

Part Two: Village/Town Visions

8.15 Fordham



Description of Fordham

Fordham is a large village located four miles north of Newmarket and a mile south of Soham.

The village contains a number of listed buildings and has a designated Conservation Area. The village was also the site of a Royal manor house, and a 13th century Gilbertine priory (Fordham abbey), although unfortunately nothing remains. There is an attractive river valley (the River Snail) which passes through the heart of the village, and which provides an important green area between Market Street, River Lane and Mill Lane. The main features of the village are shown on Map 8.16.

Fordham has a good range of local services, including several shops, a part-time post office, a beauty salon, two hairdressers, the Royal British Legion, two restaurants, two public houses, a village hall, a community centre, a day care centre for the elderly, two churches, a primary school and pre-school. The recreation ground offers a good range of sporting facilities including bowls, cricket, football, all-weather tennis, and a children's playground. There is a regular bus service to Ely, Newmarket and Cambridge.

South of the village there is cluster of commercial businesses on the Newmarket, Exning and Snailwell Roads, which provide an important source of employment for the area. This includes the storage and distribution companies of Turners and DS Smith, plus other industrial and commercial companies. There are also a number of businesses within the village.

Key statistics

Fordham	
Population ⁷⁴	2770
Dwellings ⁷⁵	1150
New dwellings built 2001-2012 (net)	96
Estimated new dwellings 2012-2031 ⁷⁵	109

⁷⁴ Population and dwellings for Fordham Parish, Cambridgeshire County Council Research Group (mid-2010)

⁷⁵ Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

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<i>Employment</i> ⁷⁶ <i>Existing public transport services</i>	To be confirmed following publication of 2011 Census data A Monday – Saturday regular service to Ely, plus a Monday – Friday regular service to Newmarket and Cambridge (as at 2012)
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Housing

Fordham is likely to continue to grow, with new housing being built on suitable ‘infill’ sites within the village. Additionally, two new housing allocation sites are proposed off Mildenhall Road.

A ‘development envelope’ has been drawn around Fordham 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 FORD 1 and Policy FORD 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.

Land east of 24 Mildenhall Road

The site is located between the Vicarage and a terrace of houses, and is currently in use as a paddock. The site is close to the school and church and within walking distance of the village shop and bus stops. Although it is a small gap site between houses, the site adjoins open countryside and allotments to the rear. The site has an attractive green frontage on Mildenhall Road, with a strong hedgeline along the front, which includes a number of small trees.

It will be important for any development to be sensitively designed to provide a high quality scheme which enhances the setting of Fordham. Particular care should be taken to provide attractive landscaped views of the scheme from along Mildenhall Road, across the fields from Collin’s Hill, and from the countryside and allotments to the rear. This should include retention of as much original hedgeline and planting as possible, and additional planting on all the boundaries (including new trees to off-set any loss on the frontage). It should also involve ensuring that the rear part of the site is sensitively designed with lower densities and sufficient areas of open space, landscaping and garden land close to the boundary with the countryside/allotments.

There is currently a pedestrian crossing island opposite the site on Mildenhall Road. If it is not possible to retain in its current location, this will need to be relocated as part of the development proposal. Vehicular access should be provided at one point into the site, in order to avoid driveways crossing the footpath on Mildenhall Road.

The site is owned by the Parish Council, and there are aspirations to utilise any monies generated from the scheme towards the provision of a new Pavilion building in the village, and/or other priorities identified by the village community through the Parish Council.

Policy FRD 1: Housing allocation, land east of 24 Mildenhall Road

0.6 hectares of land is allocated for residential development for approximately 8-10 dwellings. Development proposals will be expected to:

⁷⁶ To be updated with forthcoming Census results

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- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to provide a scheme which minimises visual harm to the countryside, enhances the setting of Fordham, and provides attractive landscaped views from Mildenhall Road and Collins Hill.
- Maximise the retention of existing hedgerows and trees on the site, and provide additional landscaping on the site boundaries.
- Provide a single safe vehicular access from Mildenhall Road, which either allows for the retention of the pedestrian island on Mildenhall Road, or involves its relocation as part of the development proposal.
- 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 a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide appropriate evidence of the archaeological potential significance of the site prior to the submission of a planning application.
- Comply with the other policies of the Local Plan.

Land between 37 and 55 Mildenhall Road

The site is located between housing on the north side of Mildenhall Road, and is currently an agricultural field. It is a small gap between houses, and adjoins open countryside to the rear. The site is close to the school and church and within walking distance of the village shop and bus stops.

It will be important for any development to be sensitively designed to provide a high quality scheme which enhances the setting of Fordham and the appearance of Mildenhall Road. This should include retention of as much original hedgerow as possible, and additional planting on the site. Access to the site will need to cut through an existing cycle route, and a safe crossing point will therefore need to be provided. Vehicular access should be provided at one point into the site, in order to minimise driveways crossing the cycle/footpath on Mildenhall Road.

Policy FRD 2: Housing allocation, land between 37 and 55 Mildenhall Road

0.3 hectares of land is allocated for residential development for approximately 6 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 visual harm to the countryside and provide an attractive scheme which enhances the setting of Fordham.
- Maximise the retention of existing hedgerows on the boundaries of the site.
- Provide safe vehicular access from one point off Mildenhall Road, a new crossing point for the cycle route, and any other necessary highway improvements.
- 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 a mix of dwelling types and sizes to reflect current evidence of need within Fordham.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network

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- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Comply with the other policies of the Local Plan.

Employment

There are a number of small businesses within the village, including a garage, MOT and service centre, cattery and sports injury clinic. There is also a large cluster of commercial businesses to the south of the village, near Snailwell Road. This includes a number of storage and distribution firms, such as Turners and DS Smith, who have located there due to the area's proximity to the A14. It also includes a number of manufacturing and industrial premises, as well as the Horse Racing Forensic Laboratories.

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).

The cluster of employment activity off Snailwell Road in the south of the parish is important to the economy of East Cambridgeshire, and is a key logistical location close to the A14. It is there proposed to allocate 5 additional sites for employment uses (B1/B2/B8) in the area, in order to provide additional capacity for employment development and new businesses. These sites are shown on Map 8.17. Development on these allocation sites will need to be in line with Policy FORD 3, Policy FORD 4, Policy FORD 5, Policy FORD 6 and Policy FORD 7. Applications are likely to come forward at different points in time on each of these sites. However, there will be a need for some coordination and cooperation in terms of access arrangements. Firstly, vehicular access points will need to be designed in some cases to take account of potential employment development on adjoining land in the future. Secondly, there is a need to provide appropriate facilities to enable a bus service to serve the employment cluster. This will involve the provision of 2 bus stops and lay-bys, plus a pedestrian crossing facility on Newmarket Road – potentially on the stretch of the A142 between the Landwade Road roundabout and the Fordham roundabout. Thirdly the existing footway/cycleway from Fordham needs to be assessed to identify where widening is feasible to improve provision. All applications will be expected to make a contribution through Section 106 agreements to improvements for bus users and cyclists. Details of access requirements are set out in the individual site policies below.

No new employment allocation sites are proposed on the edge of Fordham village. 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.

Land south of Snailwell Road

The site is located on the A142, opposite DS Smith. It is currently an agricultural field, lying in a triangle between the A142 and Snailwell Road. To the east and south, the site is mainly bounded by industrial estates. However, there are four residential properties which border the site (one on the south side, and three on the northern side).

The area was identified in the District Local Plan (2000) as an area for employment development – but has yet to come forward. A review of future employment needs, as set out in the Council's Jobs Growth Strategy (2012), identifies the logistically important location of the Fordham Snailwell Road employment cluster, and indicates that future expansion of storage and distribution and manufacturing businesses is likely in this locality over the Plan period (up to 2031). The site is currently in the ownership of Turners Ltd.

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The site is highly visible from the A142 and Snailwell Road. Therefore, any scheme will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact – and also to minimise harm to nearby residential amenity. Development will also need to maximise retention of existing hedgerows and planting along the boundaries, and incorporate significant areas of landscaping and new planting (particularly along the road boundaries, and adjoining the residential properties). The existing balancing pond within the site provides an attractive feature and will need to be retained. Opportunities to enhance its biodiversity, accessibility and appearance should be explored.

The site lies in an area of archaeological interest. To the north is a site of a Roman villa (a Scheduled Ancient Monument) and there is evidence of Iron Age settlement in the vicinity. Further archaeological investigation of the site will be required prior to an application being submitted for development.

Vehicular access to the site will need to be provided off Snailwell Road. There is an existing footpath on the north side of Snailwell Road, which stops partway along. This path will need to be extended to the entrance of the allocation site, and a new safe crossing point provided for pedestrians and cyclists into the site. The vehicular access point will also need to have regard to the need to provide future access to the employment allocation on the north side of Snailwell Road.

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 such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 3, and ensure a high standard of comprehensive planning.

Policy FRD 3: Employment allocation, land south of Snailwell Road

Approximately 7 hectares of land is allocated for employment development (B1/B2/B8 uses).

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

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 the visual impact of the development from the A142 and Snailwell Road, and minimise impact on the amenity of nearby residential properties.
- Maximise the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142, Snailwell Road, and adjoining neighbouring properties).
- Retain and enhance the appearance, accessibility and biodiversity of the existing pond on the northern part of the site
- Provide for an extension to the site of the existing footpath/cycleway which currently stops partway along Snailwell Road, including a new crossing point across Snailwell Road into the site.
- Provide safe vehicular access from Snailwell Road, which takes account of the need to provide future vehicular access to land north of Snailwell Road (see Policy FORD 4 below), and other necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network, and that adequate surface water drainage and flood storage capacity is provided.

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- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Comply with the other policies of the Local Plan.

Land north of Snailwell Road

The site is located on the A142, opposite Turners, and is currently an agricultural field. To the north the site is bounded by commercial land operated by the Horse Racing Forensic Laboratory.

The site is highly visible from the A142 and Snailwell Road. Therefore, any scheme will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact. Development will also need to maximise retention of existing hedgerows and planting along the boundaries, and incorporate significant areas of landscaping and new planting (particularly along the road boundaries).

The site adjoins the attractive valley of the River Snail to the east, which is also an area of historical and archaeological interest. It includes the site of a Roman villa (which is a protected Scheduled Ancient Monument) and there is evidence of Iron Age settlement in the vicinity. An archaeological investigation of the site will be required prior to an application being submitted for development and the impact of the proposed development upon it. Development will also be required to respect the landscape character and biodiversity of the River Snail and the setting of the valley. A buffer zone and appropriate landscaping and planting should be provided in this part of the site, and measures investigated to avoid run-off into the River Snail.

Vehicular access to the site will need to be provided off Snailwell Road. There is an existing footpath on the north side of Snailwell Road, which stops partway along. This path will need to be extended to the entrance of the allocation site, and a new safe crossing point provided for pedestrians and cyclists into the site. The vehicular access point will also need to have regard to the need to provide future access to the employment allocation on the south side of Snailwell Road.

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 such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 4, and ensure a high standard of comprehensive planning.

Policy FRD 4: Employment allocation, land north of Snailwell Road

Approximately 5.5 hectares of land is allocated for employment development (B1/B2/B8 uses).

