (mid-2010)

³⁷ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

³⁸ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Housing

Bottisham has faced pressure for growth due to its close proximity to Cambridge, and is likely to continue to grow over the next 20 years.

Infill development

A development envelope has been drawn around Bottisham to define the built-up part of the village where housing development may be permitted. The purpose is to prevent sprawl into the open countryside.

There are some opportunities for development on land within the current settlement boundary, on 'infill' sites. It is estimated that there could be capacity for perhaps xxx dwellings between 2011 and 2031. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

New housing sites

One new housing allocation is proposed in Bottisham outside the current settlement boundary. Development on the allocation site will need to be in line with Policy BOTTISHAM 1 – see details below. The site has an estimated capacity for approximately 50 dwellings.

Housing allocation – land east of Bell Road

The site is located to the south of Bottisham, wholly within the Cambridge Green Belt which surrounds the village. The area is bounded by the Hastoe housing development to the west, the St Peter's Field housing development to the north and a former medieval moated site and fishponds to the east which is designated as a Scheduled Ancient Monument (SAM). The allocation site is considered to be the most sustainable location for the expansion of Bottisham and was identified as a preferred broad area for growth in the Core Strategy (2009).

As proposed in the Core Strategy, the development of the site will require the release of land from the Cambridge Green Belt. Proposals will need to create a new clear, defensible Green Belt boundary for the village to protect the openness and rural character of the surrounding countryside from encroachment. Prominent physical features suitable for creating strong boundaries include roads, railways, watercourses, ridgelines, protected woodlands or hedges. In selecting the most appropriate type of boundary treatment, developers are encouraged to consider the level of noise protection/reduction it could provide from the A14.

The site's sensitive location, adjacent to a Scheduled Ancient Monument needs to be fully addressed. The monument is of national importance and its significance and value to the village have been enhanced by research undertaken as part of the St Peter's Field housing development.

It will be important for any development to address the issues of setting and impact on the significance of the heritage asset to the satisfaction of English Heritage, Cambridgeshire County Council Archaeology and the District Council's Conservation Officer. Key requirements include:

Part Two: Village/Town Visions

Allowing no development to the south of the moat as this would result in adverse impact upon the rural context and the position of the moat on the southern boundary of the historic core of Bottisham.

A buffer area to the west of the monument as indicated on Map 8.5 in order to protect its setting. The use of the buffer area should be restricted to activities that would not have an adverse impact on the SAM, e.g. public open space.

Careful consideration of the nature of the boundary treatment with the adjacent development; development should face the monument and create a soft edge.

There is an identified local need for allotment space within Bottisham. Land east of Bell Road is the only area capable of delivering this community use over the plan period, so it is crucial that provision is made within the scheme.

The District Council will require the preparation of a Masterplan for the whole site, prior to the approval of a development scheme. The Masterplan should establish the development and green belt boundaries for the site along with the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will expand on Policy BOTTISHAM 1 and demonstrate how a high quality development will be achieved. Once approved by the District Council, the Masterplan will be published as a Supplementary Planning Document, and used to guide detailed planning decisions. The Masterplan will be subject to regular reviews as appropriate to ensure that proposals for the site remain robust in the face of changing circumstances.

Policy BOT 1: Housing allocation, land east of Bell Road

1.7 hectares of land is allocated for residential development for approximately 50 dwellings.

A Masterplan for the whole area will need to be prepared and approved by the District Council in advance of any planning applications being submitted.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.
- Provide a mix of dwelling types and sizes to reflect current evidence of need in Bottisham.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and to provide an attractive extension to Bottisham. Areas requiring particular attention include those areas of development facing the SAM and those on the eastern side of the site with views of Holy Trinity Church.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Be sensitive to the Scheduled Ancient Monument and avoid impact on its value as a designation and wider setting. As such, a buffer zone is required as indicated on Map 8.5. Appropriate uses for the buffer zone to the west of the monument could include suitable public open space or a nature conservation area. Proposals should also demonstrate an appropriate mechanism for the long-term management and maintenance of the monument and buffer area.
- Provide new allotments within the site (potentially as part of the SAM buffer – subject to the results of archaeological evaluation and agreement with English Heritage) for the use of the local

Part Two: Village/Town Visions

community, as part of the open space provision for the site to meet the identified need for the village. The allotment land should be accessible by car, foot and cycle and include the provision of a water supply and a parking area.

- Be accompanied by a Landscape Assessment and include measures to enhance the surrounding Green Belt and provide a well-defined and defensible boundary to the Green Belt on the southern boundary of the site. The boundary treatment should also seek to reduce noise impact from the A14.
- Exploit opportunities for new pedestrian and cycle links to the High Street and include measures to actively promote sustainable transport, including public transport, walking and cycling.
- Provide the main vehicular access from Bell Road, via a spur off the existing access that serves St. Peter's Field (subject to a Transport Assessment demonstrating the adequacy of the Bell Road/Newmarket Road junction).
- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide new allotments within the site (potentially as part of the SAM buffer – subject to the results of archaeological evaluation and agreement with English Heritage) for the use of the local community, as part of the open space provision for the site to meet the identified need for the village. The allotment land should be accessible by car, foot and cycle and include the provision of a water supply and a parking area.
- Be accompanied by a Landscape Assessment and include measures to enhance the surrounding Green Belt and provide a well-defined and defensible boundary to the Green Belt on the southern boundary of the site. The boundary treatment should also seek to reduce noise impact from the A14.
- Exploit opportunities for new pedestrian and cycle links to the High Street and include measures to actively promote sustainable transport, including public transport, walking and cycling.
- Provide the main vehicular access from Bell Road, via a spur off the existing access that serves St. Peter's Field (subject to a Transport Assessment demonstrating the adequacy of the Bell Road/Newmarket Road junction).
- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with the other policies of the Local Plan.

Mixed-use housing/employment allocation – Crystal Structures site

One key potential infill opportunity is the 'Crystal Structures' site on Tunbridge Lane. This currently has several buildings on it, which were used for employment purposes, however, this use has been dwindling in recent years and the buildings are considered to be unsuitable for modern use.

Therefore it is considered appropriate to allow the site to be redeveloped for a mix of housing and employment uses (B1/B2), in accordance with Policy EMP 1.

Policy BOT 2: Mixed-use housing/employment allocation, Crystal Structures

0.9 hectares of land is allocated for a mixed-use development for approximately xx sq m of employment development (B1/B2) and xx dwellings.

A Masterplan will need to be prepared and submitted as part of an outline planning application, and approved by the District Council.

Part Two: Village/Town Visions

Development proposals will be expected to:

- Demonstrate compatibility with adjacent land uses including evidence that the local highway network is able to accommodate the traffic that would be generated.
- Provide an element of affordable housing (currently 40%) as required under Policy xx.
- Provide a mix of dwelling types and sizes to reflect current evidence of need in Bottisham.
- Provide an attractive and useable area of public open space to the front of the site.
- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties.
- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewage network.
- [Check for other site constraints on GIS e.g. TPOs]
- Comply with the other policies of the Local Plan.

Employment

Employment provision in Bottisham is limited compared to larger settlements in the district but there is an established business park at Tunbridge Court on Tunbridge Lane. Other key employers in the village include the schools, retail outlets and health facilities.

Employment growth in Bottisham is required to allow for the sustainable growth of the village and help meet local employment needs.

Employment allocation – extension to Tunbridge Lane Business Park

The site is located within the Green Belt, adjacent to the existing Tunbridge Lane Business Park. The area was identified in the Core Strategy (2009) as an area for B1 employment development.

The development of this land for employment purposes should help to provide additional jobs in Bottisham, and reduce the amount of out-commuting from the village. It is considered that B8 uses are inappropriate on the site as they may cause harm to the residential amenity of neighbouring properties and have a detrimental impact on the character and appearance of the surrounding area.

The development of the site will require the release of land from the Cambridge Green Belt. There is a clear limit to the east of the site due to an existing right of way which should enable the creation of a new defensible Green Belt boundary.

The Highways Authority has advised that safe vehicular access can be achieved via the existing business park.

The District Council will require the preparation of a Masterplan for the whole site, prior to approval of a development proposal. The Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and look at principles including access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy BOTTISHAM 2, and ensure a high standard of comprehensive planning.

Policy BOT 3: Employment allocation, extension to Tunbridge Lane Business Park

1 hectare of land is allocated for employment development (B1/B2) on land adjacent to Tunbridge

Part Two: Village/Town Visions

Lane Business Park.

A Masterplan will need to be prepared and submitted as part of an outline planning application, and approved by the District Council.

Development proposals will be expected to:

- Demonstrate compatibility with adjacent land uses including evidence that the local highway network is able to accommodate the traffic that would be generated.
- Have particular regard to the scale, height, design and massing of buildings, in order to minimise visual impact on the surrounding Green Belt and on residential dwellings to the south.
- Provide landscaping along boundaries with adjoining Green Belt.
- Retain and enhance the existing public right of way which adjoins the site.
- Demonstrate that any adverse impacts on protected species can be adequately mitigated.
- Demonstrate that there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with the other policies of the Local Plan.

Infrastructure and community facilities

Bottisham needs to be served by appropriate levels of infrastructure and facilities, in order to ensure the quality of people's lives and prevent unnecessary travel. As outlined in Chapter 7, the District Council will continue to work with infrastructure providers and partners to enable the delivery of necessary infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

It will also be important to protect existing community facilities. As set out in Chapter 7, the loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits Bottisham will be supported in principle, subject to Policy COM 4.

The key future infrastructure and service requirements for Bottisham are set out in the table overleaf. These have been identified through technical work, discussions with infrastructure providers, and community consultation - and are linked to the estimated future levels of growth in Bottisham over the next 20 years.

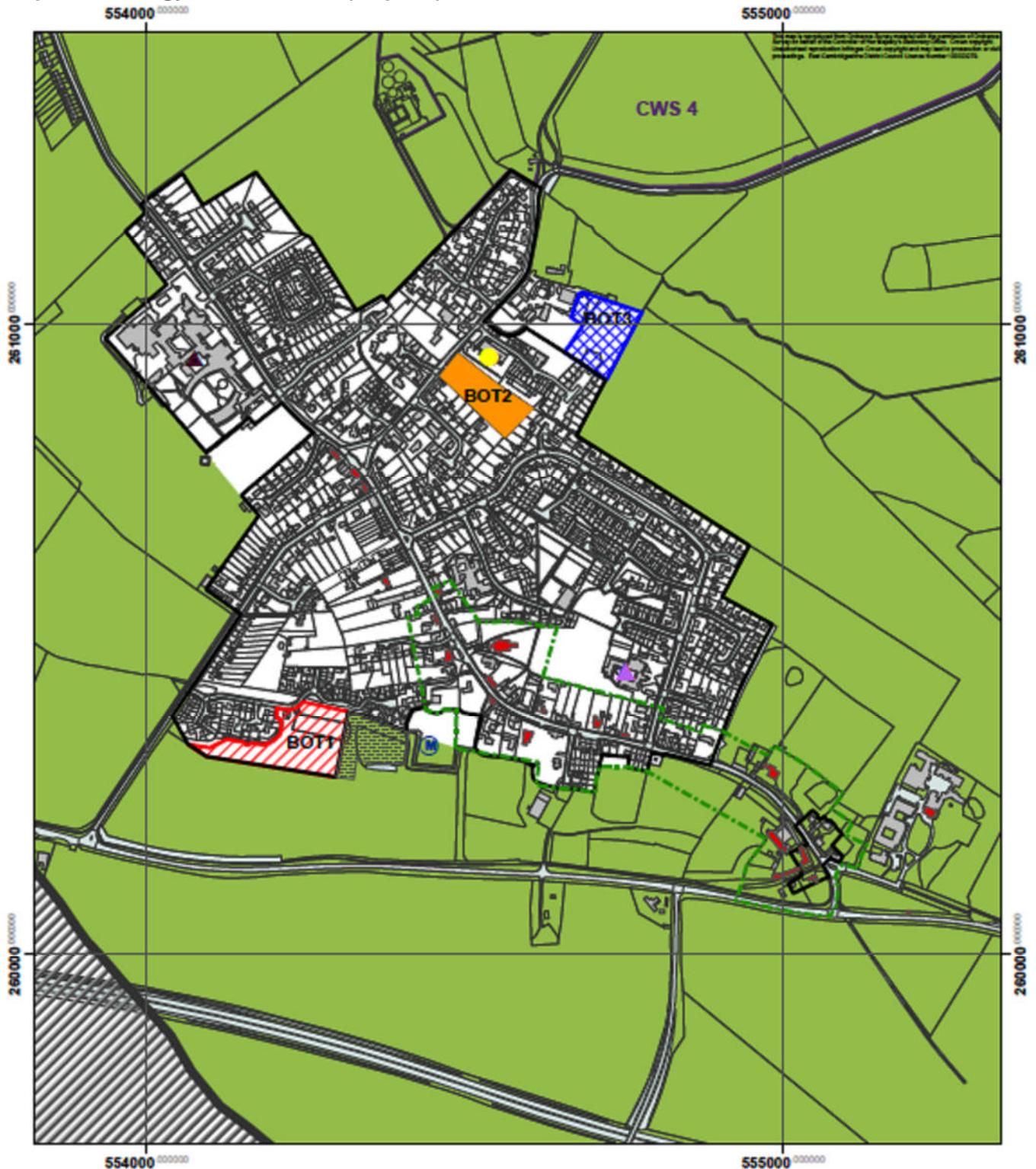
Infrastructure / facility	Location	Provider	Delivery date (estimated)	Details
Upgrade to sewage treatment facilities	Sewage Treatment Works	Anglian Water	2015	Capacity in the STW is limited until upgrades are completed. Development proposals in this period will need to be supported by Anglian Water.
New allotments	Land east of Bell Road			Facilitated as part of the Bell Road development (see Policy BOT 1)
Creation of a new pedestrian / cycle link from the Bell Road area to High Street	Land east of Bell Road			Facilitated as part of the Bell Road development (see Policy BOT 1)

Part Two: Village/Town Visions

Infrastructure / facility	Location	Provider	Delivery date (estimated)	Details
Development of new public open space		Bottisham Parish Council		The Parish Council are engaging with local landowners to explore the potential for land to be used by the village
Extension to Bottisham Primary School		County Council	As required	Limited expansion is possible at the site of Bottisham Primary School
Extension to Bottisham Village College		County Council	As required	There is physical capacity on the Bottisham Village College site to expand
A14	South of the village	Highways Authority		The A14 causes noise pollution within the village. The Parish Council is lobbying the Highways Authority to introduce noise reduction measures. The District Council also wish to see traffic noise reduced as part of the Bell Road development (see Policy BOTTISHAM 1)
Local highway network	Including Bell Road, Tunbridge Lane, Lode Road and High Street	Cambridgeshire Police / County Council		The Parish Council is working in partnership with the local police and County Council Highways to identify and cost some speed reduction / traffic calming measures for the village

Part Two: Village/Town Visions

Spatial strategy for Bottisham (Map 8.5)



Key

Development Envelope	Primary Schools
Housing led/Mixed use allocations	Secondary Schools
Housing allocation	Scheduled Ancient Monument
Employment allocation	SAM buffer
BOTX Local Plan Policy Conservation Area	County Wildlife Site
Listed Building	Green Belt
Doctors Surgery	Outside district

Map 8.5

Bottisham

 N

 1:8,000

Part Two: Village/Town Visions

8.6 Brinkley



Description of Brinkley

Brinkley is a pleasant village set in wooded, rolling countryside, approximately 5 miles south of Newmarket. The village has a number of attractive listed buildings including Brinkley Hall, which stands in extensive grounds that are included within the County list of Historic Parklands. The older parts of the village are covered by a Conservation Area. The main features of the village are shown on Map 8.6.

Facilities in the village include a church, Memorial Hall, public house and play area. The village has a regular bus service which runs to Newmarket.

Key statistics

Brinkley	
<i>Population</i> ³⁹	370
<i>Dwellings</i> ³⁹	160
<i>New dwellings built 2001-2012 (net)</i>	3
<i>Estimated new dwellings 2012-2031</i> ⁴⁰	1
<i>Employment</i> ⁴¹	To be confirmed following publication of 2011 census data
<i>Existing public transport services</i>	Limited services to Cambridge (Mon-Sat), Newmarket (Mon-Fri), Linton and Haverhill (Mon-Fri). (as at Nov 2012)

Housing

Brinkley is likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the village. No new housing allocation sites are proposed on the edge of Brinkley.