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

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 the visual impact of the development from the A142 and Snailwell Road
- Protect the landscape character, heritage and biodiversity of the adjacent valley of the River Snail and Scheduled Ancient Monument, through the provision of a buffer zone and appropriate landscaping, and measures to prevent run-off to the river. As part of this, developers will need to provide appropriate evidence of the archaeological potential and significance of the site prior to

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the submission of a planning application.

- Provide for the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142, Snailwell Road, and river valley).
- Provide safe vehicular access from Snailwell Road, which takes account of the need to provide future vehicular access to land south of Snailwell Road (see Policy FORD 3 below).
- Provide for an extension to the site of the existing footpath/cycleway which currently stops partway along Snailwell Road, and other necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

Land at Horse Racing Forensic Laboratories (HFL)

The site is currently owned and occupied by the Horse Racing Forensic Laboratories, who provide forensic testing and rehabilitation/hospital facilities for the race horing industry. It includes a number of buildings, laboratories, offices and parking areas (comprising roughly 3 hectares) – and also open areas and paddocks, some of which are used for rehabilitating racehorses.

The site is extensively landscaped, and provides an attractive parkland setting for the R&D business. However, the site has capacity for further development, and could offer potential for the expansion of the laboratories, plus the development of other employment uses on the site. This may include other R&D or office development (B1 uses), but could include diversification to provide workshops or light industrial units (B2 uses). The other adjoining sites in the Fordham Snailwell Road cluster (see Policies FORD 3, 4, 6 and 7) are considered to offer more suitable opportunities for storage and distribution (B8) development.

Development proposals will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to maintain the quality of the setting, and to minimise the visual impact from the A142. Development will also need to maximise the retention of existing hedgerows and planting, and incorporate areas of landscaping and new planting where appropriate.

The site adjoins the attractive valley of the River Snail to the east, which is also an area of historical and archaeological interest. It includes the site of a Roman villa (which is a protected Scheduled Ancient Monument) and there is evidence of Iron Age settlement in the vicinity. An archaeological investigation of the site will be required prior to an application being submitted for development. Development will also be required to respect the landscape character and biodiversity of the River Snail and the setting of the valley. Appropriate landscaping and planting should be provided in this part of the site, and measures investigated to avoid run-off into the River Snail.

There is existing vehicular and pedestrian/cycle access into the site from Newmarket Road. A Transport Impact Assessment will need to be undertaken with any development proposal, to ensure this is adequate and to identify any necessary highways improvements.

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 such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 4, and ensure a high standard of comprehensive planning.

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Policy FRD 5: Employment allocation, land at Horse Racing Forensic Laboratories

Approximately 12 hectares is allocated for employment development (B1/B2 uses). The site is currently partly occupied by the HFL laboratories, but offers potential for further on-site expansion and development.

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

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 provide a high quality scheme, and minimise the visual impact of the development from the A142.
- Protect the landscape character, heritage and biodiversity of the adjacent valley of the River Snail and nearby Scheduled Ancient Monument, through the provision of a buffer zone and appropriate landscaping, and measures to prevent run-off to the river. As part of this, developers will need to provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Maximise the retention of existing hedgerows and trees on the site.
- Provide safe vehicular access from Newmarket Road, and other necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

Land north of Turners

The site is located north of the existing Turners site on Newmarket Road, and adjoins the A142. It is currently an open field, but part of the area has recently gained planning permission for an overflow carpark and lorry park for the Turners operation (planning reference numbers 10/00607/OUT and 11/00681/FUL).

The site will need to be accessed via the existing Turners site. Direct access onto the A142 will not be appropriate.

The site adjoins the A142 and is highly visible on the approach from the north and south. Views across the site are dominated by the large cold stores and packing sheds on the Turners site. Development of this site could provide an opportunity to provide additional screening, landscaping and planting which could improve the appearance of the area. However, any scheme will need to be of a high quality, and involve the provision of buildings which are considerably smaller in height and bulk than on the adjacent Turners site. A range of types of building will help to provide visual interest, but as a guide, should not exceed 9 metres in height. It will also need to include significant areas of landscaping and planting in a buffer adjoining the A142. The applicant will be required to demonstrate that a comprehensive scheme can be brought forward, which improves the landscape quality of the area. A Masterplan will therefore be required 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 such as access and movement, built

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form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 6, and ensure a high standard of comprehensive planning.

Policy FRD 6: Employment allocation, land north of Turners

Approximately 8 hectares is allocated for employment development (B1/B2/B8 uses).

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

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 provide a high quality scheme which minimises the visual impact of the Turners site from the A142.
- Include a variety of building heights which provide visual interest, and do not exceed 9 metres in height.
- Provide extensive landscaping and planting areas, particularly adjoining the A142.
- Be accessed via the existing Turners site to the south.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with the other policies of the Local Plan.

Land south of Landwade Road

The site lies between Landwade Road, the A142 and an adjoining railway line. The packing and distribution firm DS Smith is located on part of the site, whilst the land to the south and west is undeveloped. The whole area is owned by DS Smith.

The site will need to be accessed via Landwade Road, rather than the A142. However, further investigation will be required to determine the precise location of the vehicular entrance off Landwade Road. Options to explore include whether the whole area should be accessed from one point, either via the current DS Smith access or via a new access to the west of this; or whether a new additional access point can be safely provided. A Transport Impact Assessment will need to be undertaken with any development proposal, to ensure access is adequate and to identify any necessary highways improvements.

The site is highly visible from the A142 and from the railway line. Development proposals will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact from the A142 and the railway line. Development will also need to maximise the retention of existing hedgerows and planting, and incorporate areas of landscaping and new planting, particularly along the boundaries of the A142 and railway line.

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 such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy FORD 4, and ensure a high standard of comprehensive planning.

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Approximately 14.5 hectares is allocated for employment development (B1/B2/B8 uses). Half of the site (about 7.5 hectares) is currently occupied by development associated with DS Smith, but there is potential for further on-site expansion, particularly to the south and west.

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

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 the visual impact from the A142 and railway line
- Provide for the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142 and the railway line).
- Demonstrate that safe vehicular access can be provided from Landwade Road (which takes account of the existing access points and development in the vicinity), and provide necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate 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

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

	Priority	Suggestions
1	Need for more school places	Work with County Council to ensure that the current shortage of spaces is fully considered and addressed within the next capital expenditure programme.
2	Improvements to pedestrian/cycle routes	Explore separation of cycle paths from footpaths along Mildenhall Road
3	Improvements to sports ground/open space	Work with neighbouring parishes to explore the provision of a cycle path from Fordham to Burwell to Cambridge, and Fordham to Newmarket. The following options have been identified as priority projects for future funding sources:
4	Traffic calming/highway improvements/weight restrictions	New sports pavilion/centre New play area equipment Provision of additional seating around village New park/gardens/walks Maintenance/expansion of inner green core of village Work with District and County Council to ensure better maintenance of footpaths and improved road/footpath surfacing Seek reduction of 30 mph speed limit on Mildenhall and Isleham Road (including provision of street lighting on Isleham Road)

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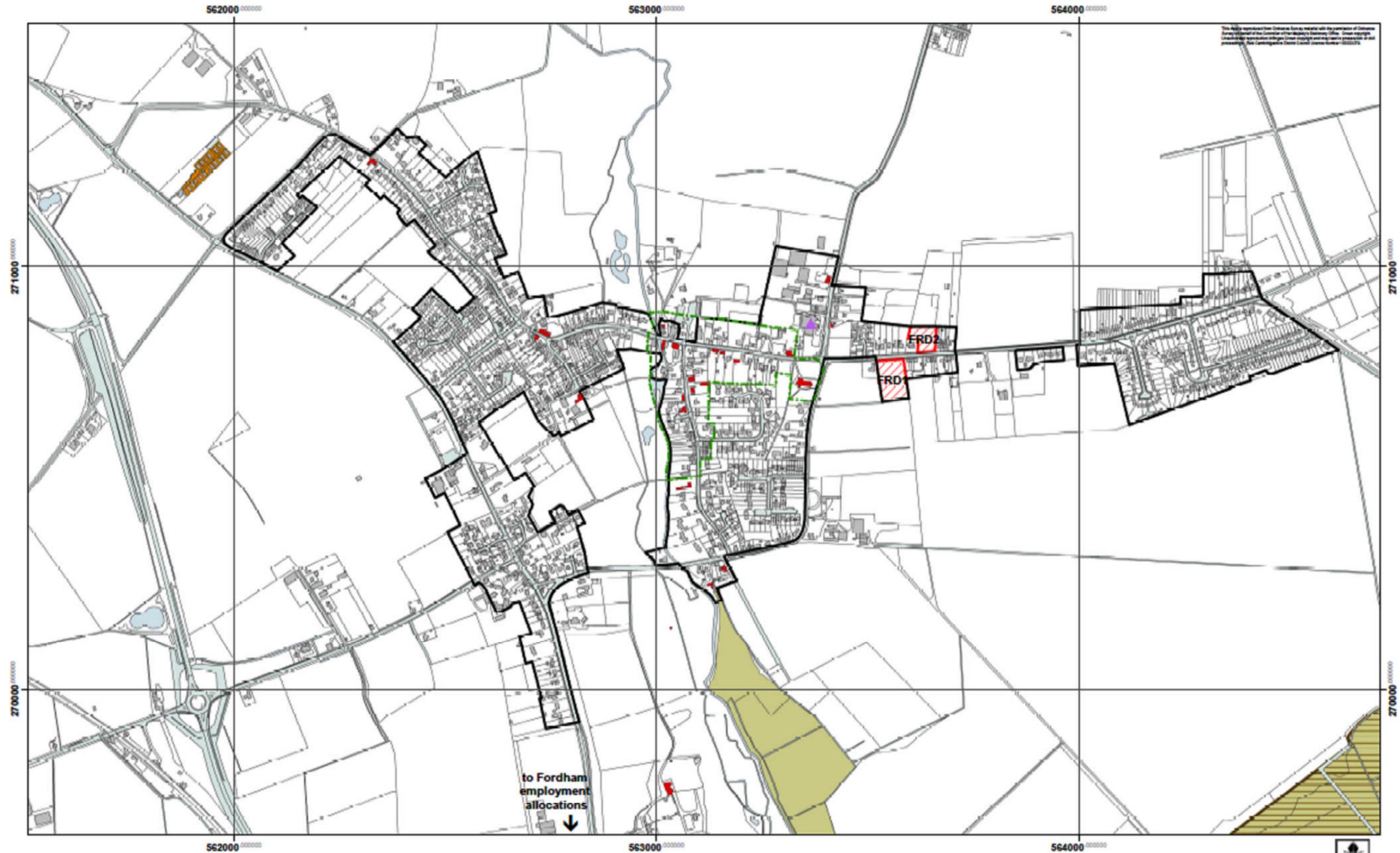
	<p>Improved road safety provision - particularly at school junction, Collin's Hill and through the centre of Fordham</p> <p>Provision of an additional bus stop on Newmarket Road near Horse Racing Forensic Laboratory</p> <p>Seek improvements to bus service – particularly for students travelling into or out of Cambridge</p>
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The top priority is the provision of more school places at Fordham Primary School. The District Council is working with the County Council to explore options for improving access to school places at Fordham and a number of surrounding local schools. The second priority is improvements to pedestrian/cycle links, with the third being improvements to sports ground/open space. The District Council will work with the Parish Council and County Council to explore options and secure funding for such schemes.