³⁹ Population and dwellings for Brinkley parish (mid-2010), Cambridgeshire County Council Research Group

⁴⁰ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁴¹ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A 'development envelope' has been drawn around Brinkley to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

There are few businesses in the village. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Brinkley. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Brinkley have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below:

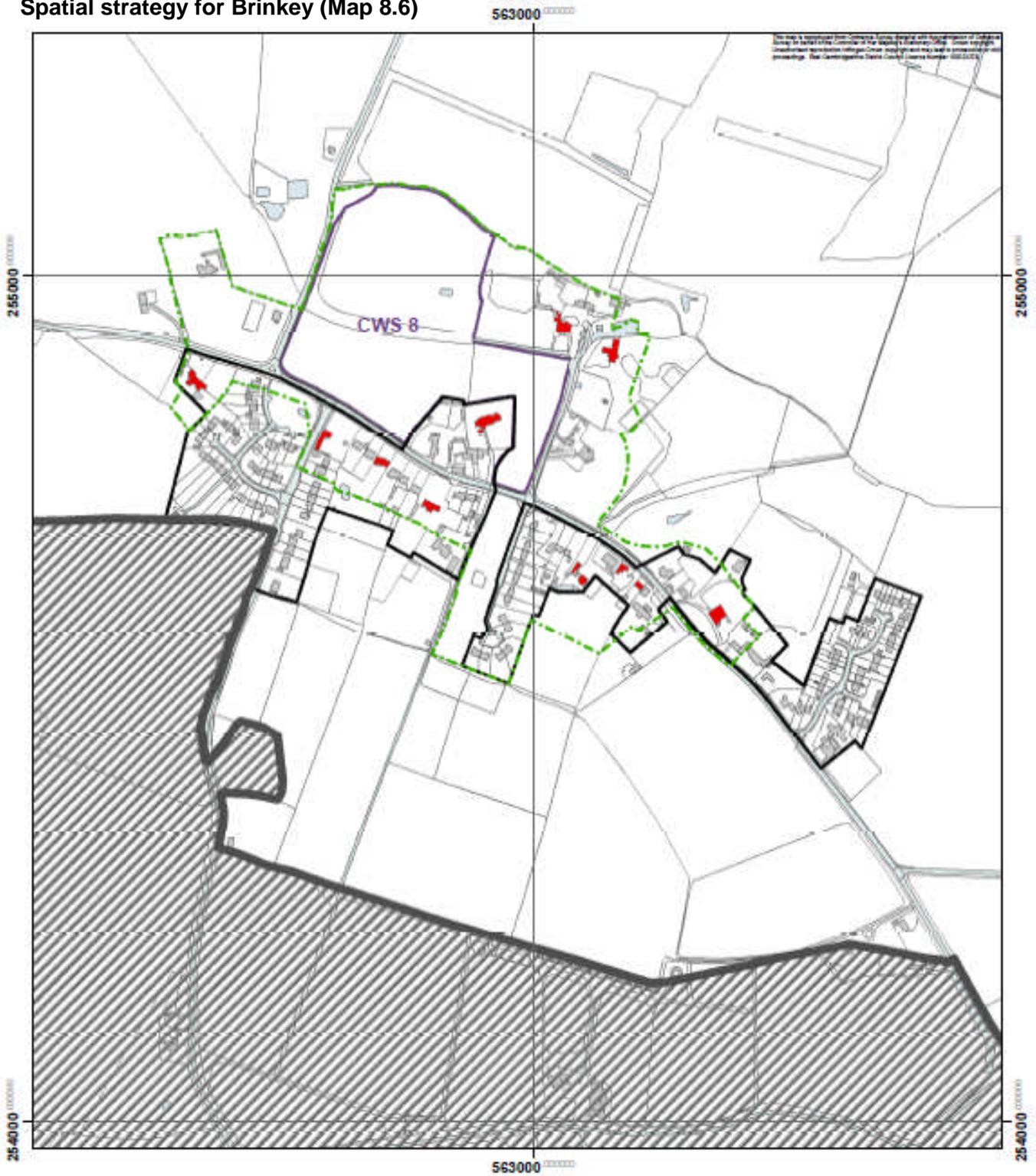
	Priority	Suggestions
1	Reduce speeding through the village	Parish Council to work with District and County Council and Cambridgeshire Police in exploring options to address speeding issues.
2	Improvements to the speed of local broadband service	Options for the provision of access to either superfast or basic broadband will be considered by the Connecting Cambridgeshire project http://www.connectingcambridgeshire.co.uk/
3	Improvements to pedestrian/cycle routes	Cycle route to Burrough Green (along the road, not across country).
4	Improvements to the community/village hall	Identify specific improvements to be considered for future funding sources e.g. <ul style="list-style-type: none"> • New flooring • Landscaping • Repaint the exterior
5	Community shop	Explore options for the provision of a community shop.
6	More school places	Work with County Council to ensure that any shortage of spaces is fully considered and addressed within the next capital expenditure programme.

The top priority is to address speeding issues through the village. Other priorities include more school places at Burrough Green School and improvements to the Memorial Hall. The District Council will work with the Parish Council and County Council to explore options and secure funding for the above improvements in Brinkley and will also liaise with the County Council to explore issue of extra school places. The District Council will also work in partnership to try to retain existing public transport levels, and encourage self-sufficient transport services, such as community transport.

The current community facilities in Brinkley (including the church, Memorial Hall, public house and play area) contribute to the quality of people's lives. The loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Brinkey (Map 8.6)



Key

- Development Envelope
- Conservation Area
- Listed Building
- County Wildlife Site
- Outside district

Map 8.6
Brinkey
N
1:6,000

Part Two: Village/Town Visions

8.7 Burrough Green



© Geoffrey Woollard

Description of Burrough Green

Burrough Green is a small village located approximately 5 miles southwest of Newmarket. A Conservation Area covers the southern and central parts of the village and safeguards a number of attractive buildings including several thatched cottages. The Green forms a focal point for the village, providing recreational opportunities for residents. The main features of the village are shown on Map 8.7.

The facilities within the village include a school, public house, church, cricket club and village hall known as the Reading Room. There is a regular bus service to Cambridge and Newmarket.

Key statistics

Burrough Green	
<i>Population</i> ⁴²	360
<i>Dwellings</i> ⁴¹	160
<i>New dwellings built 2001-2012 (net)</i>	10
<i>Estimated new dwellings 2012-2031</i>	10
<i>Employment</i> ⁴³	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	Limited services to Cambridge (Mon-Sat), Newmarket (Mon-Fri), Linton and Haverhill (Mon-Fri). (as at Nov 2012)

Housing

Burrough Green is likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the village. No new housing allocation sites are proposed on the edge of Burrough Green.

⁴² Population and dwellings for Burrough Green parish (mid-2010), Cambridgeshire County Council Research Group

⁴³ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A 'development envelope' has been drawn around Burrough Green to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

Current businesses run in the village include RE and GB Way – antiquarian booksellers, R Jaggard & Sons – coal and fuel merchants, and several units on the Running Horse business park. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to reuse employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Burrough Green. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Burrough Green have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below:

	Priority	Suggestions
=1	New play areas	Potential locations include the village green, near the school or near the pub
=1	Improvements to pedestrian/cycle routes	Parish Council to work with County Council to seek improvements, e.g. new link to Green Lane byway
=1	Improvements to the community / Village Hall	Identify specific improvements to be considered for future funding sources e.g. new windows.

Three priorities were identified as equally important for the parish. The District Council will work with the County Council and Parish Council to explore options and secure funding for improvements to community facilities and transport infrastructure within Burrough Green.

The current community facilities within Burrough Green are good (including the school, pub, church and village hall) and contribute to the quality of people's lives. The loss of existing community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Burrough Green (Map 8.7)

564000

© Crown Copyright and the Controller of Her Majesty's Stationery Office. All rights reserved. This map is reproduced by permission of the Controller of Her Majesty's Stationery Office. Ordnance Survey has been licensed to the Local Planning Authority for the purposes of this map. The Ordnance Survey Licence number is 100012222.



564000

Key

-  Development Envelope
-  Conservation Area
-  Listed Building
-  Primary School
-  Scheduled Ancient Monument



Map 8.7
Burrough Green



1:4,000

Part Two: Village/Town Visions

8.8 Burwell**Description of Burwell**

Burwell is the 4th largest settlement in terms of population in the district, after the three market towns Ely, Littleport and Soham. The village is situated in the south of the district, 4 miles north of Newmarket and 11 miles north east of Cambridge. Burwell has an attractive historic core with two Conservation Areas, the earthwork remains of the 12th century Burwell Castle, a Scheduled Monument to the south of the village, Devils Dyke an SSSI and nearly sixty listed buildings. Burwell also lies close to Wicken Fen National Nature Reserve and the Newmarket horseracing industry. The main features of the village are shown on Map 8.8.

Though in East Cambridgeshire, its close proximity to Newmarket and lack of bus services to Ely mean that many people in Burwell look to Newmarket for shops and services. Burwell itself has a good range of services including a primary school, several shops, public houses, banks, village halls, a sports centre, swimming pool, doctor's surgery, pharmacy and petrol station. The village acts as a local service centre for the surrounding smaller villages, so existing retail and services need to be retained.

The key challenge for Burwell will be achieving balanced growth – ensuring that both housing and employment growth occur together. Some housing growth is needed in Burwell to meet the housing needs of the village and also in order to support the existing shops and services. Burwell has a range of employment opportunities, mainly provided on business parks on the edge of the village. However, it also has a high level of out commuting and one of the challenges for Burwell is to reduce this by providing more jobs in the village. The District Council will need to be proactive in helping to bring the employment allocations into use. There needs to be a balance however, between meeting these needs and retaining the rural feel of the village. It is important also to avoid further elongating the village by locating new housing close to the village centre.

It is important that the necessary infrastructure and facilities are in place to support the growth of the village. Burwell Village College Primary School is currently at capacity and this school year has had to expand into temporary classroom accommodation. Further growth would mean that expansion would need to be made permanent. The doctor's surgery may also need to expand to meet the needs of the increased population. Concerns have been raised about the quality of

Part Two: Village/Town Visions

outdoor sports facilities in the village and there is a desire within the community to consolidate the outdoor pitches on a single site, alongside team changing and parking facilities. Raising the quality of the riverside area is another priority for the village.

The village has good road access to the A11 and A14. It has a regular bus service to Newmarket and Cambridge, but no bus service to Ely. However, one key infrastructure requirement is provision of a foot/cycle path around the bridge on Exning Road, to enable safe access to Exning and Newmarket for pedestrians and cyclists.

Key statistics

Burwell	
Population ⁴⁴	6120
Dwellings ⁴⁴	2710
New dwellings built 2001-2012 (net)	287
Estimated new dwellings 2012-2031 ⁴⁵	499
Employment ⁴⁶	
Existing public transport services	Regular bus service to Newmarket and Cambridge (Monday – Saturday (as at July 2012))

A Vision for Burwell

A vision for Burwell in the year 2031 is set out below – followed by a set of strategic objectives to deliver and facilitate the vision. The vision provides clear direction for development in Burwell up to 2031. It has been developed from the key characteristics and issues described above, and through consultation on the Local Plan. It has also been informed by the ‘Burwell Masterplan’ document which looks at the long-term growth of Burwell over the next 20 years. Its purpose is to inform debate on the future capacity of Burwell to grow, and feed into development of the Local Plan. The Masterplan can be viewed on the District Council’s website at www.eastcambs.gov.uk and is due to be formally adopted by the Council in February 2013.

Burwell vision statement

In 2031 Burwell will be a thriving rural community with a variety of local shops, services and employment that has retained its local village character and community support networks.

Burwell strategic objectives

1. Ensure all new development is in keeping with the rural character of the village, reflecting its distinctive design characteristics and with densities that respect the rural tradition of the village.
2. Avoid further elongation of the village, and focus housing growth close to the centre part of Burwell where easy access can be provided via foot or cycle to key services and facilities.
3. Address the traffic volume and speeding issues as new development takes place, seeking to promote walking, cycling and public transport wherever possible.
4. Support job retention and creation by retaining existing employment sites and facilitating new developments in the village.

⁴⁴ Population and dwellings for Burwell parish, Cambridgeshire County Council Research Group (mid-2010)

⁴⁵ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁴⁶ ONS 2009

Part Two: Village/Town Visions

5. Protect and enhance the village centre, by retaining existing shops and facilities, and supporting proposals for expansion.
6. Provide enhanced infrastructure and facilities to support growth, including the consolidation of outdoor sports facilities on a single site off Newmarket Road.
7. Raise the quality of the riverside area of Burwell by exploring options to increase access and recreation facilities and ensuring that new development reflects and enhances the character of its riverside setting.

Housing

Burwell is one of the largest villages in the district, and is likely to continue to grow over the next 20 years.

A 'development envelope' has been drawn around Burwell to define the built-up part of the village where housing development may be permitted. The purpose is to prevent sprawl into the open countryside. Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

There are some opportunities for development on land within the built part of Burwell, on 'infill' sites. It is estimated that there could be capacity for perhaps 156 dwellings between 2011 and 2031. Development on infill sites in the village will need to be in line with Policy GROWTH 2.

However, the supply of infill land in Burwell is limited and a new housing allocation site is therefore proposed on the edge of Burwell off Newmarket Road. Development on this allocation site will need to be in line with Policy BURW1 – see details below. The new housing site is located in the central belt of Burwell and should provide good access to shops and services in the core of the village and will avoid elongating the village. The site is allocated for approximately 350 dwellings. A summary of the potential houses sources is set out in the table below.

<i>Housing sources</i>	<i>Number of dwellings</i>
Outstanding planning permissions	52
Potential large future sites	33
Estimated windfall on small sites	52
Rural exceptions sites	12
Housing allocation	350
TOTAL ESTIMATED SUPPLY	499

Housing allocation – land off Newmarket Road

The site is located to the east of the village, and is currently open farmland. The area is bounded by residential development to the west, Newmarket Road to the south, and farmland to the north and east. The area was allocated for housing in the East Cambridgeshire Core Strategy (2009) and identified as the preferred location for housing development in the Burwell Masterplan (2012). The site is in single ownership – Cambridgeshire County Council.

The allocation is for 350 dwellings, plus the provision of open space, and land for new sports pitches. It is estimated that approximately 20 hectares of land will be required to facilitate this scale of development. Land off Newmarket Road is an open field with no obvious boundaries, and covers far in excess of 20 hectares. The map for Burwell below shows a very large 'area of search' well in excess of 20 hectares, somewhere within which the scheme is likely to be located.

Part Two: Village/Town Visions

Applicants will need to explore and justify the exact location and boundaries of the scheme, through the production of a site-specific Masterplan submitted alongside an outline planning application. A number of constraints will influence the location of the development, including the need to provide the main access route into the site off Newmarket Road (plus an emergency access route off Ness Road), as well as further investigative work relating to design, viability and deliverability.

The 20 hectare allocation will take up only a proportion of a large open field and landholding, and it is possible that at some unknown date in the future, there could be a proposal for further development on the site as part of a future Local Plan review. The design of any scheme will therefore have to have regard to this in relation to layout, design and access. This should take the form of an Indicative Development Framework or broad concept plan, which will need to be submitted alongside the planning application for the development.

There is a community aspiration for land to be available for self-build properties and part of the site should be identified for such purposes. There is also a desire to consolidate outdoor sports facilities in the village on a single site as part of this development.

Careful landscaping around the perimeter of the site will be necessary to create an attractive setting and entrance to the village and a suitable buffer between the site and the existing residential development.

Safe access to the site will be provided off Newmarket Road, as demonstrated through a Transport Assessment. This will need to have regard to potential future expansion on the site. An additional access point for emergency vehicles exists off Ness Road and this should be brought up to a useable standard for emergency vehicles, pedestrians and cyclists. It will also be important to provide pedestrian and cycle links through to Felsham Chase, to allow ease of movement for local people.

The District Council will require the preparation of a Masterplan for the whole allocation, prior to approval of a scheme. The Masterplan should establish the broad location of land uses, roads, services, open space and landscaping, and look at principles such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of the Policy BURW1, and ensure a high standard of comprehensive planning. The Masterplan will need to be submitted alongside an outline planning application. Whilst new development does not necessarily have to take a traditional form, it will be expected to harmonise and be sympathetic with the character of the village. Development will need to comprise of a mix of densities across the site and have regard to the rural character of the village and be sensitive to the edge of settlement location.

Policy BUR 1: Housing allocation, land off Newmarket Road

Approximately 20 hectares of land is allocated for residential development for approximately 350 dwellings. Applicants will be expected to identify the exact location and boundaries of the development scheme, somewhere within the broad area of search, through the production of a Masterplan for the scheme.

The Masterplan for the whole scheme will need to be prepared and submitted as part of an outline planning application, and approved by the District Council.

Development proposals will be expected to:

- Provide an element of affordable housing (currently 40%) as required under Policy HOU 3, with priority being given to people in local housing need.

Part Two: Village/Town Visions

- Provide a minimum of 2.2ha of public open space on-site and at least 1 play area.
- Provide a minimum of 2.5 hectares of land for 4 sports pitches, changing facilities and onsite parking within the site.
- Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development.
- Provide appropriate landscaping as a buffer where necessary to existing developments and where the scheme follows the new edge of the village.
- Provide footpath and cycle linkages between Felsham Chase, Newmarket Road and Ness Road, and a foot/cycle path link through the site between Newmarket Road and Ness Road.
- Provide safe vehicular access from Newmarket Road, as demonstrated by a Transport Assessment, with an additional access point provided for emergency vehicles off Ness Road.
- Provide necessary highway improvements and traffic management measures on nearby roads, as demonstrated in the Transport Assessment for the development proposal.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Burwell, including provision for an element of self-build properties
- Demonstrate how they fit with the longer-term plans for the area to the east of the allocation site – via an Indicative Development Framework or broad concept plan for the whole area
- Comply with the other policies of the Local Plan.

Employment

Burwell has a range of employment opportunities, mainly provided on business parks on the edge of the village. The main estate in Burwell is the Meadow View Business Park on Reach Road. To the north of the village is Broads Road Business Park and there are also a number of small units on Heath Road to the east of the village. Other key employers in the town include the school, Burwell House, the medical centre, and shops and businesses located in the village centre.

There are currently an estimated 1100 jobs⁴⁷ available in Burwell. The District Council is keen to try and provide more jobs in Burwell, and increase the levels of self-containment. The current self-containment level is estimated to be approximately 29%, e.g. with 1,100 jobs available for 3,800 people of employment age (16-64 years). As part of this strategy, a number of new sites are proposed for employment development in Burwell, to try and increase the stock of commercial premises. This includes employment allocations on Reach Road – see Policies BURW 2 and 3 below. A summary of employment potential on these sites is set out in the table below. The table also includes an estimate for additional home working employment in Burwell over the Plan period.

Additional jobs from these sites/sources alone could help to increase the level of self-containment in Burwell to an estimated 51% by 2031 (with 1730 jobs available for an estimated 3400 people of employment age)⁴⁸. However, this is a conservative estimate and self-containment is likely to be higher, as it doesn't take account of other potential increases in jobs in the village from existing businesses, schools, shops and levels of home working.

Employment potential on new sites in Burwell

<i>Location</i>	<i>Hectares</i>	<i>Estimated jobs growth</i>	<i>Policy reference</i>
Land at Reach Road	2.5	337	Policy BURW 2
Former DS Smith Site	3	293	Policy BURW 3
Home working		129	-
TOTAL ADDITIONAL JOBS		759	

⁴⁷ Source ONS 2009

⁴⁸ Future population estimate as provided by Cambs County Council Research Group, based on the housing trajectory

Part Two: Village/Town Visions

It is also important to try and prevent the loss of existing business premises and land, in order to support local economic growth. This is even more crucial in the context of the current economy where viability and profits margins are low for business development, particularly speculative schemes. The District Council is keen to retain the existing stock of business land and premises in Burwell, given this context. Proposals to re-use employment sites in Burwell for other purposes will therefore only be permitted in certain circumstances – as set out in Policy EMP 1 in Chapter 5 Employment.

Large-scale new employment development should be focused in the allocated employment/mixed use sites – in order to facilitate their development, ensure suitable access, and minimise impact on the setting and character of Burwell. However, small-scale employment schemes that come forward on the edge of Burwell may be supported in principle – subject to Policies EMP 2, EMP 3 and EMP 4 (as set out in Chapter 5).

Employment allocation – land at Reach Road

The site is located on the southern side of Reach Road, directly adjacent the Meadow View business Park and is currently uncultivated. The eastern boundary of the site is bordered by Reach Road and the western boundary of the site borders farmland. The site was identified as a potential area for employment development in the Core Strategy (2009) and the Burwell Masterplan (2012).

The Local Highway Authority has indicated that some improvements to Reach Road would be required. A Transport Assessment would also be necessary to consider the adequacy of the Reach Road/B1102 junction to cope with additional traffic volumes.

The existing electricity pylons and overhead cables that cross the site will influence the layout of the development. Part of the site is situated in an area of high flood risk, so mitigation of flood risk will need to be demonstrated in the detailed design and layout of the site

It will be important to provide landscaping on the eastern and western boundaries of the site. There may be an opportunity to improve the existing view of development on the approach from Reach Road to the west through an appropriate strategic planting scheme.

Policy BUR 2: Employment allocation, land at Reach Road

Approximately 2.5 hectares of land is allocated for employment development (B1/B2) on land at Reach Road.

Development proposals will be expected to:

- Provide safe and secure vehicular access to the site from Reach Road
- Ensure there is sufficient capacity at the Reach Road/B1102 junction for the additional traffic flows generated by development at this site
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside
- Take into account the existing electricity pylons and overhead cables when considering the layout of the development.
- Provide landscaping along the boundaries with adjoining agricultural land and retain existing hedgerows and trees.
- Demonstrate that the flood risk on the site can be adequately mitigated
- Comply with other policies of the Local Plan.

Part Two: Village/Town Visions

Employment allocation – Former DS Smith Site, Reach Road

This site is part of a larger site previously occupied by DS Smith. The original site was allocated for housing and employment in the 2000 Local Plan (a 49/51 split). Whilst the housing element of the site has been built, the employment element (this site) remains vacant.

The old factory building remains on the site, now in a derelict state, and the site is very overgrown.

The site is bordered to the south-east by housing, to the north is an existing employment area and Burwell Fire Station. Along the western boundary of the site is 'Paulines Swamp', a County Wildlife Site.

The Council considers that it is important to retain this strategic employment site in Burwell as the Council's Jobs Growth Strategy identifies a need to retain existing employment sites in order to underpin future economic growth.

There is a demand for employment land in the south of the district, and the loss of employment land may harm local firms, who may find it difficult to find suitable replacement sites. It is also important to retain employment sites to ensure that housing growth is matched by a growth in job opportunities for local people – in order to avoid further out-commuting. In addition there is a strong local desire to retain the site for employment use as demonstrated in the Burwell Masterplan and it remains an employment allocation in that document.

The loss of an employment site is normally only appropriate in policy terms if continued employment use is not viable, or there are environmental issues, or if an alternative use would bring wider community benefits (as set out in Policy EMP 1). The owner has not demonstrated how these criteria can be met.

A buffer zone between the site and the adjoining housing will need to be provided and suitable landscaping established along the other boundaries. Development will also need to be sensitive to the nearby County Wildlife Site.

The Local Highway Authority has indicated that some improvements to Reach Road will be required. A Transport Assessment is also necessary to consider the adequacy of the Reach Road/B1102 junction to cope with additional traffic volumes.

Policy BUR 3: Employment allocation, former DS Smith site, Reach Road

Approximately 3 hectares of land is allocated for employment development (B1, B2 & B8) on the DS Smith site, Reach Road.

Development proposals will be expected to:

- Provide safe and secure vehicular access to the site from Reach Road
- Ensure there is sufficient capacity at the Reach Road/B1102 junction for the additional traffic flows
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the adjoining housing and surrounding countryside
- Protect and enhance County Wildlife Site 11
- Provide landscaping along the boundaries with adjoining agricultural land and adjacent properties

Part Two: Village/Town Visions

- Comply with other policies of the Local Plan.

Village Centre

Burwell has a historic village centre which provides a range of food (convenience) and non-food (comparison) shops, pubs, community facilities and other services. The current key attractors include Barclays Bank, Lloyds Pharmacy, Post Office and the Co-Operative store. There are also a number of important community facilities in and around the centre, including the churches, library, Sports Centre, and the Mandeville Hall and Gardner Memorial Hall meeting rooms. There is no main shopping area, but shops appear in clusters in the core of the village along High Street, the Causeway and North Street.

The village centre appears to be performing well, given the population of Burwell and its catchment area. Whilst it provides a good range of community facilities, there is a fairly limited choice of shops, restaurants and cafes. It is important to retain the existing retail and commercial employment uses in the village centre and support opportunities for expansion to ensure it continues to fulfill its service centre role for residents and neighbouring communities – see Policy BUR4. More parking is also needed near the shops and services as the current public car park is heavily used and should be retained. It will also be important to protect existing community facilities in the village centre. As set out in Chapter 7, the loss of community facilities will be resisted under Policy COM 3.

Policy BUR4: Burwell Village Centre

The strategy for the enhancement and development of Burwell village centre is as follows:

- Existing retail units within Burwell village centre are to be retained. The conversion or redevelopment of existing retail units to other uses (particularly housing) will be discouraged in accordance with Policy COM 2.
- Proposals for additional retail and village centre uses in Burwell will be encouraged.
- Enhanced pedestrian and cycle routes and cycle parking to be provided within the village centre.
- The current public car parking at Burwell Ex-Servicemen's Social Club should be retained for its current use.

Privately owned car parks and car parking areas located in or close to Burwell village centre should be retained – unless applicants can demonstrate that alternative provision of equivalent value can be made to off-set any loss.

The Weirs/Riverside

The Weirs form the boundary of the village on the western side of the village. This is an attractive area, which at present is spoilt by litter and dumping. Burwell Lode was significant in the historic development of this area. The Weirs provides an attractive footway that could be developed to form part of a village trail to trace the former industrial history of the village. There is also scope to promote the natural history and biodiversity of the locality.

There is potential here for small scale marina development with associated facilities, employment and recreational opportunities associated with fishing and boating, and development of boating links with Wicken Fen, provided that the scale of the proposals is modest and in keeping with this rural Fen area.

Part Two: Village/Town Visions

Any development of this area should look at the potential to improve and enhance this area, which could benefit from better pedestrian and cycle access links and improved signage and landscaping. Proposals must be able to demonstrate that any additional traffic generated from development in this area can be accommodated and any impact on North Street mitigated.

Policy BUR 5: The Weirs/Riverside

The quality of The Weirs/Riverside area should be enhanced as this is a key open space for the people of Burwell. Opportunities should be explored to improve public access and create a new village trail along the river area.

Development proposals adjacent or in the vicinity of The Weirs/Riverside associated with the provision of river recreation facilities will generally be permitted and will be expected to:

- Be sensitively designed and in scale with the character of the area
- Improve pedestrian and cycle access links to this area
- Improve the appearance and setting of the area

Demonstrate through a Transport Assessment that additional traffic generated can be accommodated and mitigated.

Infrastructure and community facilities

Burwell needs to be served by appropriate levels of infrastructure and facilities, in order to ensure the quality of people's lives and prevent unnecessary travel. This includes infrastructure such as water, energy, sewerage treatment works, and roads – and community facilities such as schools, open space, health, and sport and recreation facilities.

As outlined in Chapter 7, the District Council will continue to work with infrastructure providers to enable the delivery of necessary infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

It will also be important to protect existing community facilities. As set out in Chapter 7, the loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits Burwell will be supported in principle, subject to Policies GROWTH 3 and COM 4.

The key future infrastructure and service requirements for Burwell are set out in the table below. These have been identified through technical work, discussions with infrastructure providers, and community consultation - and are linked to the estimated future levels of growth in Burwell over the next 20 years.

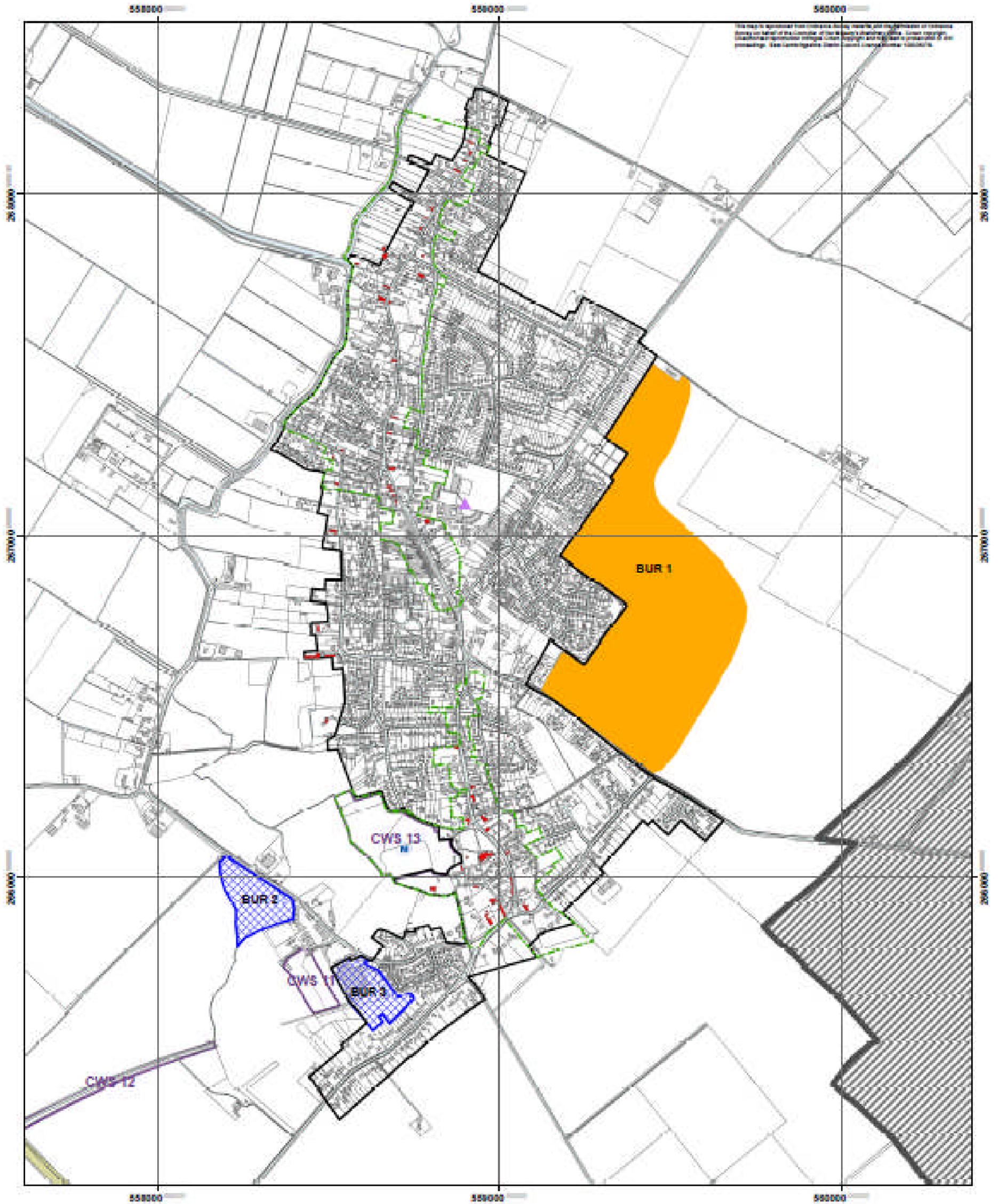
<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
Extension to Primary school	The Causeway	Cambridgeshire County Council		Temporary extension granted 2012 – more permanent expansion to be determined.
Exning Bridge	Newmarket Road	Cambridgeshire County Council/Suffolk County Council		Provision of a safe foot/cycle path around the bridge
Outdoor Sports	Newmarket	Cambridgeshire		Consolidation of outdoor sports

Part Two: Village/Town Visions

facilities	Road	County Council		pitches, car parking and changing facilities on Newmarket Road housing allocation site
New link to create Burwell Circular walking/cycle route	Newmarket Road	Developer		Provision of foot/cycle path link from Newmarket Road to Ness Road
Improvements to riverside usage, appearance and access	The Weirs	Various		Possible modest Marina type development adjacent to Burwell Lode plus
Expansion of Doctors Surgery	Newmarket Road	Cambridgeshire PCT		A extension to the existing surgery premises may be necessary to meet demands of new population

Part Two: Village/Town Visions

Spatial Strategy for Burwell (Map 8.8)



Key

Development Envelope	Listed Building
Housing led/Mixed use allocations	Primary School
Employment allocation	Scheduled Ancient Monument
BUR. X Local Plan Policy	Outside district
Conservation Area	

Map 8.8
Burwell
N
1:10,000

Part Two: Village/Town Visions

Part Two: Village/Town Visions

8.9 Chettisham



© East Cambridgeshire District Council

Description of Chettisham

Chettisham is a small settlement located approximately 2 miles north of Ely. It lies in the parish of Ely, and has a population of approximately 180 people. The village is mainly located to the west of Lynn Road, and is surrounded by open farmland. Chettisham Business Park lies to the east of the village, and there is a County Wildlife Site, Chettisham Meadow, to the north. There is also a railway line that crosses north of the village, but with no station. The main features of the village are shown on Map 8.9.

There are limited community facilities within the village, with dependence on either Ely or Littleport for services. There is a church, a public telephone, and a garage with petrol station. Chettisham is well served by public transport with a bus that runs through the village 6 days a week taking residents to either Ely/Cambridge or Littleport.

Key statistics

Chettisham	
Population ⁴⁹	180
Dwellings (est)	83
New dwellings built 2001-2012 (net)	2
Estimated new dwellings 2012-2031 ⁵⁰	5
Employment ⁵¹	To be confirmed following publication of 2011 census data
Existing public transport services	Regular bus service Mon – Sat between Littleport and Cambridge.

Housing

Chettisham is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. No new housing allocation sites are proposed on the edge of Chettisham. A ‘development envelope’ has been drawn around Chettisham to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl

⁴⁹ Population and dwellings for Chettisham (mid-2010), Cambridgeshire County Council Research Group

⁵⁰ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁵¹ To be updated with forthcoming Census results

Part Two: Village/Town Visions

into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Although no new housing allocations are proposed on the edge of Chettisham, there are proposals for a large area to the north of Ely to be developed for housing and employment uses. It will be important to ensure that the integrity and setting of Chettisham is not adversely affected by this proposal and that adequate separation is provided. Further details can be seen in the Ely Town Vision section.

Employment

There are a number of current businesses in the village, including Chettisham Garage, Century Park and Chettisham Business Park. The District Council is keen to retain employment land and premises in order to support local economic growth. Proposals to re-use any employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Chettisham. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Chettisham have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below.