The current community facilities in Fordham (including the shops, pubs, community hall, post office and churches) 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 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.

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Spatial strategy for Fordham (Map 8.16)



This map is based on Ordnance Survey data and is not to be used for navigation. It is the responsibility of the user to ensure that the map is up to date and that it is used in accordance with the terms and conditions of the Ordnance Survey licence.

Key

Development Envelope	Primary School
Housing allocation	Mobile Home Park
Conservation Area	Site of Special Scientific Interest
Listed Building	Area of International Importance for Wildlife

Map 8.16

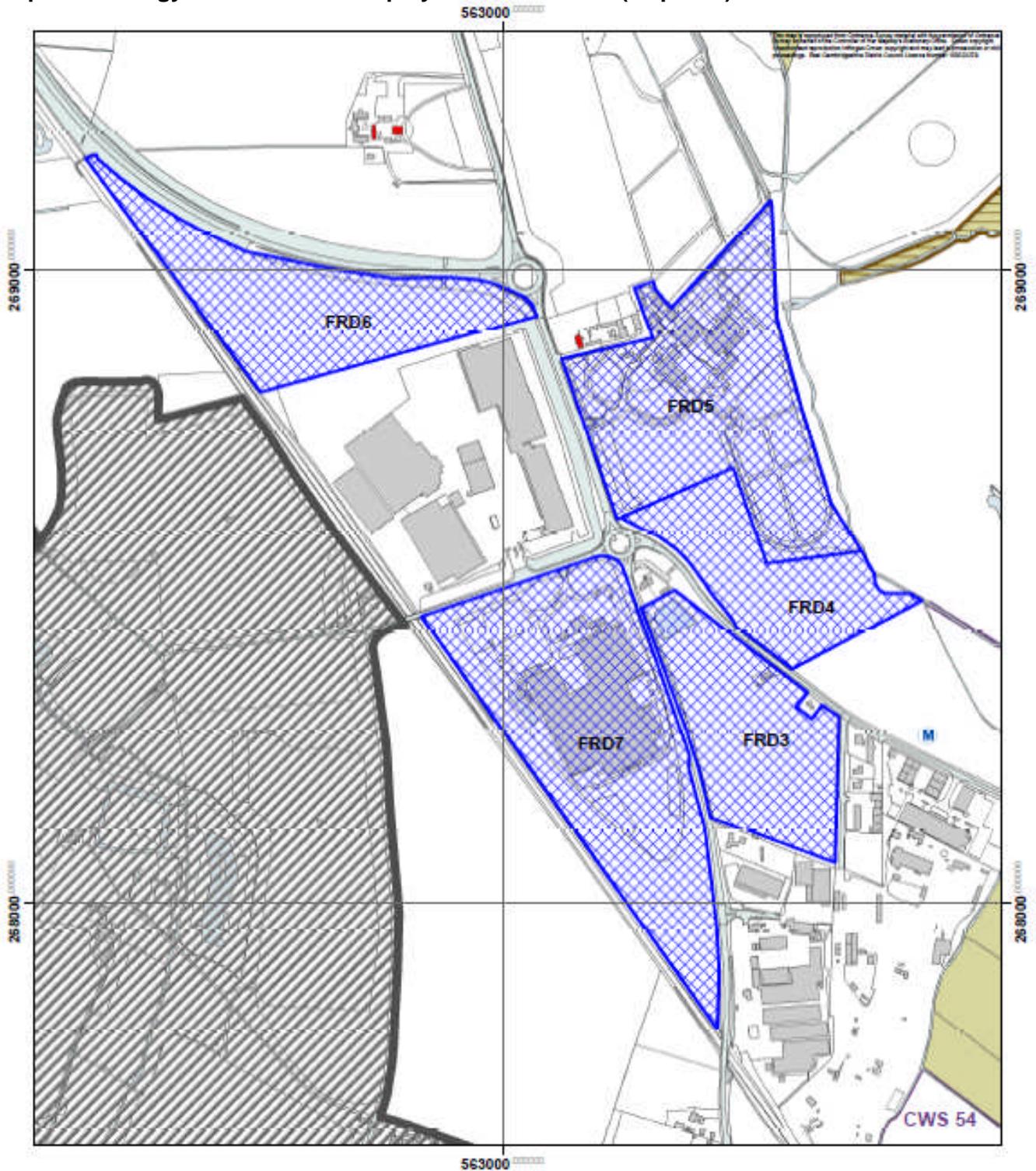
 Fordham

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Spatial strategy for Fordham – Employment allocations (Map 8.17)



Key

- Employment allocation
- FRD X Local Plan Policy
- Listed Building
- County Wildlife Site
- Site of Special Scientific Interest
- Area of International Importance for Wildlife
- Outside district

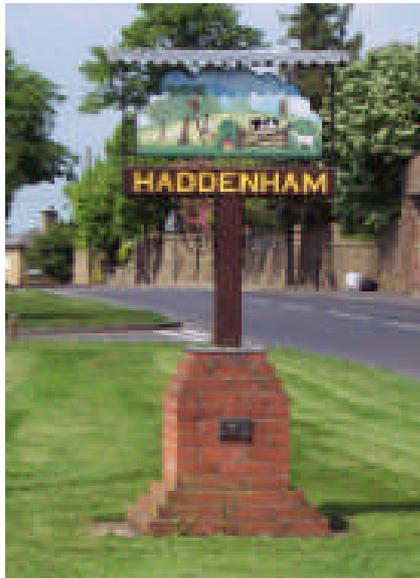
Map 8.17
Fordham
Employment sites

N

1:8,000

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8.16 Haddenham



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Description of Haddenham

Haddenham is a large village on the west 'shore' of the Isle of Ely, 7 miles south-west of Ely. Haddenham occupies a dramatic ridge, with views down north and south to the fens.

The village contains a large number of listed buildings and has two Conservation Areas, one of which covers the Hill Row area. The A1123 and the A1421 roads run through the village, meeting at a crossroads in the centre of the village. The main features of the village are shown on Map 8.18.

Haddenham has a reasonable level of services, including a post office, several shops, a library, a primary school, two public houses, 3 churches, a village hall, a sports and social club, a doctor's surgery, a pharmacy, an elderly day care centre and a number of public open spaces, including the recreation field (which has Queen Elizabeth II Field status). Haddenham is served by two regular bus services.

Key statistics

Haddenham	
<i>Population</i> ⁷⁷	3050
<i>Dwellings</i> ⁷⁸	1450
<i>New dwellings built 2001-2012 (net)</i>	118
<i>Estimated new dwellings 2012-2031</i> ⁷⁸	120
<i>Employment</i> ⁷⁹	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	A Monday – Saturday regular service to Ely, plus the X8 service to Cambridge stops in Haddenham once in the morning and once in the evening Monday – Friday

⁷⁷ Population and dwellings for Haddenham village, Cambridgeshire County Council Research Group (mid-2010)

⁷⁸ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁷⁹ To be updated with forthcoming Census results

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Housing

Haddenham is a large village and is likely to continue to grow over the next 20 years, with new housing being built on suitable 'infill' sites within the village. Additionally, two new housing allocation sites are proposed on the edge of Haddenham at Land off Rowan Close and Land at New Road. Details of the allocation sites are set out in the sections below.

A 'development envelope' has been drawn around Haddenham to define the built-up part of the village where development (infill and on the 2 allocation sites) may be permitted. The purpose is to prevent sprawl into the open countryside. Development on the allocation sites will need to be in line with Policies HADD1 and HADD2.

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.

Because of its ridge location, any future residential development within Haddenham must have particular regard to the potential for visual impact on the surrounding countryside.

Housing allocation – land off Rowan Close

The site is located to the south-west of the village along the road to Aldreth. The site is bounded by existing housing to the north and a private garden and paddocks to the south. It is screened to the south by hedgerows and mature trees, which should be retained as part of the landscaping scheme for the site. The site is a natural extension of the existing housing at Rowan Close and access will be via this estate.

Policy HAD 1: Housing allocation, land off Rowan Close

0.5 hectares of land is allocated for residential development of approximately 15 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 a minimum of 0.1 ha of public open space on-site
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Haddenham
- Retain the existing hedgerow and mature trees that comprise the southern boundary of the site.
- Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with other policies of the Local Plan

Housing allocation – land at New Road

The site is located to the east of the village along the road to Wilburton. The site is bounded by Hinton Hall gardens and fields to the north, the A1223 to the south and private dwellings to the east and west. The site consists of two parcels of land in separate ownership. Land at 3A New Road is currently a mixed-use site with a small care repair business at the rear of the site. The

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owner is flexible with regard to retaining the employment use if appropriate and a lower number of dwellings will be appropriate on the site if the employment use remains. Land adjacent 5 New Road is currently undeveloped.

The site has mature hedges to all boundaries, these should be retained where possible and soft landscaping will be required to minimise the visual impact of the development from the main A1123 road. A single access onto the A1123 to serve the site will be required, which must be safe and a suitable distance away from the corner of the New Road.

Policy HAD 2: Housing allocation, land at New Road

0.8 hectares of land is allocated for residential development of approximately 24 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 a minimum of 0.16 ha of public open space on-site
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Haddenham
- Have particular regard to site layout, building height, and soft landscaping, to minimise the visual impact of the development from the main A1123 road
- Provide safe vehicular access from one point to the south west of the site
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with other policies of the Local Plan

Employment

There are a number of businesses in Haddenham, both in the centre of the village and on the Haddenham 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 re-use employment sites for other purposes will only be permitted in certain circumstances (see Policy EMP 1).

The Local Plan proposes the allocation of additional 0.8 hectares of employment land in Haddenham in the form of an extension to Haddenham Business Park (see Policy HADD3 below).

Other 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.

Employment allocation – land at Haddenham Business Park, Station Road

The proposed employment allocation at Haddenham Business Park will provide for a mix of uses including B1, B2 and B8. Access to the extension will be via the existing business park entrance.

The development will have to be sensitive to the adjoining residential properties and have regard to the scale, height, design and massing of buildings, in order to minimise visual impact from the A1421 and Ely Way and on adjoining residential properties. This proposal also presents an opportunity to improve the visual impact of the site from Ely Way by including soft landscaping to the boundary. Landscaping will also need to be provided along the boundaries adjoining residential properties.

Part Two: Village/Town Visions**Policy HAD 3: Employment allocation, land at Haddenham Business Park, Station Road**

0.8 hectares of land is allocated for employment development at Haddenham Business Park (B1, B2, B8). Development proposals will be expected to:

- Have particular regard to the scale, height, design and massing of buildings, in order to minimise visual impact from the A1421 and Ely Way and on adjoining residential properties.
- Provide landscaping along the boundaries adjoining residential properties.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network
- Comply with other policies of the Local Plan.