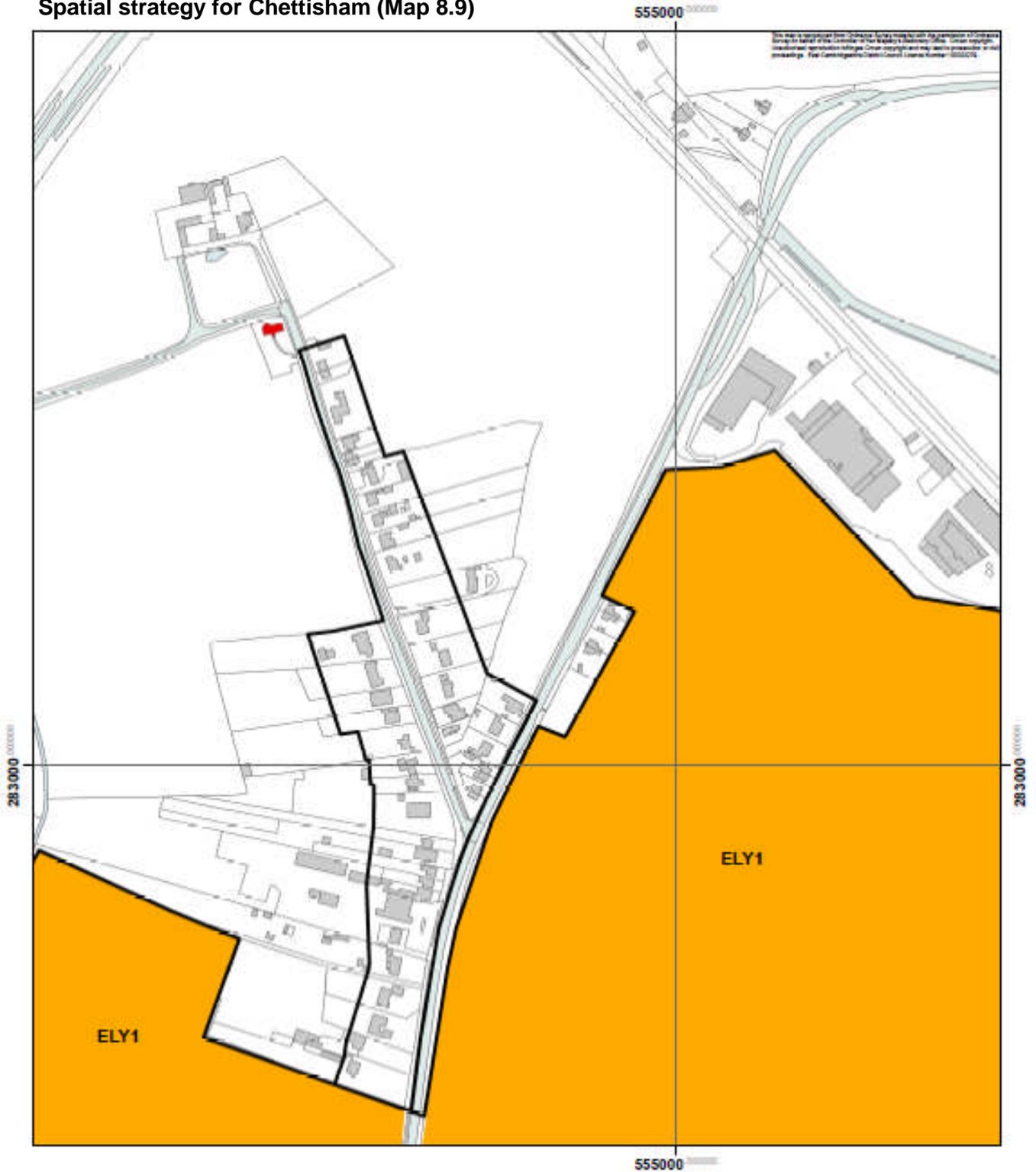
	Priority	Suggestions
1	New recreational facilities within village	Provision of a children's play area
=2	Improvements to pedestrian/cycle routes	More footpaths and cycle routes, especially towards Ely.
=2	New community facilities	New community/village hall

The top priority is to provide a new children's play area to enhance the quality of life and wellbeing of young people in the village. The following priorities were equally important to residents. First is the need to improve the pedestrian and cycle routes to better link the village to surrounding settlements such as Ely and Littleport, as well as Chettisham Meadow. Second is the need for a new community/village hall as the last hall closed over 30 years ago. This will enhance the community facilities in the village and contribute to the quality of people's lives. The District Council will work with the County Council and Parish Council to explore options and secure funding for improvements to community facilities and transport infrastructure within Chettisham.

The loss of community facilities will also be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Chettisham (Map 8.9)



Key

- Development Envelope
- Housing led/Mixed use allocations (see Ely vision)
- ELY X Local Plan Policy
- Listed Building

Map 8.9
Chettisham
N

1:4,000

Part Two: Village/Town Visions

8.10 Cheveley



© Mike, geograph.org.uk

Description of Cheveley

Cheveley is a pretty linear village located four miles south-east of Newmarket, and close to the villages of Ashley and Saxon Street.

The central part of Cheveley has been designated a Conservation Area and contains an early 14th Century church and a number of thatched cottages. The community of Cheveley Park and part of the fringe of Newmarket is considered to form part of Cheveley parish, although they are separate settlements. The main features of the village are shown on Map 8.10.

Cheveley has a good range of local services including a church, post office, village store, public house, primary school, community room (within the school) and recreation ground. There is a regular bus service to Newmarket.

Key statistics

Cheveley	
Population ⁵²	1070
Dwellings ⁵²	960
New dwellings built 2001-2012 (net)	37
Estimated new dwellings 2012-2031 ⁵³	71
Employment ⁵⁴	To be confirmed following publication of 2011 Census
Existing public transport services	A regular service to Newmarket (Mon-Sat)

Housing

Cheveley is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. Additionally, two new housing allocation sites are proposed: land to the

⁵² Population and dwellings for Cheveley village, Cambridgeshire County Council Research Group (mid-2010)

⁵³ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes supply from rural exception windfall sites.

⁵⁴ To be updated with forthcoming Census results

Part Two: Village/Town Visions

rear of Star and Garter Lane and land between 199-209 High Street. Details of the allocation sites are set out in the section below.

A 'development envelope' has been drawn around Cheveley to define the built-up part of the village where development (infill and the allocation sites) may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2. Development on the allocation sites will need to be in line with Policies CHEVELEY 1 and CHEVELEY 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Housing allocation – land to the rear of Star and Garter Lane

The site is located close to the village centre, and is currently open farmland.

The allocation site is not visible from the main road, however, development should be designed to minimise the impact on the amenity of adjacent properties.

Vehicular access to the site will need to be provided off Star and Garter Lane. This is a private drive and the Highway Authority has advised that the access is suitable to accommodate up to 2 dwellings. It should be noted that the boundary of the site could be subject to alteration, if an applicant can demonstrate through further investigative work that an alternative boundary would be more appropriate.

Policy CHV 1: Housing allocation, land rear of Star and Garter Lane

Approximately 0.2 hectares of land is allocated for residential development on land at the rear of Star and Garter Lane for up to 2 dwellings.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties.
- Provide safe vehicular access from Star and Garter Lane.
- Ensure that adequate maintenance and servicing (waste collection) arrangements would be possible.
- Comply with the other policies of the Local Plan.

Housing allocation – land between 199-209 High Street

The site is located off the High Street, opposite the junction with Spurling Close and is currently open farmland. The southern and eastern boundaries of the site border open countryside. Development proposals should include an appropriate landscape buffer to lessen any potential impact upon the open countryside.

Vehicular access to the site will need to be provided off the High Street.

Part Two: Village/Town Visions

Policy CHV 2: Housing allocation, land between 199-209 High Street

Approximately xx hectares of land is allocated for residential development on land between 199-209 High Street for up to 18 dwellings.

Development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining properties and the open countryside.
- Provide safe vehicular access from High Street.
- Comply with the other policies of the Local Plan.

Employment

Local employment is focused on the horseracing industry, with several stud farms located around the village including Fittocks Stud, Brook Stud, Glebe Stud, Farmers Hill Stud and Sandwich Stud. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Cheveley. However, suitable new employment proposals on the edge of the village, will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Cheveley have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below:

	Priority	Suggestions
1	Traffic calming/highway improvements	Parish Council to work with District and County Council to explore specific priorities to which future funding sources can be directed e.g. improving road/footpath surfacing and addressing speeding issues.
2	Improvements to the community/village hall	Identify specific improvements to be considered for future funding sources e.g. improvements to the recreation ground pavilion.
3	Improvements to pedestrian/cycle routes	Parish Council to work with County Council to seek improvements to footpath surfaces and the potential to make paths wider.
4	Improvements to the pavilion and recreation ground	Explore provision of wheelchair access Seek permanent space for preschool group, Cheveley Acorns
5	Need for more school places	Work with County Council to ensure that any shortage of spaces is considered and addressed within the next capital expenditure programme.
6	Improvements to play areas	Identify specific improvements to be considered for future funding sources e.g. new play area equipment.
7	Improvements to public transport services	Seek improvements to local bus service.

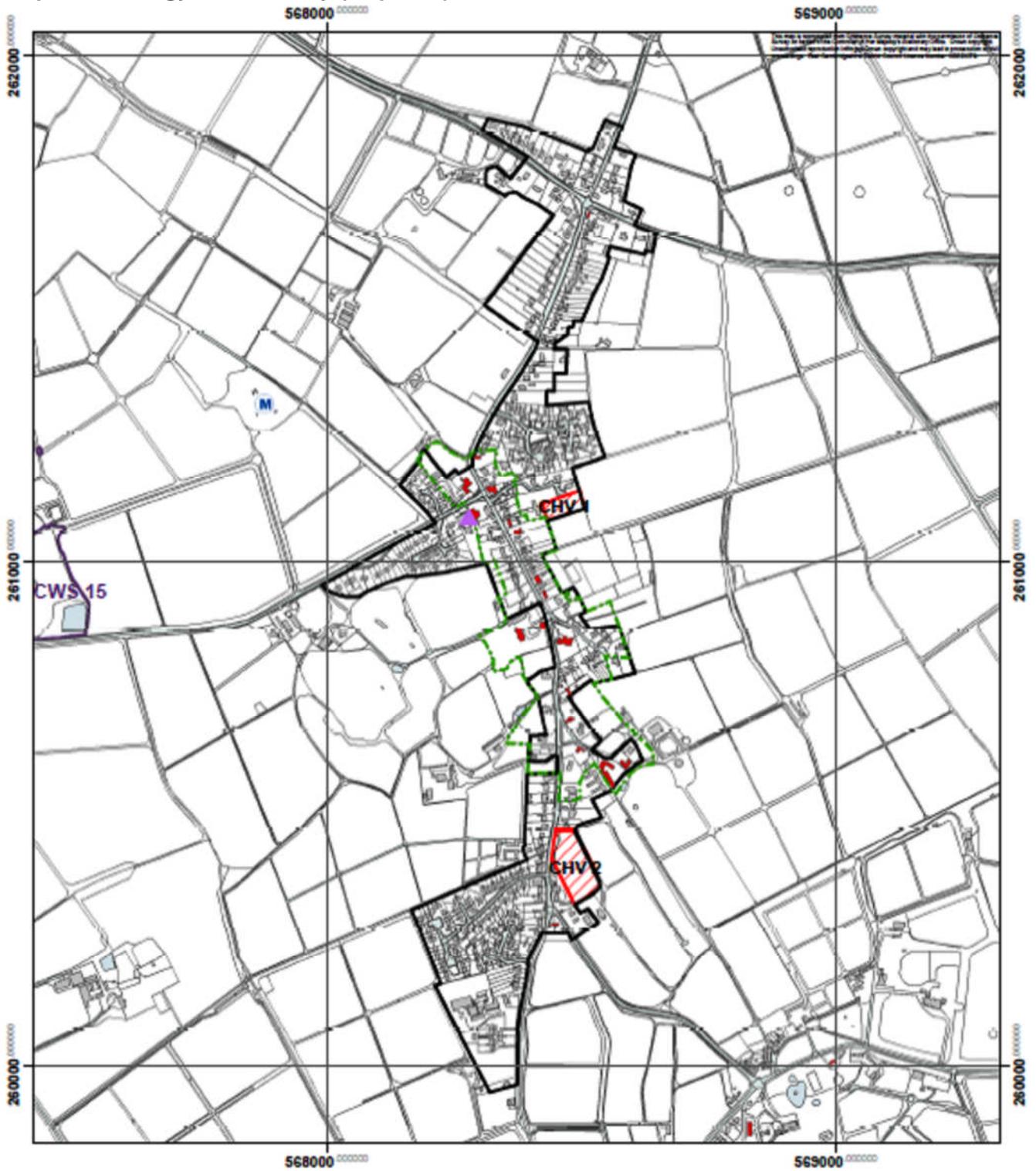
The current community facilities in Cheveley (including the village store, pub, community hall, post office and church) contribute to the quality of people’s lives. The District Council will work with the County Council and Parish Council to secure funding, including developer contributions, to improve facilities wherever possible. The loss of community facilities will be resisted under Policy

Part Two: Village/Town Visions

COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Cheveley (Map 8.10)



Key

-  Development Envelope
-  Housing allocation
- CHV X Local Plan Policy
-  Primary School
-  Conservation Area
-  Listed Building
-  Scheduled Ancient Monument
-  County Wildlife Site



Map 8.10
Cheveley

N



1:10,000

Part Two: Village/Town Visions

8.11 Chippenham



© Chippenham Parish Council

Description of Chippenham

Chippenham is situated 4 miles north-east of Newmarket, and has a population of 550. It is located in the east of the district with the Suffolk border lying to its north and south. Very little growth has occurred in the village in the last decade. The historic core of the village is included in a Conservation Area that features a row of picturesque artisan cottages with long front gardens. There are many other listed buildings in the village, including the village church and Chippenham Hall.

To the south of the village is Chippenham Park, a historic estate with vast grounds. Chippenham Fen is located to the west of the village and is designated as a Site of Special Scientific Interest and is a candidate for a Special Area of Conservation. The main features of the village are shown on Map 8.11.

Chippenham has a church, village hall and public house, with a farm shop located to the south-east of the main village. Children use the primary school at Isleham, which also offers other community facilities such as post office and village shop, along with Fordham. The closest main service centre is Newmarket.

Key statistics

Chippenham	
<i>Population</i> ⁵⁵	550
<i>Dwellings</i> ⁵⁴	250
<i>New dwellings built 2001-2012 (net)</i>	10
<i>Estimated new dwellings 2012-2031</i> ⁵⁶	4
<i>Employment</i> ⁵⁷	To be confirmed following publication of 2011 census
<i>Existing public transport services</i>	Public transport is limited in the village with a Mon-Fri commuter bus service to Newmarket, and one bus service to Newmarket that runs on a Tues and Saturday morning.

⁵⁵ Population and dwellings for Chippenham parish (mid-2010), Cambridgeshire County Council Research Group

⁵⁶ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁵⁷ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Housing

Chippenham is likely to continue to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. No new housing allocation sites are proposed on the edge of Chippenham. A ‘development envelope’ has been drawn around Chippenham to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

There are a number of employment opportunities in the village, including the public house, farm shop and Chippenham Hall, which is also a wedding venue. However, there is little employment land and premises (e.g. industrial or offices) in the village. The District Council is keen to retain employment land and premises in order to support local economic growth. Proposals to re-use any employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Chippenham. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Chippenham have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below.

	Priority	Suggestions
1	Highway improvement & traffic calming scheme	To include traffic calming of High Street and resurfacing works at Tharp Way.
2	Improvements to pedestrian/cycle routes	More footpaths and cycle routes, especially a link to La Hogue farm shop, and to Chippenham Fen.
3	Improvements to recreational facilities/open spaces	Improvements to include facilities for young people and families, such as picnic area, and play area
4	Increasing school spaces	Liaison with County Council
5	Improvements to broadband	The Council is part of a county wide scheme for broadband improvements

The top priority is to improve local highways in order to reduce the volume and speed of traffic that passes through the village. Another priority is to improve pedestrian and cycle routes in the village including a link to both the farm shop and nearby Chippenham Fen.

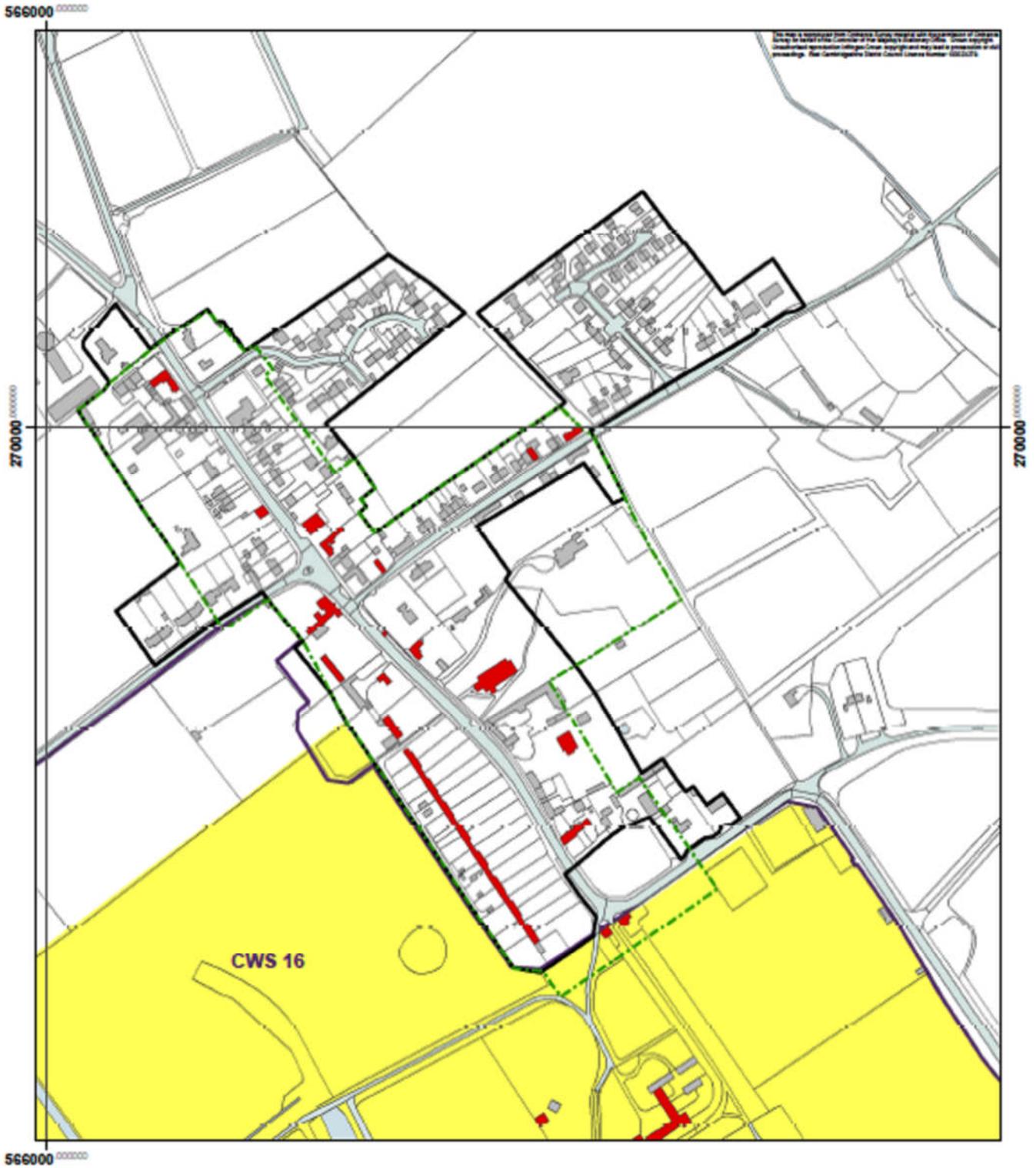
Other suggestions by residents are to increase the amount of school places and to improve the recreational facilities and open spaces within the village to cater better for the younger population as well as families. The District Council will work with the County Council and Parish Council to explore options and secure funding for improvements to community facilities and transport infrastructure within Chippenham. Finally, the current access to and speed of Broadband in the village is poor. The council is part of a countywide project to improve broadband connections in rural areas where there is no planned private sector investment.