Infrastructure and community facilities

Residents in Haddenham 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	Traffic calming/highway improvements/weight restrictions on roads	Work with Wilburton Parish Council to reduce the speed limit between the two villages Install pedestrian crossing with traffic lights near crossroads in village
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	A Northstowe – Haddenham – Stretham – Ely route
4	Improved transport links/public transport services	Improved regular service to Cambridge
5	Improvements to the community facilities	Including the Arkenstall Centre, The Recreation Centre and the Sports and Social Club
6	More support for home working and businesses operating from home	Improvements to Broadband service

The top priority is to reduce the speed and volume of traffic, particularly lorries, coming through Haddenham. The District Council will work with the Parish Council and County Council to explore options and secure funding for traffic management schemes in Haddenham. 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 to enable connections to Ely and neighbouring villages. The District Council will work with the Parish Council and County Council to explore options and secure funding for such schemes. 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 Haddenham (including the shops, Post Office, pubs, Library, Arkenstall Centre, Doctors Surgery and churches) contribute to the quality of people's lives. 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.

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Spatial strategy for Haddenham (Map 8.18)



Key

Development Envelope	Listed Building
Housing allocation	Doctors Surgery
Employment allocation	Primary School
HAD X Local Plan Policy	Mobile Home Park
Conservation Area	County Wildlife Site

Map 8.18
Haddenham

1:10,000

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8.17 Isleham



© East Cambridgeshire District Council

Description of Isleham

Isleham is a village of considerable interest with its buildings of clunch and pebble, ragstone and brick which range from late medieval to the present. The village lies 9 miles southeast of Ely and 6 miles northeast of Newmarket.

The village contains a large number of listed buildings and a Conservation Area centred on Church Street, Pound Lane and Mill Street. The scheduled remains of an 11th century Benedictine Priory and the listed priory church are located 100m west of the Church of St Andrew. The B1104 road runs through the village, meeting at the historic centre of the village. The main features of the village are shown on Map 8.19.

Isleham has a reasonable range of services including a post office, several shops, three public houses, three churches, a village hall, a large recreation ground (including an all-weather surface), a bowls club, a playground, a primary school and two bus services which runs through the village.

Key Statistics

Isleham	
Population ⁸⁰	2400
Dwellings ⁸¹	1020
New dwellings built 2001-2012 (net)	97
Estimated new dwellings 2012-2031 ⁸¹	110
Employment ⁸²	To be confirmed following publication of 2011 Census data
Existing public transport services	A Tuesday and Saturday service to Fordham and Newmarket and a Monday to Friday service to Snailwell and Newmarket. Both of which are operated once a day. (as at October 2012)

⁸⁰ Population for village of Isleham, Cambridgeshire County Council Research Group (mid-2010)

⁸¹ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁸² To be updated with forthcoming Census results

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Housing

Isleham is likely to continue to grow in the future, with new housing being built on suitable 'infill' sites within the village. In addition new housing allocation sites are proposed at Fordham Road and Hall Barn Road. (see policies ISLE1, ISLE2, and ISLE3).

A 'development envelope' has been drawn around Isleham 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 ISLE 1, ISLE2, and ISLE 3.

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 south and west of Lady Frances Court

The site is located to the south side of the village, close to the existing recreation ground and is adjacent to a number of residential properties, which were previously developed to provide affordable housing.

The Lady Frances Peyton Hospital Almshouse Charity who is the owner of the above land has indicated that it may look to provide a greater proportion of affordable housing on this site than the minimum provision suggested under Policy HOU 3 of the Local Plan (currently 30%). The precise mix of private and affordable housing will be determined as part of the planning application process.

Policy ISL 1: Housing allocation, Land south and west of Lady Frances Court

0.56 hectares of land is allocated for residential development of approximately 15 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 a minimum of 0.1 ha of public open space on site;
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Isleham;
- Have particular regard to site layout, building height and soft landscaping to minimise the visual impact of development from Fordham Road and Station Road;
- Provide safe vehicular access from Fordham Road;.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Comply with the other policies of the Local Plan.

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Housing allocation – Land at 5a Fordham Road

The site is located to the south side of the village and is currently farmland enclosed by a series of hedges. The site is adjacent to a number of residential properties on Fordham Road, and agricultural land to the east.

The site is located on the edge of the village and there will be a need to ensure that the site provides an attractive edge to the village and that it is designed so that it complements the existing built development on Fordham Road.

Policy ISL 2: Housing allocation, Land at 5a Fordham Road

0.55 hectares of land is allocated for residential development of approximately 10 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 a minimum of 0.07 ha of public open space on site;
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Isleham;
- Have particular regard to site layout, building height and soft landscaping to minimise the visual impact of development from Fordham Road;
- Provide safe vehicular access from Fordham Road;
- Provide landscaping along the boundary with agricultural land to the east and neighbouring residential properties to the north and south.

Housing allocation – Land west of Hall Barn Road

The site is located to the north of the village to the west of Hall Barn Road and is currently open farmland with existing residential properties to the south and east of the site.

The site is in a sensitive setting on the edge of the village with agricultural land to the north and west and is visible from both Hall Barn Road and Temple Road. It will be important for any development to respect this rural setting, and to provide an attractive development on the edge of the village. There will also be a need to ensure that development of this site protects the views of the Grade II listed buildings particularly from Temple Road.

Policy ISL 3: Housing allocation, Land west of Hall Barn Road

1 hectare of land is allocated for residential development of approximately 12 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 a minimum of 0.07 ha of public open space on site
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Isleham;
- Have particular regard to site layout, building height and soft landscaping to minimise the visual impact of development from Hall Barn Road and Temple Road;

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- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Provide safe vehicular access on Hall Barn Road with an access point to be located at distance from the Hall Barn Road and Temple Road junction.
- Provide landscaping along the boundary with the agricultural land to the west and existing residential properties.
- Have regard to the setting of listed buildings located at Hall Barn Road.

Employment

There are a number of businesses within the village and on Wells Business Park and Hall Barn Road Industrial Estate. 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).

The Local Plan proposes the allocation of additional employment land in Isleham in the form of an extension to Hall Barn Road Industrial Estate. The proposed employment allocation will provide for B1, B2 and B8 uses.

Policy ISL 4: Employment allocation, Land adjacent to Hall Barn Road Industrial Estate

1 hectare of land is allocated for employment development adjacent to Hall Barn Road Industrial Estate (B1, B2 and B8 uses).

Development proposals will be expected to:

- Have particular regard to the scale, height, design and massing of buildings, in order to minimise visual impact from Hall Barn Road and Fordham Road and the nearby residential properties.
- Provide safe vehicular access from Hall Barn Road;
- Provide necessary highway improvements to the existing Hall Barn Road/Fordham Road junction.
- Provide landscaping along the boundaries with adjoining agricultural land particularly to the south and east.
- Comply with other policies of the Local Plan.

Infrastructure and community facilities

Residents in Isleham 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 (primary) school	Work with the County Council to explore options for additional primary school provision within the village.
2	Improvements to play areas	Work with Isleham Parish Council to identify improvements to existing play areas within the village.
3	Ongoing improvements to the community/village hall	Work with Isleham Parish Council to identify need for community space improvements following completion of replacement village hall.

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3	Improvements to open space	Work with Isleham Parish Council to identify improvements to existing open space within the village.
4	Improvements to existing roads	Improvements to existing route to Soham and A142 junction

The top priority is a new primary school to replace the existing Isleham Primary school which serves Isleham and nearby settlements. Isleham Primary School is currently located on a relatively small site, which is constrained by existing built development. Concerns have been raised by the local community about the lack of primary school capacity and traffic in the surrounding area.

The scale of housing development envisaged in the Local Plan will not be sufficient to justify the development of a new primary school at Isleham and the County Council has indicated that there is capacity on site to cater for additional children likely to come forward from new development over the next 20 years. However the situation will be closely monitored, and options for additional primary provision within the village (including the potential for a new school) will be considered as part of a future review of the Local Plan.

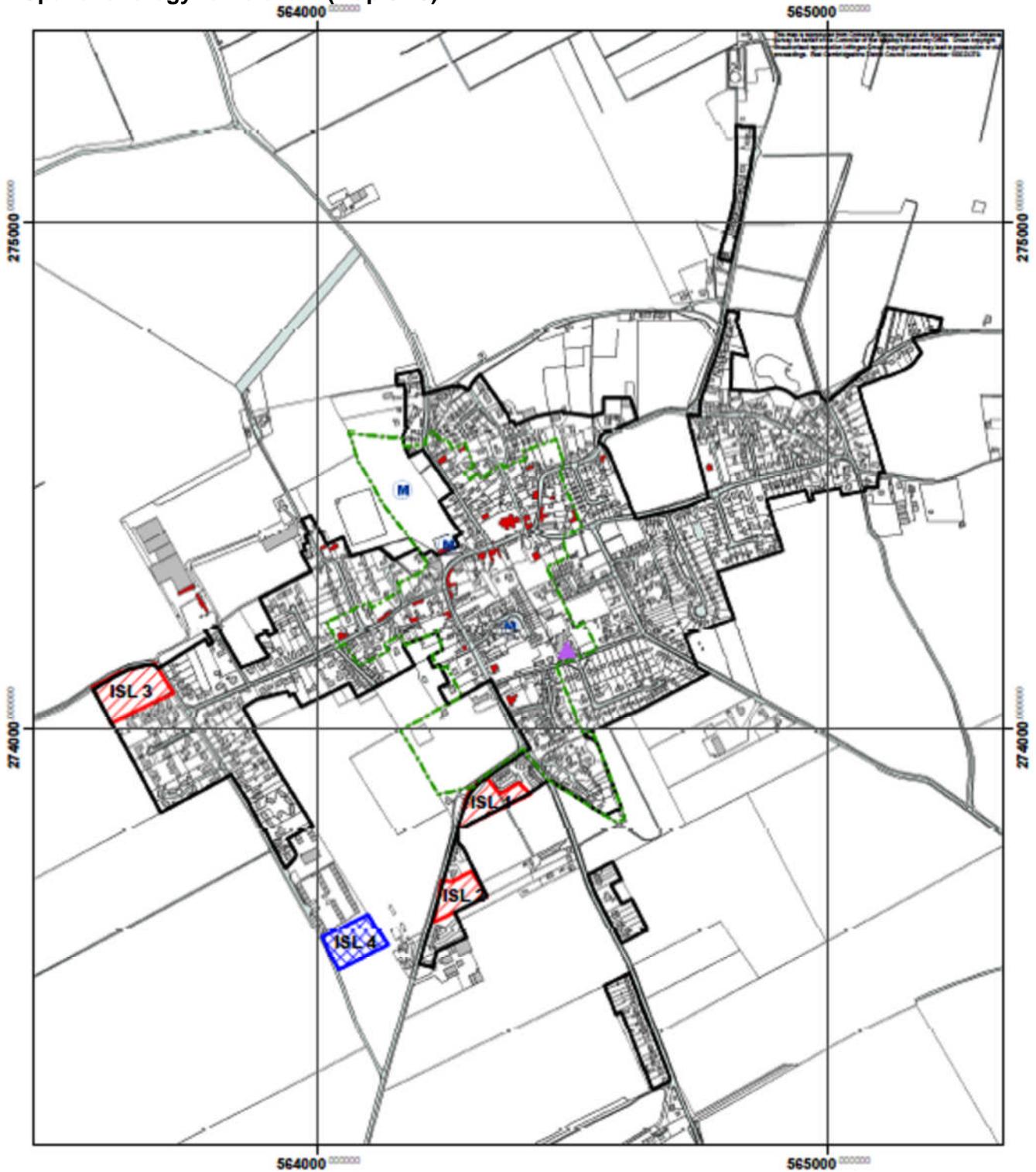
The second and third priorities, relate to improvements to the existing play area and open spaces within the village. The District Council will work with the Parish Council to identify specific improvements, which are required within the village.