Part Two: Village/Town Visions

The current community facilities within Chippenham (including the pub, church and village hall) contribute to the quality of peoples' lives. The loss of community facilities will also be resisted under Policy COM 3. Proposals for new community development that benefit the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Chippenham (Map 8.11)



Key

- Development Envelope
- Conservation Area
- Listed Building
- County Wildlife Site
- Historic Parks & Gardens



Map 8.11
Chippenham
N
1:4,000

Part Two: Village/Town Visions

8.12 Coveney



Description of Coveney

Coveney is a distinctive small village set along a low ridge overlooking the fens, approximately 4 miles north-west of Ely. The Parish of Coveney also includes the hamlet Wardy Hill (see separate Wardy Hill Vision). The main features of the village are shown on Map 8.12.

Facilities in the village include a Village Hall, 2 churches and a play area. The village has one bus service a week on a Thursday to Ely.

Key statistics

Coveney	
Population ⁵⁸	390
Dwellings ⁵⁸	160
New dwellings built 2001-2012 (net)	1
Estimated new dwellings 2012-2031 ⁵⁹	4
Employment ⁶⁰	To be confirmed following publication of 2011 census data
Existing public transport services	Service to Ely (Thursday only) (as at June 2012)

Housing

Coveney is likely to grow at a slow rate, with new housing being built on suitable ‘infill’ sites within the village. No new housing allocation sites are proposed on the edge of Coveney.

A ‘development envelope’ has been drawn around Coveney to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

⁵⁸ Population and dwellings for Coveney parish (mid-2010), Cambridgeshire County Council Research Group

⁵⁹ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁶⁰ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

There are few businesses in the village. The District Council is keen to retain the stock of business land and premises in order to support local economic growth. Proposals to re-use any employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Coveney. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Residents in Coveney have indicated a desire for improvements and infrastructure and community facilities in the village. A list of priorities is set out in the table below.

	Priority	Suggestions
1	Improvements to Broadband	District Council is working in partnership with the County Council to seek improvements to the Broadband service across the district.
2	Improvements village hall	New roof needed
3	Improvements to roads and footpaths	Better upkeep of roads in village Improve West Fen Road
4	Improvements to the play areas	Provision of more play equipment

The top priority is improvements to Broadband speeds in the village, an issue that the District Council is already working with County Council to address across the district. Other priorities include improvements to the village hall, roads and footpaths and play areas in the village. The District Council will work with the Parish Council and County Council to explore options and secure funding for improvements to community facilities and transport infrastructure in Coveney.

The current community facilities in Coveney (including the village hall, churches and play area) contribute to the quality of people's lives. The loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefits the village will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Coveney (Map 8.12)



Key

- Development Envelope
- Listed Building
- Common Land

Map 8.12
Coveney
N
1:6,000

Part Two: Village/Town Visions

8.13 Dullingham



© Tim Owen, Dullingham Parish Council

Description of Dullingham

Dullingham is a historic village set within wooded countryside, situated 4 miles south of Newmarket and 14 miles east of Cambridge.

There is an extensive Conservation Area as well as a registered Historic Park and Garden (attached to Dullingham House). The communities of Cross Green and Dullingham Ley are considered to form part of the parish of Dullingham, although they are separate hamlets. The main features of the village are shown on Map 8.13.

Dullingham has limited facilities, which include a primary school (shared with neighbouring Stetchworth), two public houses, a community hall (the Taylor Hall), a sports field and a children's playground. The Ellesmere Centre in Stetchworth provides a variety of community facilities and is within walking distance, particularly from the eastern part of the village. Dullingham's railway station is located about a mile from the village centre, and is on the Cambridge-Ipswich line (via Newmarket). In addition, the village has an infrequent bus service to Newmarket and Cambridge.

Key statistics

Dullingham	
<i>Population</i> ⁶¹	720
<i>Dwellings</i> ⁶¹	310
<i>New dwellings built 2001-2012 (net)</i>	24
<i>Estimated new dwellings 2012-2031</i> ⁶²	15
<i>Employment</i> ⁶³	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	Regular services to Newmarket and Cambridge (Mon-Sat)

⁶¹ Population and dwellings for Dullingham parish, Cambridgeshire County Council Research Group (mid-2010)

⁶² Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁶³ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Housing

Dullingham is likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the village. No new housing allocation sites are proposed on the edge of Dullingham.

A 'development envelope' has been drawn around Dullingham to define the built-up part of the village where infill development may be permitted. The purpose is to prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2.

Outside the development envelope, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. The Parish Council are keen to explore the delivery of a small-scale affordable housing scheme on the edge of the village, possibly via a Community Land Trust mechanism. This and other housing schemes outside the development envelope will be assessed against policies GROWTH 2, GROWTH 6 and other Local Plan policies as appropriate. The Parish Council wish to see the diversity of the village maintained, with the housing stock reflecting a range of sizes.

In developing any proposals for new housing, developers may wish to consult the Dullingham Parish Plan 2006 (http://www.dullingham.org.uk/Documents/Parish_plan/Parish_plan.pdf) as this sets out how the local community would like to see the character of the parish maintained and enhanced by any new development.

Employment

There are more than a dozen small and medium sized businesses in the village, including several stud farms, a number of high tech businesses and some offering services to the local community and further afield. The Parish and District Councils are keen to retain the stock of business land and premises in order to support local economic growth. Proposals to reuse employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

No new employment allocation sites are proposed on the edge of Dullingham. However, suitable new employment proposals within or on the edge of the village will be supported in principle, subject to policies EMP 2, EMP 3 and EMP 4.

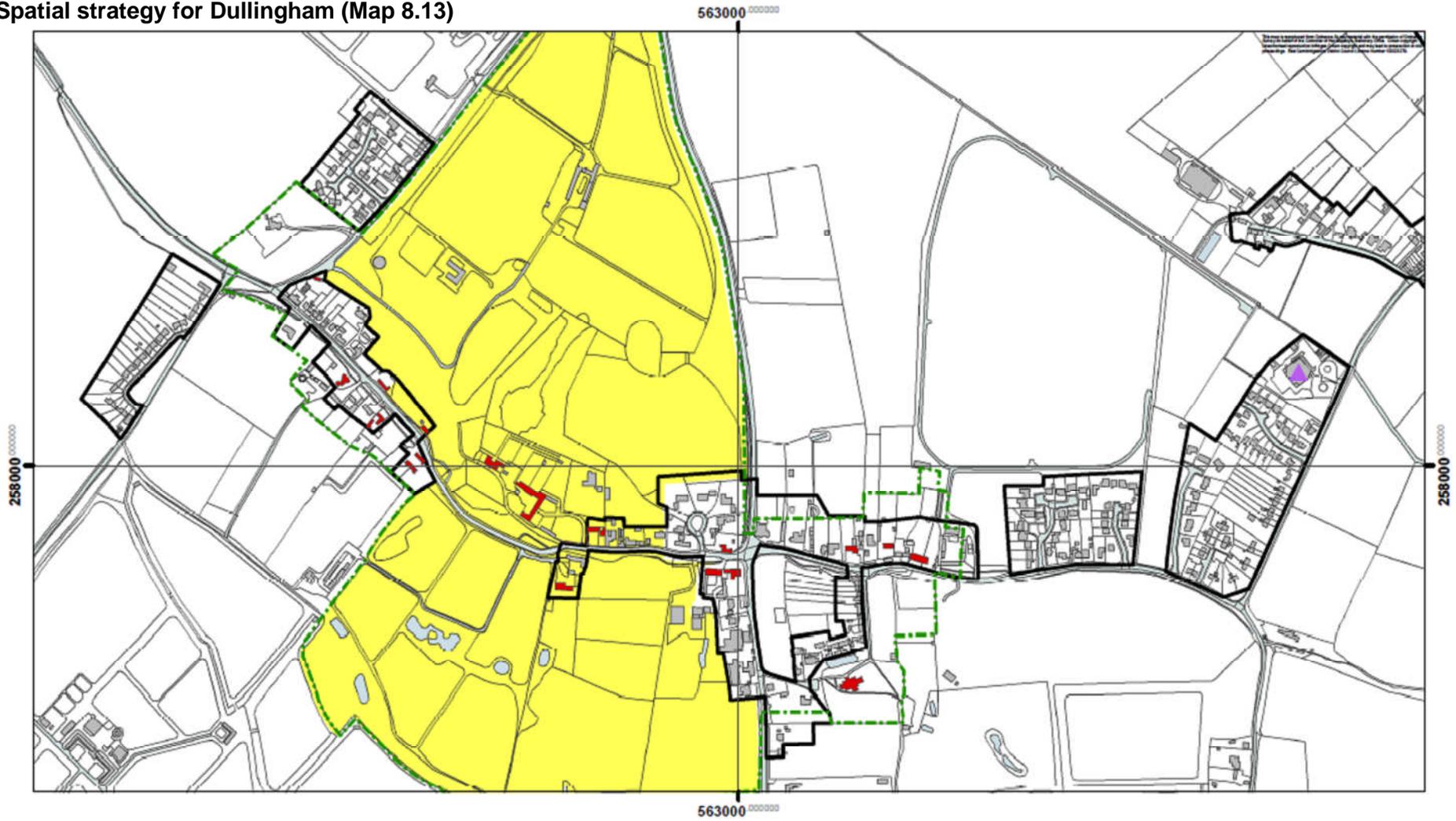
Infrastructure and community facilities

Residents in Dullingham have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below:

	Priority	Suggestions
1	Improvements to main sewer	Main sewer through village runs near capacity and can overflow in heavy rain – needs improving.
2	Improvements to pedestrian/cycle/riding routes	B1061 needs to be made 30 m.p.h. through village to make walking, cycling and riding safer. Road to Newmarket is dangerous for cyclists. Keep heavy traffic off smaller roads where possible and encourage cycling and riding routes.
3	Improvements to village amenities	Encourage greater use of the Village Hall and improvements to Sports Pavilion.

Part Two: Village/Town Visions

Spatial strategy for Dullingham (Map 8.13)



Key

- Development Envelope
- Conservation Area
- Listed Building
- Primary School
- Historic Parks & Gardens

Map 8.13
Dullingham

N

1:7,000

Part Two: Village/Town Visions

8.14 Ely

© East Cambridgeshire District Council

Description of Ely

Ely is England's second smallest city, and the main market town in East Cambridgeshire with a population approaching 18,000. Located in the Fens approximately 15 miles north of Cambridge, it is famous for its magnificent Norman cathedral known locally as "The Ship of the Fens". Rich in history, Ely was the stronghold of Hereward the Wake and home to Oliver Cromwell. Ely is an important tourist destination for day trips, and has a range of other attractions including the attractive riverside, the award winning Jubilee Gardens, Ely Country Park and Ely Museum.

The city has undergone rapid growth in recent years, with a significant amount of new housing development on its north-western edge, and on a range of other 'infill' sites. However, employment, services, and infrastructure have not kept pace with the rising population. As a consequence there are high levels of out-commuting to jobs in London, Cambridge and South Cambridgeshire, placing pressure on an overloaded transport infrastructure. One of the key challenges is to promote future commercial and employment growth to reduce this out-commuting.

Ely is a compact city, with the medieval town layout still clearly evident. The city centre remains relatively healthy, with a good mix of retail, commercial and leisure, although some uses are in need of updating/expansion. However, the historic fabric limits opportunities for new development in the central area; some other sites will therefore need to be developed for large format retail uses.

Ely is well connected by both road and rail. Two major 'A' roads, the A10 (north-south) and A142 (east-west) connect Ely to the national road network. Ely station is an important interchange point with services to key destinations including Cambridge, Stansted Airport, Norwich, London, Birmingham, Manchester and Liverpool. Most of the city's residents live within walking or cycling distance to the centre, however, pedestrian and cycle networks are fragmented and require improvement.

Part Two: Village/Town Visions**Key statistics**

Ely	
<i>Population</i> ⁶⁴	17630
<i>Dwellings</i> ⁶⁵	8045
<i>New dwellings built 2001-2012 (net)</i>	2243
<i>Estimated new dwellings 2012-2031</i> ⁶⁵	3486
<i>Employment</i> ⁶⁶	8,000
<i>Existing public transport services</i>	Mainline railway station plus regular bus services within Ely and to Cambridge, Chatteris, Newmarket and surrounding villages

A vision for Ely

A vision for Ely in the year 2031 is set out below – followed by a set of strategic objectives to deliver and facilitate the vision. The vision provides clear direction for development in Ely and has been developed from the key characteristics and issues described above, and through consultation on the Local Plan. It has also been informed by the ‘Ely Masterplan’ (adopted 2010), which aimed to provide a holistic vision to help ensure that Ely develops in a coordinated, planned and integrated way. The Ely Masterplan can be viewed at www.eastcambs.gov.uk.

Ely vision statement

“Ely will develop into a special 21st century cathedral city and Cambridgeshire Market Town, with a thriving city centre and great quality of life for its residents. A sustainable urban extension to the north of the city will provide new housing and small business opportunities as well as helping to support a range of existing and new community facilities – including a new leisure centre and multiplex cinema, new primary schools, a new transport interchange and employment hub at the station, and an extended Country Park. A new bypass will help to reduce congestion in the station area and aid economic growth. The city’s strategic location will be attractive to employers wishing to establish or expand on newly serviced employment areas on the outskirts of the city, offering a range of job opportunities to local people.”

⁶⁴ Population and dwellings for Ely city, Cambridgeshire County Council Research Group (mid-2010)

⁶⁵ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁶⁶ ONS 2009

Part Two: Village/Town Visions

Ely strategic objectives

1. Improve and extend the city centre, to meet the needs of an expanded population and provide a revitalised and vibrant hub that is attractive to residents and visitors alike.
2. Avoid the loss of Ely's 'distinctiveness', with all new development responding positively to the unique character of this historic city.
3. Achieve sustainable growth and widen housing choice with an exemplar urban extension to the north.
4. Regenerate the area around the railway station to deliver a vibrant, mixed-use area.
5. Enable easy access to key destinations with improved walking and cycling routes and public transport services, including a new transport interchange at the railway station and southern bypass.
6. Support the retention and creation of local jobs to reduce the current high levels of out-commuting, by retaining and expanding existing employment sites such as Lancaster Way Business Park, developing new locations for business and supporting enterprise e.g. at North Ely and the Station Gateway area.
7. Provide enhanced infrastructure and facilities, from district-wide facilities to serve the wider rural community to local facilities of an appropriate scale to serve neighbourhoods.
8. Protect and enhance the historic environment, particularly in the city centre.
9. Protect and enhance the rural setting of Ely, including providing an extension to Ely Country Park.
10. Respond to climate change, taking opportunities to make the city resilient for the future including sustainable drainage systems and low carbon development.

Housing and employment strategy

Ely will be the focus for housing and employment growth over the next 20 years. This section gives an overview of the strategy and proposals for this growth. The following sections provide detail on specific development sites.

Housing

Some housing development is likely to take place within the built-up part of the city, on 'infill' sites. A development envelope has been drawn around Ely to define the built-up part of the city where housing development may be permitted. The purpose is to prevent sprawl into the open countryside. It is estimated there could be capacity for perhaps xx dwellings between 2011 and 2031 on infill sites. Development on infill sites will need to be in line with Policy GROWTH 2.

There is an insufficient supply of infill sites to meet the levels of growth that are needed in the city, so a new housing development site is proposed on the northern edge of Ely – see Policy ELY 1. In addition, a number of mixed-use sites are proposed within and on the edge of the city – incorporating new housing in addition to commercial development. Details of these sites are set out in subsequent sections.

Development on allocation sites will need to be in line with Policies ELY 1 – ELY 9. In total around xxxx dwellings could be provided in Ely to 2031. It is hoped that the additional population will be able to support a comprehensive range of services and facilities and provide much needed investment in infrastructure. A summary of this total additional housing supply is set out in the table below.

Part Two: Village/Town Visions

Estimated housing supply in Ely 2012-31

Site	Housing Target	Strategic Policy
North Ely	3000	ELY 1
Station Gateway	TBC	ELY 5 and ELY 6
Paradise Quarter	64	ELY 3
The Grange	50	ELY 2
Other infill sites	TBC	See housing trajectory for details
TOTAL		

Outside the development envelope

Outside the development envelope of Ely, housing will not normally be permitted – unless there are exceptional circumstances, such as essential dwellings for rural workers, or affordable housing. Housing schemes outside the development envelope will be assessed against Policies GROWTH 2, and other Local Plan policies as appropriate.

Employment

Businesses in Ely benefit from the city's excellent transport links as well as its proximity to Cambridge and Newmarket – the internationally renowned horseracing capital. However, the Council's Jobs Growth Strategy (2012) reveals that Ely has underperformed in relation to business development in recent years despite a planning policy framework that sought to focus growth in the market towns.

The Jobs Growth Strategy highlights the potential to target the high amenity, high value-added business sectors in the area around the railway station. Other opportunities to create jobs in Ely include: expanding the successful 'start up businesses' sector, promoting measures to facilitate homeworking, and expanding or intensifying employment at existing sites such as Lancaster Way or the Road and Rail Distribution Centre at Queen Adelaide.

The key economic challenges facing Ely are:

- The significant imbalance between homes and jobs. Out-commuting is a key concern with a large proportion of residents leaving Ely to work (Census, 2001). The Ely New Estates Survey 2007 suggests that the level of out-commuting from new estates may be as high as xx%.
- The lack of new services, facilities and infrastructure developed over the past decade.
- The shortage of high quality office accommodation.

To meet these economic challenges, the following jobs targets are recommended for strategic sites in Ely. These targets are based on broad estimates of the scale and type of employment that might be expected to come forward and are set lower than the estimated capacity of each site in order to provide for an oversupply which enables choice in the market:

Part Two: Village/Town Visions*Recommended jobs targets for strategic sites*

Site	Site area and recommended mix of uses	Potential number of jobs	Jobs Target	Strategic Policy
Lancaster Way	40.4ha: 75% B8, 25% B2	2242	1973	ELY 8
North Ely	7.5ha (3 x 2.5ha): 50% B1, 25% B2, 25% D1	1511	1330	ELY 1
Station Gateway	2.8ha B1	899	791	ELY 5 and ELY 6
Octagon Business Park	9ha: 15% B1, 5% B2	483	425	ELY 7
Ely Road and Rail Distribution Centre	12ha: 90% B8, 10% B2	533	469	ELY 10
TOTAL		5668	4563	

In total, these sites could deliver around 4500 jobs to 2031, with an additional 200-400 jobs expected to come from an increase in homeworking. This could increase the level of self-containment within the city.

It is also important to try and prevent the loss of existing business premises and land, in order to support local economic growth. This is even more crucial in the context of the current economy where viability and profits margins are low for business development, particularly speculative schemes. The Council is keen to retain the existing stock of business land and premises in Ely. Proposals to re-use employment sites in Ely for other purposes will only be permitted in certain circumstances – as set out in Policy EMP 1.

Large-scale new employment development should be focused in the allocated sites – in order to facilitate their development, ensure suitable access, and minimise impact on the setting and character of Ely. However, small-scale employment schemes that come forward elsewhere on the edge of Ely may be supported in principle – subject to Policies EMP 2, EMP 3 and EMP 4 (as set out in Chapter 5).

North Ely

The principle of developing an exemplar urban extension at North Ely was established in the Ely Masterplan (2010), with a 'phase 1' of the development identified as a preferred broad area of growth in the East Cambridgeshire Core Strategy (2009).

The site is the only remaining opportunity to accommodate large-scale growth on the edge of Ely and its development is central to both the district-wide strategy and the strategy for Ely within the plan period. The development will integrate with existing communities and create a sustainable and balanced community to high design and environmental standards with its own local services and facilities including employment areas, schools, and extensive green space. It is estimated that there is potential for approximately 3,000 dwellings.

The site is in the ownership of two main landowners and covers some 210ha of greenfield land to the north of Ely, bounded to the west by the A10, to the north-east by the railway line and to the north-west by the small hamlet of Chettisham. The southern part of the site is adjacent to an area of Ministry of Defence land to the east of the Princess of Wales Hospital.

The North Ely Development Framework (adopted as Council policy in 2011) sets out eight broad development principles to guide the comprehensive development of North Ely to ensure that it becomes a sustainable and high quality new neighbourhood. Proposals should accord with all eight principles:

Part Two: Village/Town Visions

Integrating green space into the structure of the development

Green infrastructure will form an integral part of the development for the benefit of new and existing residents. The development will provide a significant area of open space, including an extension to Ely Country Park which will help to facilitate a continuous network of accessible greenspace around the perimeter of the city. Green spaces should permeate through the development, reinforcing the character of the area and helping to provide a network of safe walking and cycling routes. The urban areas should relate to these adjoining green areas by creating attractive frontages enclosing or fronting spaces.

Creating strong links to the city and beyond

A sustainable transport strategy will be vital to reduce the impact of the development on the existing highway network and the environment. The development will be well connected to the city centre and other key destinations by a network of footpath and cycle routes and a high quality bus service. A new east-west link will be provided across the site, designed as a multifunctional tree-lined avenue that is capable of accommodating buses and higher traffic flows without functioning as a 'bypass'. This will create a new access onto the A10.

Locating key facilities close to housing to maximise walking and cycling opportunities

A new mixed-use area in the centre of the development will provide a comprehensive range of local services and facilities including a primary school, a modest amount of retail / commercial space, community uses and public open space. Buildings and spaces should be designed to maximise social interaction, including the development of active frontages which have a positive relationship with the new east-west link road. The visual impact of car parking areas should be minimised. Two additional local centres should be delivered – in the Cam Drive area and the south-eastern corner of the development – to provide small-scale 'top-up' shopping facilities and services within easy walking distance of homes. The centres should also be a focus for employment provision, strengthening their role as a vibrant community hub.

Providing a range of homes and community facilities for all ages

North Ely will need to meet the diverse needs of existing and future residents – this will include the provision of a wide range of housing types, sizes and tenures including affordable housing, self-build plots and a retirement community. Discussions with Cambridgeshire County Council suggest that there will be a need for 2 primary schools within North Ely. The schools will be a key element of the development and a focus for community activity. In addition, developers should explore the potential to provide additional post-16 education facilities within the development.

Reinforcing the special quality and character of Ely through high quality design

North Ely must be a well-designed, high quality development that responds to the unique character of the city. Some key elements of Ely's character include its walkability, and its network of green spaces – both large and small. Proposals that do not meet high standards of design will be resisted. Design Codes (or other mechanisms) will be established to give clear guidance to developers on the environmental and quality standards that the development is expected to achieve. Various methods should be adopted to create variety and distinctiveness in the built form including the use of different 'character areas', green infrastructure, landmark buildings, and incorporation of key views of Ely Cathedral and the wider landscape. Developers should also consider using different architects and design

Part Two: Village/Town Visions

approaches as a way of achieving variety. The construction of a 'bland, characterless housing estate', which could be anywhere in the country will not be acceptable.

Offering a range of local jobs

The site will need to provide a range of employment uses to complement the scale of housing growth and add value to Ely's employment offer. It is estimated that at least xx hectares of employment land will need to be provided. The exact mix of employment uses will be determined through further masterplanning work but could include high quality offices, business incubation/start up space and live/work units. The creation of jobs from other uses such as education, retail and community facilities and the facilitation of homeworking should also be maximised. In total, the scheme offers the potential to deliver around 1,300 jobs.

Striving to meet the highest environmental standards

The scale of development suggests that larger-scale technologies such as Combined Heat and Power may be viable options for meeting the energy requirements of the sustainable urban extension. A Renewable Energy and Low Carbon Feasibility Study will need to be produced to explore the potential for these technologies to be incorporated into the scheme.

Grouping together facilities and encouraging shared services

Where appropriate, certain community facilities should be co-located with other appropriate uses in single multi-use buildings.

Delivery

Due to the scale of the development it is estimated that it could take around 20 years to complete. As such, the site will need to be delivered in phases and landowners will need to continue working with the Council to facilitate comprehensive delivery. Temporary trade-offs, where some components are put on hold while other priorities are delivered, will be acceptable provided that the long-term vision for each component is not compromised.

The Council is currently working with the landowners on the production of a Strategic Masterplan for the whole development area, to ensure that development takes place in an integrated and coordinated fashion. The Strategic Masterplan will establish the broad location of land uses, roads, services, open space and landscaping, and examine principles such as access and movement, built form and phasing. This document will need to be submitted to the District Council for approval before planning applications will be considered.

Following the agreement of the Strategic Masterplan, the Council will update the North Ely Development Framework and adopt it as a Supplementary Planning Document. These documents will demonstrate how the site will deliver the key aims of Policy ELY 1.

Policy ELY 1: Housing-led sustainable urban extension, North Ely

Approximately 210 hectares of land is allocated for a mixed-use urban extension, comprising:

- Up to 3,000 dwellings
- 2 Primary Schools
- Sufficient employment uses to deliver approximately 1,300 jobs, including a xxha extension to

Part Two: Village/Town Visions

Chettisham Business Park

- Approximately xx ha for a central district centre, providing retail and community uses
- Two small local centres, providing top-up shopping and community facilities
- Approximately xx ha for the extension of Ely Country Park

A Strategic Masterplan for the whole site will need to be submitted and approved by the District Council before planning applications will be considered.

Development proposals will be expected to:

- Be exemplar, showcasing best practice of a quality that would be recognised nationally and that stands comparison with the city's existing heritage.
- Demonstrate a phased approach to development so that jobs, facilities and infrastructure are delivered alongside housing.
- Provide a range of dwelling types and sizes to deliver a balanced community over the lifetime of the development, including 20% lifetime homes and opportunities for self build properties.
- Provide an element of affordable housing (currently 30%) as required under Policy HOU 3.
- Provide sufficient employment-generating uses to deliver approximately 1,300 jobs. Demonstrate that the number of jobs that can be provided on-site has been maximised.
- Pay particular attention to layout, scale, height, design and massing to ensure that the development complements and reinforces the special quality and character of Ely. Proposals will be required to:
 - Comply with guidance in the North Ely Development Framework (2011) / subsequent SPD.
 - Comply with approved Design Codes (or other mechanisms employed) to ensure high quality and locally distinctive design.
 - Adopt a varied urban design/architectural approach across the site, with strong legibility and permeability e.g. through the creation of different 'neighbourhoods' and 'character areas', green infrastructure, landmark buildings, open spaces and incorporation of key views of Ely Cathedral and the wider fen landscape.
 - Address how development on the edge will successfully integrate with the existing built form and landscape including the Princess of Wales Hospital, Ely Country Park, and the wider fen landscape.
 - Create a clear green buffer between the development and Chettisham to maintain its distinctive identity and prevent coalescence.
 - Maximise opportunities for walking and cycling by giving careful consideration to the location of key uses. Demonstrate that all homes are within a 5-minute walk of a local/district centre.
 - Integrate sufficient on plot, on-street and off-street car and cycle parking into the scheme without creating excessive areas of surface car parking, recognising that levels of car ownership are high.
- Provide a "heart" for the development in the form of a mixed-use area focused around the interface between Highflyer Avenue and Lynn Road, comprising sufficient convenience shopping facilities to meet the day-to-day needs of North Ely residents and a range of other community / employment uses which create vitality and generate footfall. Smaller local centres with corner shop type 'top up' shopping facilities should be provided in the Cam Drive area and the south-eastern corner of the site near the entry into the new Country Park.
- Provide 2 new primary schools, one in the Cam Drive area and one within the central mixed-use area.
- Explore the potential for the provision of a post-16 education facility within the site.
- Provide a minimum 30% of the total gross site area as green infrastructure / public open space

Part Two: Village/Town Visions

by: bringing green space into the development, delivering an extension to Ely Country Park (incorporating a mix of habitats and uses), creating green buffers to Chettisham and the A10, locating allotments in accessible locations and maximising opportunities to incorporate small-scale features including green roofs, living walls, street trees and small irregular green spaces. Maximise opportunities to make green spaces multifunctional e.g. recreation and health, food production, biodiversity, and climate change mitigation.

- Create strong transport links to the city centre and other key attractors such as the station, proposed Leisure Village and Lancaster Way by incorporating safe and attractive walking and cycling routes and high quality public transport infrastructure. The main east-west link between Thistle Corner and the A10 should take the form of a tree-lined avenue (Highflyer Avenue), fronted by development.
- Complete a feasibility assessment of the potential for significant onsite renewable energy provision (above any provision required to meet national standards). Where the feasibility assessment demonstrates that onsite renewable energy provision is deliverable, this will be required as part of the development.
- Demonstrate that there is adequate capacity in the foul sewage network.
- Demonstrate that potential noise impacts from the A10 can be adequately mitigated.
- Comply with the other policies of the Local Plan.

City centre sites

Ely has a historic city centre which provides a range of shops, pubs, restaurants and other services. The current key attractors for local residents are Waitrose and various markets, plus Ely Cathedral which attracts around 250,000 visitors a year. The city centre is focused along the High Street, Market Street, Market Place and the Cloisters shopping precinct. Ely Cathedral lies to the south of the core shopping area and leisure facilities are currently located within the Paradise area to the north.

The healthcheck carried out by the Council as part of the 2012 Retail Study indicates the following key challenges facing Ely city centre:

- Although the proportion of vacant units in Ely city centre is low compared to the national average, the natural churn of retailers indicates that it has not been immune from the effects of the downturn and increased competition from Internet retailers and competitor centres. Furthermore, the majority of businesses lost between 2010-11 were independent traders.
- Ely ranks below the national average within leisure provision, particularly hotels/guesthouses, pubs and restaurants. There are also a number of comparison uses with little or no representation including childrens & infant wear, fitted furniture, gardens & equipment and office suppliers.
- Retailers' size requirements for new stores have increased significantly in recent years. However, Ely is a compact city with the medieval layout still clearly visible and there are limited opportunities to accommodate larger shops. As such there is unfulfilled demand from retailers wanting to move into Ely – in 2011, 12 retailers expressed an interest for a total of c.25,000 sq ft of space.
- Whilst the car parking is well located in relation to the centre it does become congested at peak times, primarily on market days and Saturdays, leading to congestion.

The Council's vision is for the city centre to be expanded and improved, offering opportunities to bring additional people into the city centre, encouraging a more lively evening economy as well as

Part Two: Village/Town Visions

a more viable retail offer. The city centre should remain a focus for A1 retail uses since they draw pedestrians. All proposals for development within Ely City Centre should accord with Policies COM 1 and COM 2. It will also be vital to ensure that any new retail developments developed outside the city centre adhere to Policy COM 1 seeks to protect the vitality and viability of the city centre.

The Council's 2012 Retail Study identifies a need for an additional 6373m² of comparison (non-food) retail floorspace and 995m² of convenience (food) retail floorspace within Ely to 2031. However, these estimates are based on maintaining the current leakage rates⁶⁷: 76% for comparison and 44% for convenience spend.

Four potential redevelopment areas were identified for city centre expansion following the Ely Masterplan (2010) as follows:

- The Grange, Nutholt Lane
- Police/ambulance stations, Nutholt Lane
- Paradise area
- Waitrose

Further work on the deliverability and suitability of the options established the Grange site as the preferred option. Details of this site are set out in the following section.

The following floorspace targets are proposed for strategic sites in Ely. In total, these sites could deliver in the region of xxxxm² of comparison floorspace and xxxxm² of new convenience floorspace. The deliverability of this retail strategy will be reassessed as appropriate throughout the plan period.

Retail floorspace targets

Site	Potential Comparison Floorspace (m ²)	Potential Convenience Floorspace (m ²)	Strategic Policy
The Grange, Nutholt Lane	4200	0	ELY 2
North Ely (district and local centres)	?	?	ELY 1
TOTAL			

Retail-led / mixed use allocation – The Grange, Nutholt Lane

The Grange site covers an area of approximately 0.7ha and is located in a prime position to the west of the city centre. It is defined by two of Ely's primary strategic streets: Lynn Road to the west and Nutholt Lane to the north. To the south, the site provides pedestrian links to Market Street, one of the two main retail streets in the city. The site lies within Ely Conservation Area.

The site is currently occupied by the offices of East Cambridgeshire District Council (The Grange), the former Ely Magistrates Court (Sessions House), the Job Centre and three small ancillary buildings. The Grange surface car park provides 95 spaces. To the east the site abuts small-scale residential development - the scheme will need to have regard to these sensitive uses.

The majority of the site is owned by the District Council although Sessions House is currently owned by the Government⁶⁸ and the Job Centre site is privately owned.

⁶⁷ In retail, leakage occurs when members of a community spend money outside that community. For example, at present 76% of the money spent on non-food goods by the Ely community is not spent within the city.

⁶⁸ Secretary of State for Communities and Local Government HM Courts Service

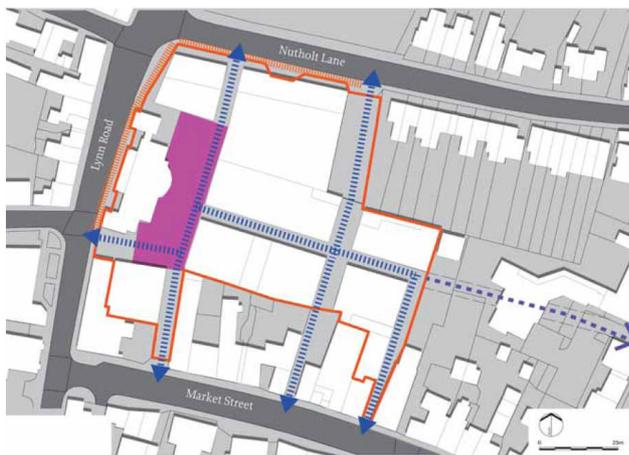
Part Two: Village/Town Visions

The Grange site offers a good opportunity to extend the city centre. One of the main spatial challenges of redeveloping The Grange is to accommodate a contemporary retail-led development with a demand for larger scale retail floorplates in a sensitive, fine-grained historic environment.