The third priority is improvements to the existing community/village hall within the village. Isleham Parish Council has recently been granted planning permission for constructing a new building to replace the existing village hall. The replacement building is expected to be complete by Spring 2013.

The current community facilities in Isleham (including the shops, public houses and post office) 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 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.

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Spatial strategy for Isleham (Map 8.19)



Key

-  Development Envelope
-  Housing allocation
-  Employment allocation
- ISL X Local Plan Policy
-  Primary School
-  Conservation Area
-  Listed Building
-  Scheduled Ancient Monument



Map 8.19
Isleham
N



1:10,000

Part Two: Village/Town Visions

8.18 Kennett



© East Cambridgeshire District Council

Description of Kennett

Kennett is a small village located in the eastern tip of Cambridgeshire, bordering Suffolk, approximately 2.5 miles north-east of Newmarket. The village is made up of two main areas; one around the station and The Bell public house and the other around the school and church. There is some linear development between the two, mainly lying east of the B1085, but with substantial open frontages that contribute to the character of the village. There are listed buildings in the parish, also a scheduled ancient monument and two county wildlife sites, all located north of the main village. The main features of the village are shown on Map 8.20.

The A14 crosses between the two areas, with the railway line running parallel to the road. Kennett Station has the advantage of being on the main Cambridge-Ipswich railway line. The village also benefits from a regular bus service running 6 days a week.

Kennett has a number of facilities, including a primary school, pub, playing field and church. The village immediately adjoins the village of Kentford, which lies within Suffolk, and has a shop, including a post office and services which people from Kennett can access.

Key statistics

Kennett	
<i>Population</i> ⁸³	370
<i>Dwellings</i> ⁸⁴	170
<i>New dwellings built 2001-2012 (net)</i>	19
<i>Estimated new dwellings 2012-2031</i> ⁸⁴	3
<i>Employment</i> ⁸⁵	To be confirmed following publication of 2011 census data
<i>Existing public transport services</i>	Mainline railway station with services to Cambridge-Ipswich. Regular bus service, 6 days a week to Newmarket-Mildenhall.

⁸³ Population and dwellings for Kennett parish (mid-2010), Cambridgeshire County Council Research Group

⁸⁴ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁸⁵

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Housing

Kennett 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 Kennett. A ‘development envelope’ has been drawn around Kennett 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 small businesses located at Lanwades Business Park, as well as larger sites to the north of the village, including two aggregate suppliers Mick George and D. Haird. 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 Kennett. 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 Kennett 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 Road safety and traffic management schemes	Possible road safety reviews in terms of reducing the speed limit along B1085 to 20mph around school area, and 30mph elsewhere within the village and traffic calming schemes.
2 Improvements to pedestrian/cycle routes	More footpaths and cycle routes, including the provision of a safe footpath to access the playing field from the school, also improved footpaths around the river area.
3 Provision of a community/village hall	

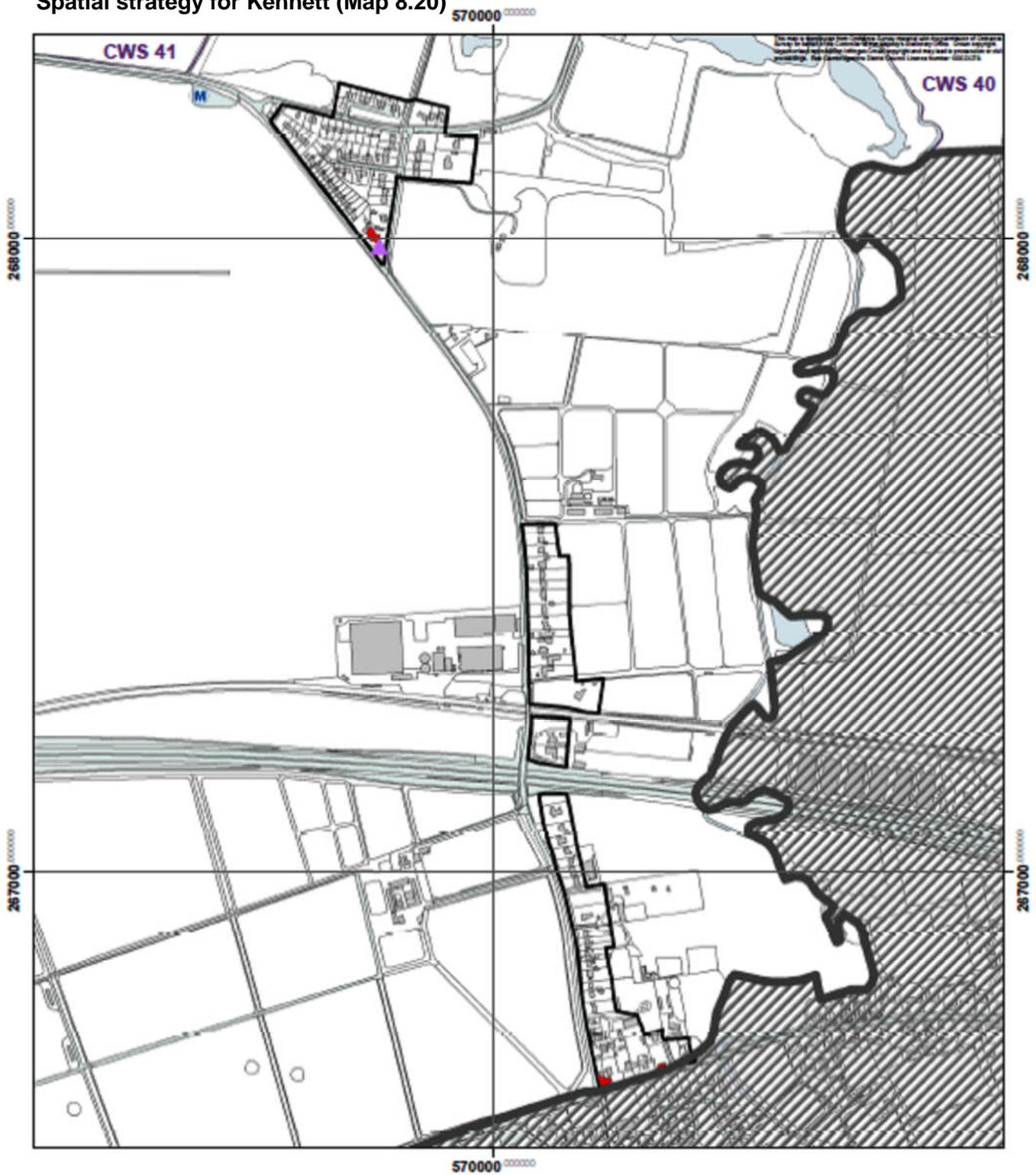
The top priority is to reduce speed and volume of the traffic along the B1085 and reduce the speed limit within the village to improve the safety of residents. The second priority is also transport related and requires improved pedestrian and cycle routes, especially linking the primary school to the playing field.

Community facilities in the village are limited and provision of a village hall has been expressed by residents for the village. The District Council will work with the County Council and Parish Council to explore options and secure funding to improve transport routes and other community facilities wherever possible.

The current community facilities in Kennett are good (including the primary school, church, public house and playing field) and contribute to the quality of people’s lives. The loss of community facilities and amenities 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.

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Spatial strategy for Kennett (Map 8.20)



Key

- Development Envelope
- Primary School
- Listed Building
- Scheduled Ancient Monument
- County Wildlife Site
- Outside district

Map 8.20
Kennett
N
1:8,000

Part Two: Village/Town Visions

8.19 Kirtling & Upend



© Kirtling Parish Council

Description of Kirtling and Upend

The parish of **Kirtling** includes Kirtling Green and Upend and is located to the east of the district, approximately 5 miles south-east of Newmarket.

There are many listed buildings in Kirtling parish but no Conservation Area. There is an area of Ancient Woodland, Lucy Wood, to the northwest of Kirtling, which is also a County Wildlife Site. There are also three Scheduled Ancient Monuments to the north of the village at Kirtling Tower. The scattered settlement of Kirtling has a reasonable range of facilities for its size. These include a garage, two churches, a well equipped village hall, and cricket and carpet bowls club. There is a bus service that runs through Kirtling four days a week. The main features of Kirtling are shown on Map 8.21.

Upend is located northeast of Kirtling, with a population of only 70. The small village has a Conservation Area and also includes many listed buildings. The bus service mentioned above serving Kirtling is available to Upend residents subject to advance telephone request. The main features of Upend are shown on Map 8.22.

Key statistics

Kirtling Parish	
<i>Population</i> ⁸⁶	370
<i>Dwellings</i> ⁸⁷	160
<i>New dwellings built 2001-2012 (net)</i>	10
<i>Estimated new dwellings 2012-2031</i> ⁸⁷	1
<i>Employment</i> ⁸⁸	To be confirmed following publication of 2011 Census data
<i>Existing public transport services</i>	There is a bus service that runs through Kirtling and Upend (on request) four days a week to Newmarket

⁸⁶ Population for Kirtling parish (mid-2010), Cambridgeshire County Council Research Group

⁸⁷ Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁸⁸

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Housing

Kirtling and Upend are likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the villages. No new housing allocation sites are proposed on the edge of Kirtling or Upend. A 'development envelope' has been drawn around both villages to define the built-up areas of the village where infill development may be permitted. Due to the dispersed nature of both settlements there are separate sections of the development envelope. 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 small number of current businesses in the villages, including the Garage and ATL Agricultural Technology Ltd, and bed and breakfast establishments in Kirtling, and Fittocks Stud in Upend. However, there is little employment land and premises (e.g. industrial or offices) 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 Kirtling or Upend. 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 Kirtling parish 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	Traffic calming/highways improvements	Reduction of speed limit of 40mph (due to be introduced in early 2013 – see below). Resurfacing of some roads – this is ongoing as County Council funds allow.
2	Improvements to broadband	The Council is part of a countywide scheme for broadband improvements.
3	A village shop/general store in Kirtling	A small shop remains an aspiration for the village where a feasible location will be sought for the future.
4	New sports facilities/play area	No children's play area currently available within the village.
5	Improvements to pedestrian/cycle routes	More pavements and some cycle routes alongside existing roads is desired although considered a lower priority.

There are two main priorities for Kirtling and Upend. Firstly, for the reduction of the speed limit, which has been achieved and is due to be introduced in early 2013. Approval has been received (in August 2012) from Cambridgeshire County Council to reduce to 30mph in both Kirtling and Upend. Secondly, for the improvement to broadband provision, which is poor in both Kirtling and Upend and is a high priority for the parish. This is an important issue in rural areas and improvements can benefit local businesses as well as having social benefits to residents. The District Council is currently working with the County Council on a countywide project to

Part Two: Village/Town Visions

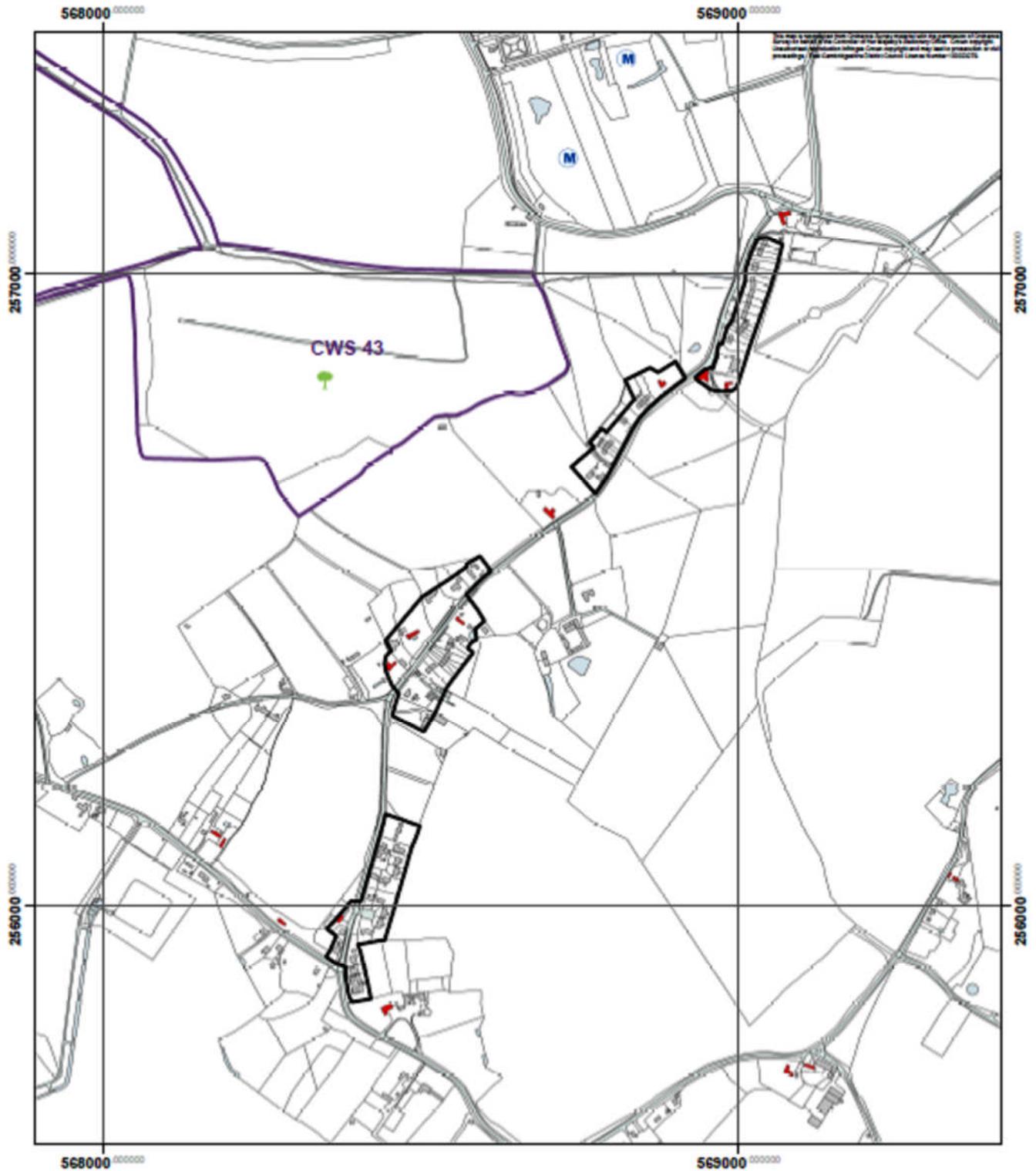
improve broadband connections in rural areas where there is no planned private sector investment.

A small shop attached to the pub has in the past been suggested as a location for a village shop in Kirtling, but with the closure of the pub this is unlikely to be feasible in the near future. However, this remains an aspiration and is a medium priority 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 Kirtling parish.

The community facilities in Kirtling parish are relatively few but excellent (including the village hall, churches, sports clubs and garage) and 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 two villages will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Kirtling (Map 8.21)



Key

- Development Envelope
- Listed Building
- Scheduled Ancient Monument
- County Wildlife Site
- Area of Ancient Woodland

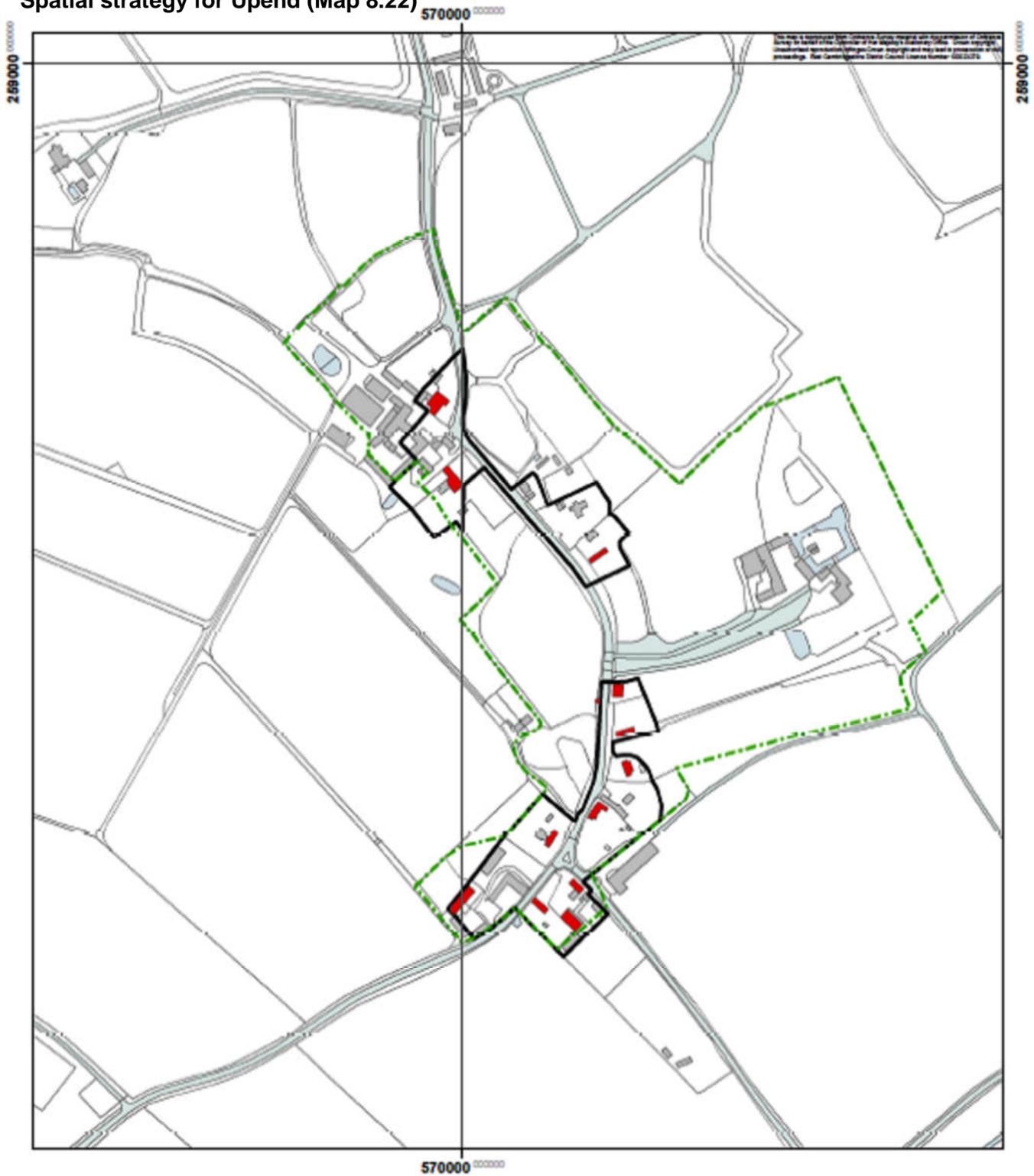
Map 8.21
Kirtling and
Kirtling Green

N

1:8,000

Part Two: Village/Town Visions

Spatial strategy for Upend (Map 8.22)



Key

- Development Envelope
- Conservation Area
- Listed Building



Map 8.22
Upend



1:4,000

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8.20 Little Downham



© East Cambridgeshire District Council

Description of Little Downham

Little Downham is a large linear village set on slightly elevated ground amongst the wider fen, approximately 2 miles north-west of Ely.

The village contains a number of listed buildings and has a Conservation Area in the central part of the village along Main Street, with the Church and Old Rectory forming prominent and attractive features at the eastern end.

Little Downham has a good range of facilities – there is a range of food and non-food shops, post office (outreach service), primary school, public houses, petrol station and car showroom, a church, a chapel, village hall (which includes a library and internet access point), recreation playing field and a play area. There are also several village greens.

Little Downham is also home to the first dedicated Local Nature Reserve in East Cambridgeshire, which consists of four areas of land on the edge of the village (Pingle Wood, Myles Meadow, Holts Spinney and Holts Meadow) (see Policy ENV 7). The main features of the village are shown on Map 8.23.

Key Statistics

Little Downham	
Population ⁸⁹	1860
Dwellings ⁹⁰	802
New dwellings built 2001-2012(net)	137
Estimated new dwellings 2012-2031 ⁹⁰	89
Employment ⁹¹	To be confirmed following publication of 2011 Census
Existing public transport services	A Monday to Saturday service to Ely (as at June 2012)

⁸⁹ Population and dwellings for village of Little Downham, Cambridgeshire County Council Research Group (mid-2010)

⁹⁰ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁹¹ To be updated with forthcoming Census results

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Housing

Little Downham is expected to grow, with new housing being built on suitable 'infill' sites within the village. Additionally, a new housing allocation site is proposed at land to the west of Ely Road.

A 'development envelope' has been drawn around Little Downham 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 site will need to be in line with Policy DOWN 1.

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 west off Ely Road

The site is currently grassland and is located to the rear of housing at Cannon Street and is adjacent to an existing farm business located on Ely Road.

The site includes a small workshop located at 7 Cannon Street, which forms part of an existing agricultural engineering business. The owner of the workshop has stated that this building could be removed to enable the development of this site.

A single vehicular access should be provided from Ely Road or Cannon Street the location of which will be determined as part of the planning application process.

It is well screened from Ely Road by substantial hedging close to the junction with Cannon Street. This hedging is located adjacent to an attractive row of trees, which form part of the roadside verge on Ely Road. The site is also bound by hedging along the boundary with the open countryside to the rear of the site, It is open to the south. Consequently the site is visible from the neighbouring farm and is partially visible from both Ely Road and the surrounding countryside.

As this site is located to close to existing residential properties on Cannon Street and Ely Road there will be a need to ensure that this development is sensitively designed to minimise its impact. Although the site is adjacent to existing built development on Cannon Street, the site adjoins open countryside to the rear. It will important to retain as much of the original hedgeline as possible and provide additional landscaping along the boundaries of the site.