It is estimated that the site could provide 50 residential units (or office accommodation) and approximately 4,200m² of retail / food and drink floorspace – approximately 50% of Ely’s identified retail need. The timing of development of The Grange site will require the prior relocation of the District Council offices and coordination with the development of other potential city centre sites.

The ‘Development Framework’ shown below indicates how the site could be sensitively developed. It shows the development blocks, key pedestrian routes and a new area of public open space to the rear of the Sessions House. Any redevelopment scheme will need to reflect these spatial requirements and accord with the key development principles that are set out in Policy ELY 2 below. The second diagram shown below is an illustration of how the redevelopment of the site could be achieved. It proposes a mixed-use retail-led development, incorporating an anchor store (1500-2500m²) supported by a mix of smaller retail units. Residential flats or offices would be provided on the upper floors of the smaller retail units, but are not shown on this diagram.

Development Framework and illustrative concept for The Grange



Development Framework showing key pedestrian routes and development blocks



Illustrative concept (ground floor land uses)

A comprehensive Masterplan will also be required prior to approval of a scheme, in order to reflect the outcome of further technical work on viability, deliverability, and design aspects. This should build on the Development Framework and reflect its key principles and elements.

HMRC has produced a report which evaluates options for reuse⁶⁹ of Sessions House to support its subsequent sale. Four options were considered to be suitable for this historic building: residential / café (similar to that proposed in the conceptual masterplan), offices, civic use, e.g. museum or Tourist Information Centre and charitable trust / residential. It is likely that a scheme will come forward independently in due course, however, the wider proposals should take account of any emerging plans for Sessions House.

Policy ELY 2: Retail-led / mixed use allocation, The Grange, Nutholt Lane

Approximately 0.7 hectares of land is allocated for a retail-led / mixed use development on land at

⁶⁹ Ely Magistrates’ Court – Conservation and Development Plan (January 2012)

Part Two: Village/Town Visions

The Grange, Nutholt Lane, comprising:

- Approximately 4200m² of comparison retail floorspace
- Approximately 50 dwellings, mainly provided in flats above (or a mix of dwellings and offices)
- A new public open space to the rear of Sessions House

Redevelopment schemes should maximise the provision of A1 comparison (non-food) retail floorspace whilst adhering to the requirements below. Redevelopment will require public car parking to be relocated offsite; it must be demonstrated that equivalent provision will be delivered either on the Paradise site, another appropriate centrally located site or mitigated through other measures.

Development proposals will be expected to:

- Accord with the key spatial principles in the development framework diagram.
- Incorporate a larger floorplate retail unit within the scheme to maximise development potential.
- Enhance Ely Conservation Area and be sympathetic to the setting, appearance and character of the historic setting and nearby Listed Buildings (particularly Ely Museum and Sessions House).
- Improve the setting of Sessions House through the creation of an attractive new public open space to the south and east of the building.
- Have particular regard to the layout, scale, height, design and massing of buildings, in order to provide a high quality scheme that enhances the city centre and minimises impact on neighbouring residential uses. Appropriate storey height will generally be 2-3 storeys.
- Maximise the number of pedestrian links, as indicated on the development framework diagram, including a minimum of two north-south links from Market Street to Nutholt Lane, a link to Lynn Road to the east and future provision for a link to the east.
- Provide vehicular service access off Nutholt Lane, towards the east side of the site.
- Incorporate residential development on upper floors as appropriate. An element of affordable housing (currently 30%) will be required under Policy HOU 3.
- Comply with the other policies of the Local Plan.

Housing-led mixed-use allocation – Paradise area

The Paradise area lies off Nutholt Lane to the north of the city centre. The site is currently occupied by the Paradise Sports Centre, public swimming pool, City of Ely Bowls Club and Newnham Street public car park which provides a total of 178 spaces. To the north is a public open space known locally as 'Paradise Field' which currently functions as a football and cricket pitch. The surrounding streets are primarily low to medium density residential. The site lies within Ely Conservation Area.

The ownership of the area is complex. Both Newnham Street car park and the Paradise Pool are owned by the District Council and are available for development in the short-term (the pool is currently on lease until 2015). The Paradise Sports Centre is also owned by the Council, however, this is subject to a lease until 2085. The Bowls Club is privately owned. The Sports Centre and Bowls Club are in active use and it is not clear when they may become available for development.

The District Council has aspirations for the area to be comprehensively developed as a mixed-use scheme incorporating residential, car parking and possibly community uses. Housing is considered to be the most appropriate primary use for the Paradise Pool/Newnham Street car park site given its location in a primarily residential area whilst the Bowls Club site could be suitable for a multi-storey car park. The Paradise field would be retained as a key community facility and area of amenity space.

Part Two: Village/Town Visions

Other important considerations for any comprehensive scheme would include:

- Provision of improved pedestrian links to the city centre.
- Maintain the existing level of green open space.
- Ensuring that development is appropriate for Ely Conservation Area and does not obstruct key views of the cathedral.
- Provision of a positive frontage to overlook Paradise field.
- Explore provision of a new vehicular access to the site from Deacon's Lane.
- Provision of multi-storey car parking, in order to support the city centre.

The delivery timescales for parts of the area under Third Party control are uncertain. The policy below provides a vision for the area and sets out key principles which redevelopment schemes for all or part of the area will need to accord with.

Policy ELY 3: A Vision for Paradise area

The Paradise area will be redeveloped as a mixed-use scheme, providing residential uses, car parking and community uses as appropriate. The development will enhance Ely Conservation Area and be sympathetic to the setting, appearance and character of the historic setting including incorporating views of the cathedral. New pedestrian links to the city centre will be provided and a new vehicular access will be provided from Deacon's Lane if feasible. Multi-storey car parking will be provided to support the city centre. The total area of Paradise Field will be retained and development will create a positive frontage to this important open space.

Ely Market Square

Ely's market square lies at the heart of the city, providing a dual role as a shopping destination and a civic square with weekly markets. The Council will support proposals which will enhance these important events to ensure that they remain attractive and competitive.

The square is a focus for activity on market days but can seem unused and uninviting at other times. Streetscape improvements were undertaken in the area in 2002 which have enhanced the environment with new street furniture. However, the current 1960s building overlooking the market square has long been considered to be unsympathetic to the historic character of central Ely and would benefit from redevelopment. The District Council will continue to work with the owner of the existing Market Place building on the potential to undertake improvement works.

Policy ELY 4: Ely Market Square

The District Council will support proposals that improve the character and appearance of the Market Square and its function as a market and activity hub for Ely.

Station Gateway

The Station Gateway is the area on the southern edge of the city around the railway station. The site covers an area of approximately 12.3 hectares and is bounded by the River Ouse to the east, the Cambridge business park to the west, Ely railway station to the south, and residential development to the north. The railway station and the area to the north of Station Road lie within

Part Two: Village/Town Visions

Ely Conservation Area. In addition to the railway station, the area currently contains a Tesco Superstore, Standens Engineering, a car showroom and garages, vacant industrial units and other commercial enterprises.

The railway and the A142 have determined much of its character as an employment area and a public transport link for the city. However, this development is unsympathetic and blights the first impression of the city for thousands of rail and road users each day. Important views of the cathedral are framed by busy surface car parking and industrial uses block both views and direct access to the attractive riverside. In addition, congestion caused by the level crossing on Station Road isolates the station and makes the area uninviting for cyclists and pedestrians.

There is an opportunity to make some major improvements to the area. The appearance of the Station Gateway could be improved by the redevelopment of selected sites, and significant improvements could be made to the environment with the provision of a bypass. Details of the proposed bypass are provided at the end of this vision.

Transport infrastructure development will play a dominant role in the considerations for development of the area. There is an opportunity to provide more car parking in the area for commuters and visitors within a sensitively designed multi-storey car park near the station. In addition, the proposed bypass will remove the heavy industrial traffic from Angel Drove and Station Road and reduce congestion. This will address existing severance issues by allowing greater pedestrian and cycle access to the city centre and river. These environmental improvements will make the site more attractive to investors, enabling a high quality redevelopment that would support the long-term sustainable expansion of Ely.

The Station Gateway is in multiple ownerships, so sites may come forward at different times. It will be vital to ensure that the redevelopment of each area contributes to the realisation of the overall vision. As such, Policy ELY 6 divides the site into five key areas. The Council will expect landowners to work together and submit a comprehensive masterplan for the relevant area. Development schemes will need to accord with: the general policy for the Station Gateway as set out in Policy ELY 5, the relevant part of Policy ELY 6, and the Masterplan/Design Brief SPD (see below).

The District Council is currently working on the production of a Masterplan/Development Brief for the whole development area, to establish the broad location of land uses, open space and landscaping, and principles such as access and movement and built form. Once completed this will be adopted as a Supplementary Planning Document and used to guide planning application decisions on individual proposals.

Policy ELY 5: Employment-led mixed-use allocation, Station Gateway

Vision: The Station Gateway area will be transformed into a vibrant mixed-use area which provides an attractive gateway to the city. Existing industrial uses will be relocated where possible and the sites comprehensively redeveloped with high quality offices and some apartments framing views of the cathedral. The station will be enhanced to provide transport interchange facilities and complementary small-scale retail. Sensitively designed multi-storey car parks will provide parking for commuters and visitors. New pedestrian links will draw people to the riverside, Angel Drove and into the rest of the city.

Approximately 12.3 hectares of land are allocated for a high quality mixed-use development comprising:

- Create xxx jobs with approximately xx m² of business / leisure uses

Part Two: Village/Town Visions

- A new public transport interchange at the railway station
- Small retail units, linked to the redevelopment of the railway station interchange
- Approximately xx residential units
- Approximately xx hectares of public open space, including public art
- Parking for approximately xxx cars and xxx cycles

Development proposals for all sites within the Station Gateway area will be expected to:

- Comply with guidance in the Ely Station Gateway SPD.
- Comply with the relevant part of Policy ELY 6 which relates to particular areas.
- Support the creation of a public transport interchange at the railway station.
- Have particular regard to the layout, scale, height, design and massing of buildings, in order to create a strong coherent urban form, frame and protect views and increase accessibility to the River Ouse and Cathedral, minimise harm to Ely Conservation Area, and integrate development into the surrounding urban fabric.
- Support the creation of a successful mixed-use environment that is easy to navigate and attractive to both visitors and residents as a place to visit.
- Develop new attractive, flexible and usable public spaces at key locations including xxxxx.
- Support the provision of a network of new pedestrian and cycle routes to Angel Drove and the riverside area to link with new development and promote the enjoyment and use of the river and park, including additional cycle storage and parking and improved signage.
- Provide easily accessible car parking which does not dominate the character of the area.
- Provide an element of affordable housing (currently 30%) for any housing element as required under Policy HOU 3.
- Maximise development value through high quality design and by exploiting views of the river and cathedral.
- Demonstrate that any flood risk can be adequately mitigated.
- Comply with the other policies of the Local Plan.

Policy ELY 6: Station Gateway visions by area

The District Council will support proposals for individual sites which deliver development in line with the vision for the area as set out in Policy ELY 5 and accord with the following site-specific visions/requirements:

Area 1: Railway station, Tesco supermarket and petrol station

This area should incorporate a new transport interchange for pedestrians, cyclists, buses and taxis at the railway station, along with associated multi-storey car parking and appropriate small-scale retail facilities. Potential for a secondary vehicular access into the station from The Dock/A142 roundabout should be explored. There is an opportunity to create a new public space / pedestrian route, taking advantage of long distance views of the cathedral. The wider site should be developed for high quality offices and some apartments, and possibly an element of leisure.

Area 2: Hanson concrete, Westmill Foods, EMG Ford

Sites in this area should be developed comprehensively for a mix of employment uses and apartments, with a strong built frontage along Angel Drove. It will be important for proposals to respect the sensitive location adjoining the County Wildlife Site. Opportunities should be taken to

Part Two: Village/Town Visions

enhance the permeability of the area, for example with new pedestrian and cycle links to Potters Lane and the County Wildlife Site.

Area 3: Standens

This area should be developed for a mix of uses including high quality residential development, offering views of the riverside. There is potential for restaurants and cafés to occupy ground floor units along the river frontage. Strong pedestrian links should be provided to allow people to navigate easily between the station and the riverside/city centre. Proposals should ensure the retention and enhancement of the existing boatyard/dock area.

Area 4: Angel Drove car park

The commuter car park will be redeveloped for employment uses, potentially a new business enterprise centre such as e-space. Parking for commuters will be reprovided in multi-storey car parking within Area 1.

Octagon Business Park

This site comprises approximately 16ha of uncultivated and vacant fenland on the edge of the city at the southern end of Angel Drove (the A142). The railway line forms the south-eastern boundary of the site with Angel Drove on its north-western edge. The established Cambridgeshire Business Park lies to the north-east with open land to the south-west.

The site is in a highly visible location, located at a key gateway into Ely. It will be important to ensure that the design, layout, massing and landscaping is of high quality and provides an attractive setting and entrance to the city.

The policy below provides a vision for the area and sets out key principles which redevelopment schemes for all or part of the area will need to accord with.

Policy ELY 7: A Vision for Octagon Business Park

The site will accommodate appropriate employment-generating uses including large format retail for bulky goods and a relocated supermarket. Proposals containing retail uses will need to accord with Policy COM 2 and demonstrate through a Retail Impact Assessment that there will be no adverse impact on Ely city centre – any retail offer should be complementary. Development will provide an attractive setting for this entrance into Ely, including the creation of a strong frontage along Angel Drove and consideration of the relationship of development to the Cambridgeshire Business Park. Substantial landscaping will reinforce the fen character of the site and minimise the visual impact of any car parking areas. A vehicular/pedestrian/cycle link to the Cambridgeshire Business Park will be incorporated and appropriate provision will be made for buses and taxis. The development of the site will need to be coordinated with the delivery of the proposed bypass.

Downham Road sports and leisure hub

The Downham Road site lies on the north-western edge of Ely, close to large areas of housing in the north of the city (both existing and proposed). The site extends to approximately 4.9ha and is within the ownership of East Cambridgeshire District Council. A further 3.1ha of land to the south-west is also within the ownership of the Council.

Part Two: Village/Town Visions

The area already represents a major focus for leisure and sporting activity within Ely, offering opportunities to play rugby, football, hockey, tennis, squash and golf. The District Council's vision is to build on these existing facilities and create a 'sports and leisure hub' for the district with a new district-wide leisure centre and multiplex cinema. This will benefit to the economy of Ely through additional visitors, but also improve social wellbeing in terms of promoting healthy lifestyles. The development should not harm the vitality or viability of Ely city centre.

The aim is to create a complete destination, where visitors can participate, eat, drink and relax, moving freely from one venue to another. There will be a need to give due consideration to the inter-relationship of different spaces within the site. It is therefore likely that a site-wide masterplan will need to be produced in advance of development.

Sports provision

- 8.14.1 There is an identified need for a larger public swimming pool and sports centre within Ely to cater for the increased population in the district⁷⁰. The existing Paradise Pool is reaching the end of its life and is in need of replacement, however, there is insufficient space on the site to deliver the size of facility that is now required for the district. Following a thorough process of assessment, evaluation and consultation, it was concluded that the new leisure centre would be best located on land adjacent to Ely Rugby Club at Downham Road.
- 8.14.2 Planning permission was granted in 2010 for a new district-wide leisure centre, providing public sport and wet/dry leisure facilities including a main pool, studio pool and splash pool, fitness suite and flexible sports hall that could also host occasional concerts or events. The A10 barrier can be mitigated by the provision of a well-designed underpass. The proposals will allow the delivery of a new and much needed facility within the short term whilst avoiding disruption to services on the existing Paradise site.

Conceptual proposals, approved scheme*Cinema*

- 8.14.3 There is strong public support for a new cinema in Ely. The Council carried out extensive public consultation on four potential site options in 2012 and Downham Road emerged as the preferred location.

⁷⁰ Sports Facilities and Open Spaces Assessment (2005)

Part Two: Village/Town Visions

8.14.4 It is likely that the site will need to be reconfigured to accommodate both the leisure centre and cinema – if this is found to be the case, the District Council will work with developers on the completion of a site-wide masterplan.

Policy ELY 8: Leisure allocation, land at Downham Road

Approximately 8ha of land is allocated for sports and leisure uses on land at Downham Road, to include:

- A district-wide leisure centre.
- A multiplex cinema with a minimum of 5 screens.
- Complementary secondary uses such as cafés and restaurants, appropriate to the proposed role of the site as a district sports and leisure hub. Proposals will need to demonstrate that these uses will not harm the vitality or viability of Ely city centre.

If the leisure centre needs to be re-sited to accommodate the proposed cinema, then a masterplan will be for the whole site will need to be prepared and submitted alongside a planning application. This should include the creation of strong transport links into Ely and beyond, to encourage users to travel by foot, cycle and public transport.

Lancaster Way Business Park

8.14.5 Lancaster Way Business Park lies about a mile to the south-west of the city. It is a successful location for employment, and provides industrial, warehousing and office uses on the site of the former RAF Witchford airbase.

8.14.6 The business park has seen significant expansion over recent years and its further development is a key element of the Council's employment strategy for Ely. The site is capable of providing a range of employment opportunities through the provision of new flexible high quality employment space. This will allow choice to companies looking to expand or move into the district, provide local jobs and reduce out-commuting. Accordingly, the Core Strategy (2009) proposed a 30ha extension to the south-east of the business park.