Policy LTD 1: Housing allocation, land west of Ely Road

1.2 hectares of land is allocated for residential development of approximately 25 dwellings. Development proposals will be expected to:

- Have particular regard to site layout and the scale, building height and massing, and soft landscaping to minimise the visual impact of development from Cannon Street, Ely Road and the open countryside, and to minimise amenity impact on adjoining residential properties.
- Maximise the retention of existing hedgerows on the site, and provide additional landscaping on the site boundaries.

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- Provide a single safe vehicular access on Ely Road (to be located at a distance from the Cannon Street/Ely Road junction) or Cannon Street.
- Provide safe pedestrian/cycle access from Ely Road.
- 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 a minimum of 0.16 ha of public open space on site with play equipment.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Little Downham.
- Comply with the other policies of the Local Plan.

Employment

There are a number of small businesses within the village, including a car showroom, bookkeepers, building contractor, betting shop and a public relations company. There is also a haulage company (Halls Transport) located close to the village at Black Bank Drove and a small industrial estate on Cowbridge Hall Road.

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 (B1, B2 and B8 uses) 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 Little Downham. 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 Little Downham have indicated a desire for improvements to infrastructure and facilities in their village. A list of priorities is set out in the table below:

	Priority	Suggestions
1	More school places	Work with the County Council to ensure that sufficient primary school places are made available over the plan period.
2	Improvements to pedestrian/cycle routes	Existing bridleway has been identified as a potential cycling route from Little Downham to Ely, which, subject to improvements could form part of national cycling network subject to funding being available.
3	New cemetery	Little Downham Parish Council is currently working to identify and secure appropriate site for additional burial land.
4	Improvements to play areas	Little Downham Parish Council has secured funding for replacement of some of the existing play equipment.
5	Improvements to sports ground/open space	Little Downham Parish Council has secured funding for the additional fencing at the all weather court.
6	Adequate bus service	Little Downham Parish Council is seeking funding for the refurbishment and extension of the existing Pavilion.

The top priority is the provision of more school places at Little Downham Feoffes Primary School. The District Council is working with the County Council to explore options for improving access to school places at Little Downham. The second priority is improvements to

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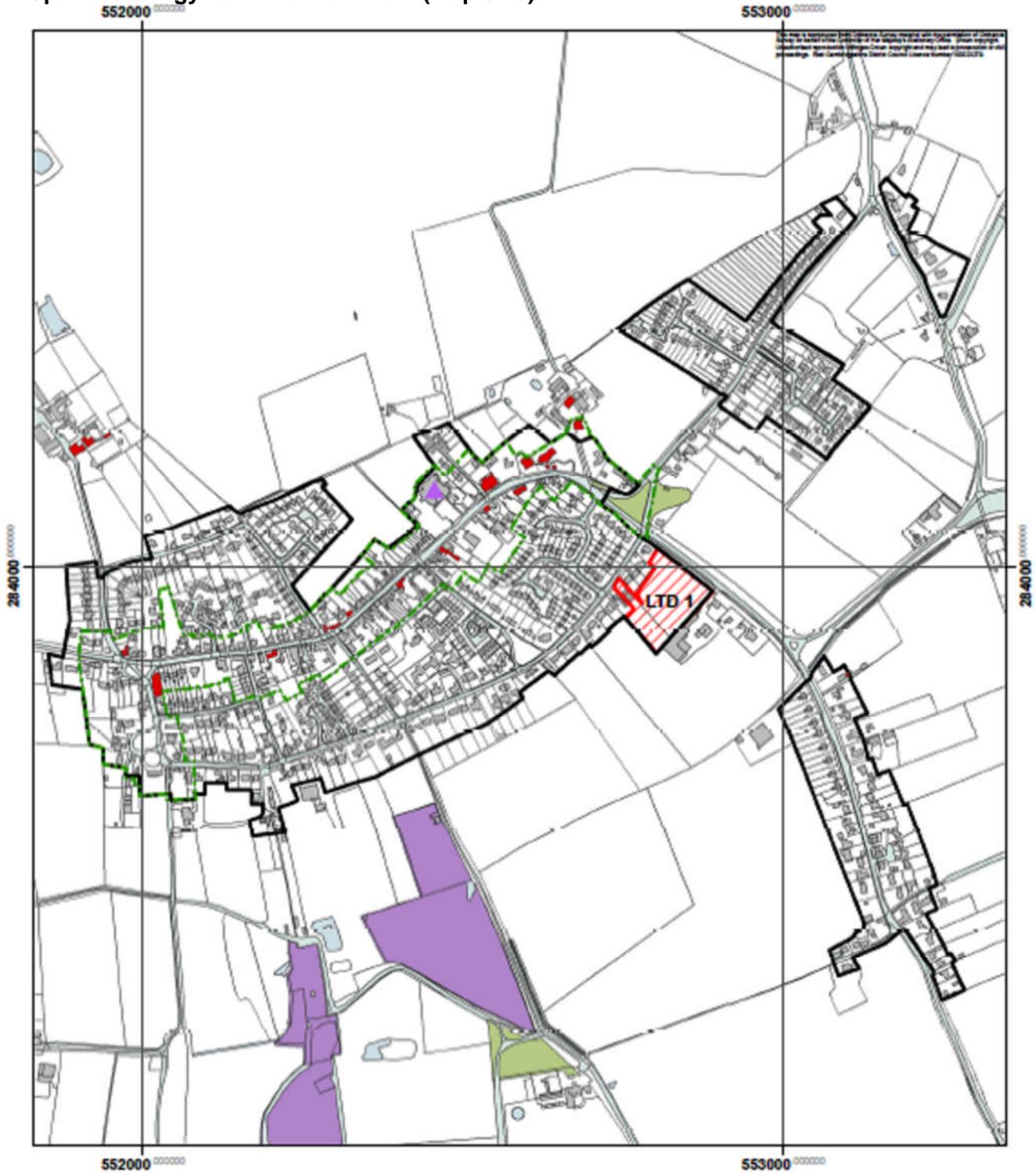
pedestrian/cycle links with the fourth and fifth being improvements to play areas and sport ground/open space. The District Council will work with the Parish Council and County Council to explore options for funding for such schemes.

The third priority is a new cemetery to address the need for additional burial space within the Parish. Little Downham Parish Council has established a working group to explore potential options for the development of additional burial land within the Parish following public consultation on this issue in 2012.

The current community facilities in Little Downham (including the shops, public houses, village hall 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 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.

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Spatial strategy for Little Downham (Map 8.23)



Key

-  Development Envelope
-  Housing allocation
- LTD 1 Local Plan Policy
-  Primary School
-  Conservation Area
-  Listed Building
-  Common Land
-  Local Nature Reserve



Map 8.23
Little Downham

N



1:8,000

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8.21 Little Thetford



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Description of Little Thetford

Little Thetford is a small village about 3 miles south of Ely. The 10th-century Old English name, lytel Thiutforda, refers to a ford across the nearby River Great Ouse, which today forms most of the village's eastern boundary. The village has 4 listed buildings including the St George's Church and The Round House, thought to be a 15th century dovecote. The main features of the village are shown on Map 8.24.

Facilities in the village include a primary school, church, village hall, Sports and Social Club and a sports field. The village has a regular bus service which runs to Ely and Cambridge.

Key statistics

Little Thetford	
Population ⁹²	680
Dwellings ⁹³	320
New dwellings built 2001-2012 (net)	40
Estimated new dwellings 2012-2031 ⁹³	5
Employment ⁹⁴	To be confirmed following publication of 2011 Census data
Existing public transport services	Regular services to Ely and Cambridge (Monday-Saturday) (as at June 2012)

Housing

Little Thetford 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 Little Thetford.

⁹² Population and dwellings for Thetford parish (mid-2010), Cambridgeshire County Council Research Group

⁹³ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁹⁴ To be updated with forthcoming Census results

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A 'development envelope' has been drawn around Little Thetford 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 few businesses in the village, including D TEK cycle shop, and Two Acres caravan site, but little employment land or premises (e.g. offices and industrial). The District Council is keen to retain any employment 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 Little Thetford. 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 Little Thetford have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below.

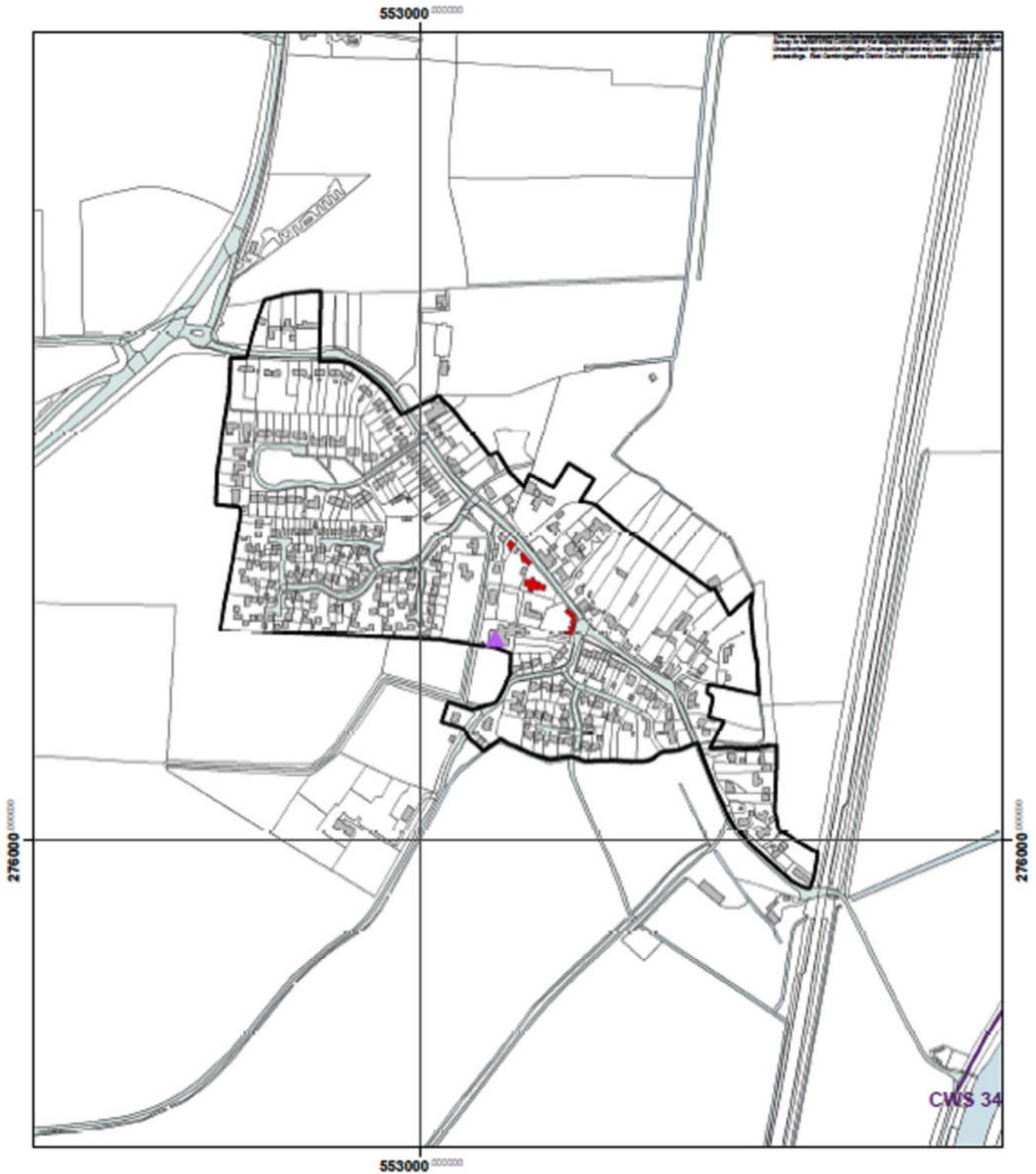
	Priority	Suggestions
1	Traffic calming	Traffic calming measures at the junction of the village with the A10 Traffic lights, roundabout or traffic islands required at entry to village
2	Improvements to pedestrian/cycle routes	Foot/cycle path extensions required in the Wyches from the cemetery to A10 and between Little Thetford and Stretham Better cycle route to Ely

The top priority is for traffic calming measures in Little Thetford, particularly at the A10 junction. The second priority is also transport-related – involving improvements to pedestrian/cycle links. The District Council will work with the Parish Council and County Council to explore options and secure funding for these road and transport schemes. 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 Little Thetford (including the primary school, church, village hall, Sports and Social Club and sports field) contribute to the quality of people's lives. 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.