8.14.7 In line with the proposed allocation, outline planning permission to extend the business park by a further 36.6ha for a mix of B1, B2 and B8 uses has been granted – capacity to provide an additional 2500-3200 jobs. This development will make Lancaster Way one of the largest business parks in the region.

8.14.8 The allocation for the Lancaster Way site has been extended to reflect the area that has planning permission, providing certainty for its continuing employment use.

Part Two: Village/Town Visions

Lancaster Way Business Park, showing the approved extension site

**Policy ELY 9: Employment allocation, Lancaster Way**

Approximately xx hectares of land are allocated for employment at Lancaster Way, to include: xxx, to be developed in accordance with the planning permission.

Ely Road and Rail Distribution Centre, Queen Adelaide

Ely Road and Rail Distribution Centre is located in Queen Adelaide, approximately 1.2 miles north-east of Ely city centre. The site extends to approximately xxha and is owned by The Potter Group, who provide storage and logistics services across the UK.

The site benefits from a direct link to the mainline rail network at an important interchange point within the East Anglia rail network. Currently the site provides 24,000m² of rail-connected warehousing, extensive hard standing and office accommodation.

An additional 12ha of land within the site is available for development. This area was previously used for the storage of motor vehicles and has an authorised use for general storage and distribution (B8 employment). Due to the historic use of the site, a Contamination Assessment will be required prior to development to demonstrate that any risk can be adequately mitigated.

The site is located in a sensitive position in terms of nature conservation following the designation of 'Ely Pits and Meadows' SSSI. This comprises much of the land to the west of the site (known locally as 'Roswell Pits') and land opposite the site (known locally as the 'beet pits'). In addition, the site is bordered by the River Great Ouse to the south-east, which is designated as a County Wildlife Site. It will be important for any development to respect this setting, and ensure no adverse impact on the protected areas.

Access to the site by road is currently from the east, via a private road bridge over the river. A secondary access into the site runs from Ely Road to the north of the site. A public footpath adjoins part of the southern boundary of the site, providing an important link between Ely and two long distance footpaths – the Fen Rivers Way and the Hereward Way.

Part Two: Village/Town Visions

Policy ELY 10: Employment allocation, Ely Road and Rail Distribution Centre

Approximately xx hectares of land are allocated for employment development.

Development proposals within the allocated area will be expected to:

- Minimise impact on the adjacent County Wildlife Site, SSSI and Ely Country Park by providing appropriate landscaping treatment.
- Demonstrate that any contamination on the site can be adequately mitigated.
- Provide any necessary highway improvements to nearby roads.
- Comply with the other policies of the Local Plan.

Other infrastructure and community facilities

Ely needs to be served by appropriate levels of infrastructure and facilities, in order to ensure the quality of people's lives and prevent unnecessary travel. This includes infrastructure such as water, energy, sewage treatment works, and roads – and community facilities such as schools, open space, health, and sport and recreation facilities.

As outlined in Chapter 7, the District Council will continue to work with infrastructure providers to enable the delivery of necessary infrastructure and facilities. The District Council will also seek to secure planning obligations and Community Infrastructure Levy monies from developers towards new infrastructure and facilities required as a result of new development.

It will also be important to protect existing community facilities. As set out in Chapter 7, the loss of community facilities will be resisted under Policy COM 3. Proposals for new community development that benefit Ely will be supported in principle, subject to Policies GROWTH 3 and COM 4.

The key future infrastructure and service requirements for Ely are set out in table 8.6. These have been identified through technical work, discussions with infrastructure providers, and community consultation – and are linked to the estimated future levels of growth in Ely over the next 20 years.

Transport

In the face of continuing growth, the challenge presented to Ely's transport network is to sustainably support an economically vibrant, multi-functional city while preserving the unique character and heritage that gives Ely its identity. The compact nature of the city, particularly in the central historic areas, acts as a constraint on the width of carriageway on many roads. This limits the scope for providing additional on-road infrastructure, such as dedicated cycle lanes and on-street parking bays.

Ely has several long and short stay car parks that are managed by the District Council. Parking is currently provided free of charge, however, there are plans to introduce charging. The majority of these car parks are clustered around the city centre, providing around 1,200 spaces. In addition, 200 paid for spaces are provided at Angel Drove, designed to accommodate railway station commuter traffic and free up space in the city centre car parks for visitors and shoppers.

Ely is well connected to the national railway network, with services running regularly to a variety of destinations. Bus services connect Ely with a number of the villages in its rural hinterland. Only a small number of services currently run commercially and the rest are under contract to the County Council, and it is clear that there are pressures on subsidies. Several of the contracted services

Part Two: Village/Town Visions

are only available on market day (Thursday). There is no bus station in Ely but the main bus stops in Market Street are served by all of the bus routes.

Walking and cycling is vital to the delivery of a sustainable transport system. The compact nature of Ely and its relatively flat topography make it ideal for walking and cycling. However, there is a shortage of cycle infrastructure and a necessity for cycle routes to be heavily reliant upon the existing road system. Current levels of walking and cycling are low – in 2007, a study estimated that 80% of movements were by cars and taxis, 14% were goods vehicles and just 4% were soft modes – 3% walking and 1% cycling⁷¹. There is potential to increase these low levels of cycling.

The key transport challenges facing Ely are⁷²:

- High reliance on travel by car and low rates of cycling and walking despite the compact nature of the city, and its relatively flat topography.
- Lack of a joined up cycle network.
- Limited cycle parking in key locations.
- Lack of easily available bus route and timetable information.
- Poor bus stop infrastructure, such as a lack of seating, shelters and level boarding access.
- Problems with heavy commercial vehicles using the roads particularly in the east of the city.
- Congestion in the south of the city caused by the level crossing.
- Pressures on car parking at the station and city centre

Ely Railway Crossing

The A142 passes under the railway line via a low bridge, with lorries having to use a level crossing to the east. The level crossing is currently closed for around 35 minutes per hour and lorries queuing for the crossing block access to the underpass for other vehicles. On an average weekday 15,000 vehicles use this road, including 1,200 lorries⁷³ - causing significant rush hour delays.

Congestion at the crossing will increase in the absence of intervention as Network Rail plans to increase passenger and freight services through Ely. In addition, the underpass has the third highest vehicle strike rate in the country. Collisions result in disruption to the railway, as well as traffic, as the railway must be closed after each strike to inspect the bridge.

Enabling growth to take place in Ely without undue congestion is essential to the future success of both the city and the region. The Council has ambitions to redevelop the station area as a key gateway to the city (Policies ELY 5 and ELY 6), including a new public transport interchange to promote greater use of sustainable travel modes. The unwelcoming environment is currently hindering this opportunity; in addition to causing congestion, the high volume of



⁷¹ Cambridgeshire County Council Traffic Monitoring Report, 2007

⁷² Ely Market Town Transport Strategy, 2008

⁷³ A142 Ely Railway Crossing Option Assessment Report, Cambridgeshire County Council, June 2012

Part Two: Village/Town Visions

traffic creates severance between the railway station and the city centre for pedestrians and cyclists.

In September 2012, the County Council considered five options including an underpass, traffic stacking system and three different routes for a bypass. It was agreed that the best solution is the construction of a bypass spanning the River Great Ouse and railway to link Stuntney Causeway to Angel Drove (above). This would reduce journey times and create a road network which supports the long-term expansion of Ely.

Route B photomontage view, Ely Setting Study (June 2012)



Infrastructure needs

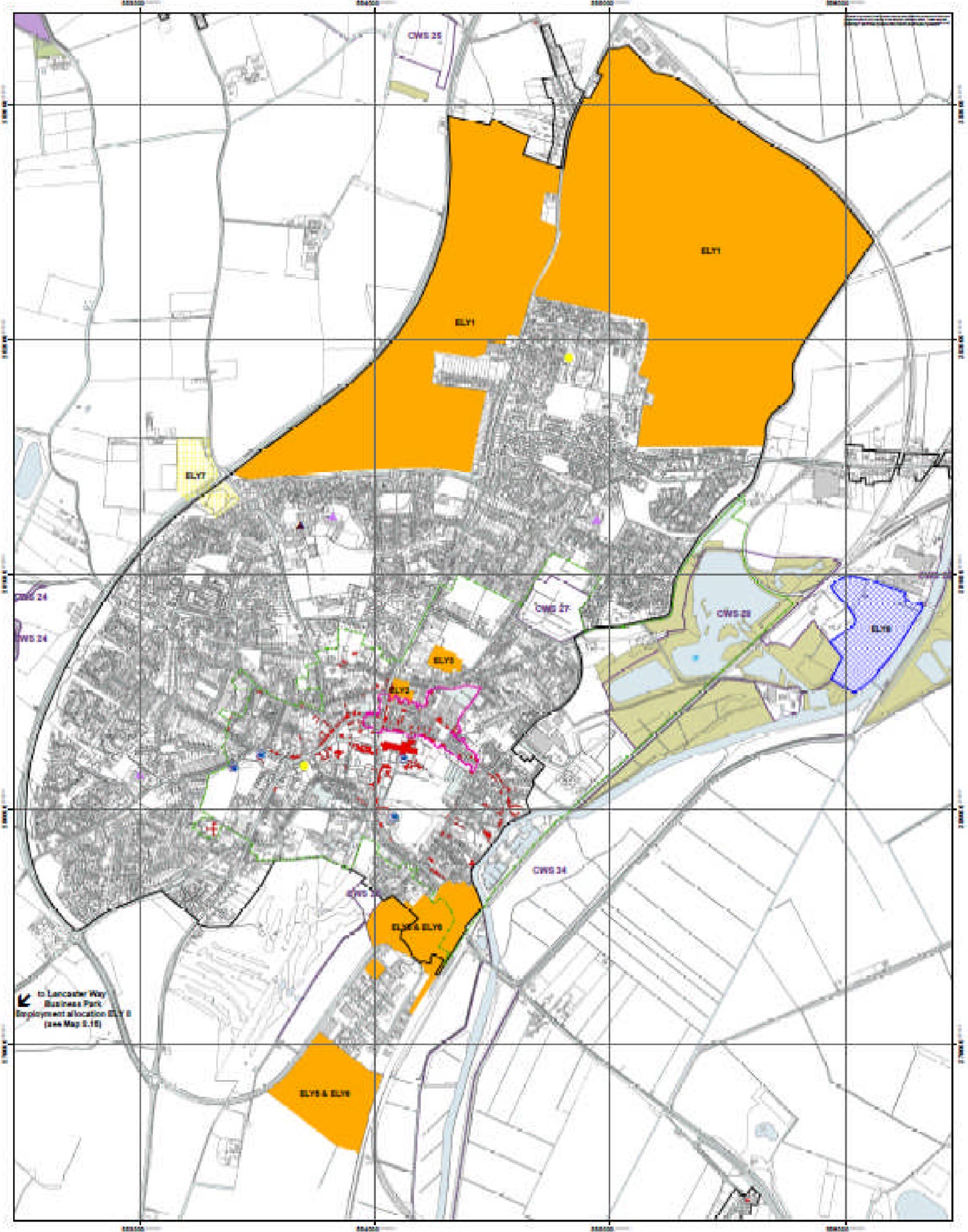
Infrastructure / facility	Location	Provider	Estimated delivery	Details
Ely southern bypass	South of Ely	County Council	TBC	See previous page
Upgrade to sewage treatment facilities	Sewage Treatment Works, Angel Drove	Anglian Water	2015	The Core Strategy proposed the relocation of the Cresswells Lane Sewage Treatment Works to the north of Ely. However, further investigation has concluded that relocating the works would not be a viable option. Upgrades will therefore be carried out the existing works on Angel Drove. Development proposals before 2015 will need to be supported by Anglian Water.
New primary schools	North Ely	County Council	TBC	Facilitated as part of the North Ely development (see Policy ELY 1)
New pre-school facilities and nurseries	North Ely	County Council	TBC	Facilitated as part of the North Ely development (see Policy ELY 1), as appropriate
New post-16 facilities	North Ely	County Council	TBC	Facilitated as part of the North Ely development (see Policy ELY 1), as appropriate
Princess of Wales Hospital				NHS Cambridgeshire plan to replace the existing Princess of Wales Hospital with a larger Primary Care facility, providing suitable modern accommodation. The next stage is to calculate spatial requirements, followed by the production of a masterplan by the NHS to identify the best location on the existing site for the new facility.
Extension to Ely Country Park	North Ely	ECDC / Ely City Council	TBC	Facilitated as part of the North Ely development (see Policy ELY 1)

Part Two: Village/Town Visions

Infrastructure / facility	Location	Provider	Estimated delivery	Details
New open space and play areas	Various	Developers	Various	Facilitated as part of new housing development schemes
New roundabout on the A10	A10 / North Ely	Developers / County Council	TBC	Facilitated as part of the North Ely development (see Policy ELY 1)
New transport interchange	Railway station	County Council / Network Rail / ECDC	TBC	Future funding needs to be secured. CIL contributions could assist.
Streetscape enhancements in city centre Improvements to the pedestrian / cycle network	Market Place Various	ECDC / Ely City Council / developers County Council	TBC Various	Funding to be secured. Could be facilitated via town centre development schemes or CIL. Funding to be secured. Could be facilitated via specific development schemes or CIL.

Part Two: Village/Town Visions

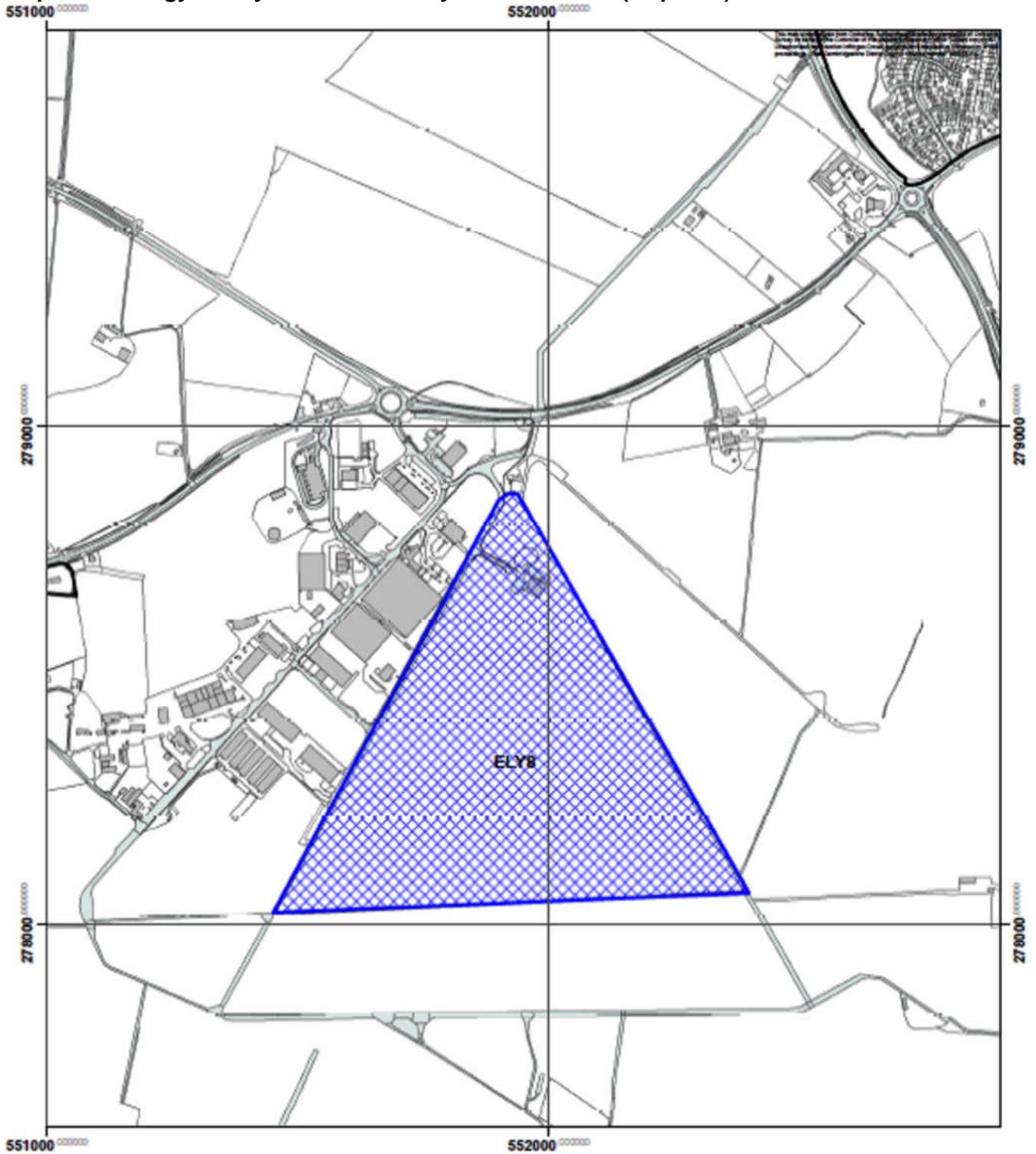
Spatial Strategy for Ely (Map 8.14)



Key	
Development Envelope	Doctors Surgery
Housing led/tilted use allocations (Ely North)	Primary School
Employment allocation	Secondary School
Leisure allocation	Scheduled Ancient Monument
Local Plan Policy	County Wildlife Site
Town centre boundary	Site of Special Scientific Interest
Conservation Area	Ely Country Park
Listed Building	

Part Two: Village/Town Visions

Spatial strategy for Ely – Lancaster Way Business Park (Map 8.15)



Key

- Development Envelope
- Employment allocation
- ELY X Local Plan Policy

Map 8.15
Ely
Lancaster Way
N
1:10,000