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Spatial strategy for Little Thetford (Map 8.24)



Key

- Development Envelope
- Primary School
- Listed Building
- County Wildlife Site

Map 8.22
Little Thetford
N

1:6,000

Part Two: Village/Town Visions

8.22 Littleport

© St George's Church, Littleport

Description of Littleport

Littleport is a small market town of about 7300⁹⁵ people, located on the A10 between Ely and Downham Market. The communities of Black Horse Drove and Little Ouse form part of Littleport Parish, although they are separate settlements. Littleport has a historic town centre, with a range of local and independent shops, which serve the surrounding area. Other facilities include two primary schools, a library, medical centre, post office and a sports and leisure centre.

A significant amount of housing development has taken place in Littleport in recent years, within the built up area of the town and on new sites to the west of the town. Littleport has also been successful in attracting a significant number of jobs to the district (as highlighted in the District Council's Jobs Growth Strategy) although a number of employment sites remain undeveloped. However, there are not sufficient jobs for all residents and most people commute out of the town for work in Ely and elsewhere. One of the key challenges facing Littleport will be to provide future commercial and employment growth in the town, to reduce the levels of out commuting.

The town centre is a vital community hub, but has a fairly limited range of shops and has seen the loss of retail floorspace to other uses particularly housing in recent years. The proximity of Ely is a particular challenge, with many people traveling to Ely to access the wide range of shopping and leisure facilities available in the city. A key priority for Littleport is to expand the range of shops, eating places and other facilities on offer and to improve the appearance and attractiveness of Littleport town centre as a shopping and leisure destination for local people.

As Littleport continues to grow, it will be important to try and ensure that necessary infrastructure is in place to support development. This includes the construction of a new secondary school in the town, in the near future, which is expected to serve Littleport and the northern part of the District including parts of Ely. A new primary school will also be needed to cater for the expanded population. Details of the expected educational infrastructure requirements are set out in Section 6 below.

⁹⁵ Cambridgeshire County Council Research Group – 7,370 population in mid 2010

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Littleport is easily accessed from the A10 and it also benefits from a railway station, which provides access to Cambridge, Ely, Kings Lynn and London (King's Cross Station). However there is a need for additional car parking to be provided at Littleport Rail Station to serve those using the station and to address existing parking problems in the area.

Littleport is characterised by its slightly elevated location above the surrounding Fenland landscape with the River Great Ouse and its floodplain to the east of the town. Although the town benefits from being located close to a key riverside walking/cycling route (which forms part of the national cycling network) direct access to the countryside particularly to the north and west of the town is limited.

Littleport has a rich archaeological character owing to its location at the northern edge of the Isle of Ely. The fenland here had previously been a salt marsh and provided an economic focus for the numerous prehistoric and Roman salt-making settlements that were once located here

To the north-west of Littleport is the Ouse Washes, which is of international and national importance for its wildlife and rare breeding birds and the Wildfowl and Wetland Trust's Welney Wetland Centre.

The hamlet of Little Ouse is located by the river which gives its name on the north-eastern boundary of the district and has a population of approximately 70⁹⁶.

Key statistics

Littleport	
<i>Population</i> ⁹⁷	7370
<i>Dwellings</i> ⁹⁷	3117
<i>New dwellings built 2001-2012 (net)</i>	757
<i>Estimated new dwellings 2012-2031</i> ⁹⁸	1402
<i>Estimated number of jobs</i> ⁹⁹	1500
<i>Current public transport services</i>	A Monday – Saturday regular bus service to Ely and Cambridge and a limited service (Thursday only) to Prickwillow and Black Horse Drove. Rail services to Cambridge, Ely, King's Lynn and London Kings Cross (as at June 2012)

A vision for Littleport

A vision for Littleport 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 Littleport 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 Council's 'Littleport Masterplan' document (adopted May 2011), which looked at the long-term growth of Littleport over the next 20 years. Its purpose was to inform debate on the future capacity of Littleport to grow, and feed into development of the Local Plan. The Littleport Masterplan can be viewed on the District Council's website at: www.eastcamb.gov.uk.

⁹⁶ Population for Little Ouse Cambridgeshire County Council Research Group (mid-2010)

⁹⁷ Population and dwellings for Littleport, Cambridgeshire County Council Research Group (mid-2010)

⁹⁸ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

⁹⁹ ONS 2009

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The vision and objectives below have been used to develop specific policies to guide the future growth of Littleport. The policies are set out in the following sections, and the spatial plan for Littleport is shown in Map x at the end of this document.

Littleport vision statement

Littleport will be a vibrant 21st century market town, which is enjoyed by residents, visitors and workers and which will continue to have a strong sense of community. Distinctive and high quality new housing developments to the west of the town will support a revitalised town centre which will provide a good range of shops and community facilities and act as a community hub. A range of job opportunities will also be provided as part of new employment sites.

The town will benefit from new and improved community facilities including a new primary and secondary school, attractive greenspaces and links to the wider countryside, which are easily accessible by residents and visitors. Littleport will also continue to have a strong sense of community amongst residents in the town.

Littleport strategic objectives

1. Strengthen the role of Littleport town centre by making it a focus for retail development and community facilities and make it a more attractive and pleasant place to visit, which is highly accessible by foot and cycle.
2. Develop a network of greenspaces/links within Littleport and to the River Great Ouse and the wider countryside including through the creation of a new circular route.
3. Provide high quality housing development to the west of Littleport, which is highly accessible on foot, or cycle and has good connections to the town centre and key facilities.
4. Facilitate improved access to Littleport rail station, through additional car parking and enhanced walking and cycling routes.
5. Provide an increased range of job opportunities by enabling further employment growth to the west of the town.
6. Provide sufficient community facilities and services including the provision of new primary and secondary schools within the town to support future housing growth.
7. Protect and enhance the historic environment, particularly within Littleport Conservation Area.

Housing

Littleport is the third largest market town in the district, and is likely to continue to grow over the next 20 years.

A 'development envelope' has been drawn around Littleport to define the built-up part of the town 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. The hamlet of Little Ouse is considered to be countryside for the purposes of policy GROWTH 2.

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There are some opportunities for housing development on land within the built-up part of Littleport, on ‘infill’ sites. It is estimated there could be capacity for perhaps 908 dwellings between 2012 and 2031. Development on infill sites in the town will need to be in line with Policy GROWTH 2.

Additional development is also proposed on two new sites on the edge of the town. Development on these allocation sites will need to be in line with Policies LITTLEPORT 1 and LITTLEPORT 2 – see details below. The new housing sites are located to the west of the town and should help to support the vitality of the town centre. The two sites have an estimated capacity for 460 - 550 dwellings (505 mid-point estimate). A summary of the potential housing sources in Littleport is set out in the table below.

The town has further capacity to expand to the south – but it is considered vital that the identified Local Plan housing allocations come forward first, to support the vision for the town. Potential ‘phase 2’ housing areas to the south are shown indicatively in the Littleport Masterplan. It should be noted that these are not precise or accurate allocations, and further investigative work on site deliverability and suitability will be required in the future, prior to allocation in a development plan. Given the significant amount of housing supply in Littleport (from windfall sites and Local Plan allocations) the phase 2 areas are not anticipated to be required until the period beyond 2031. However, this situation will be monitored as part of the annual review process – and a partial review of the Local Plan instigated if necessary.

Estimated housing supply in Littleport 2012-31

<i>Housing sources</i>	<i>Number of dwellings</i>
Outstanding planning permissions	596
Potential large future sites	209
Estimated windfall on large sites	103
Housing allocations (mid-point estimate)	505
TOTAL ESTIMATED SUPPLY	1413

Housing/employment allocation – west of Woodfen Road

This site is located to the west of Woodfen Road, and is currently open farmland. The area is bounded by the A10 to the west, Saxon Way Business Park to the south, and Woodfen Road (including a number of residential gardens) to the east.

The site is identified in the Littleport Masterplan as a potential area for housing and employment development. It is estimated that there is potential for 200 – 250 dwellings and approximately 7 hectares of employment development.

The Littleport Masterplan proposed that the employment land should be located to the south adjacent to Saxon Way Business Park with housing within the northern part of the site. Further transport, access and financial viability work will be required to determine the final design and layout of this site as part of the planning application process.

A Transport Assessment will be required to demonstrate that safe access can be achieved to the site, and that any impact on surrounding roads can be mitigated. There is currently one access point into the site from Wisbech Road, which serves the neighbouring commercial land. It is expected that vehicular access to the proposed housing could be provided from Woodfen Road with the location of a new junction determined as part of a Transport Assessment.

However the potential for major improvements to the existing junction on Wisbech Road to enable further employment development is likely to be limited. Therefore potential options for providing vehicular access to the employment land will need to be fully explored as part of the

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Transport Assessment and other technical work. These options would require the employment land to be accessed either directly off the A10, via a new arm on the roundabout, or off Wisbech Road.

Assuming that access is provided from the A10 this may require the development of a new roundabout to serve the employment land. If access is provided directly from Wisbech Road this will need to be taken across the neighbouring land (which is in the same ownership as the housing/employment allocation) and will involve the reconfiguration of the existing industrial units or residential development.

The development should also be designed in such a way that vehicles accessing the employment land can do so without the need to travel through the proposed residential area.

The development should provide good pedestrian and cycle links across the site, between the employment area and the housing development. There will also be a need to provide additional pedestrian and cycle access across the site from Wisbech Road close to the A10 roundabout to Woodfen Road to provide part of a key circular route for Littleport. Similarly the provision of a safe additional pedestrian and cycle access point should be explored between the site and Wisbech Road. In order to provide access to the employment areas to the west of the town.

The potential for a pedestrian and cycle link to be provided from this site to the neighbouring Saxon Way Business Park will also need to be investigated.

The site is located on the edge of Littleport and is highly visible from the A10, and the southern part of Woodfen Road. Therefore it will be important for any development to be sensitively designed to provide a high quality scheme, which enhances the setting of Littleport. There will be a need to retain the existing planting which is located on the northern boundary of the site and adjacent to the A10.

A small part of the site close to the A10 is at risk from flooding therefore there will be a need for a Flood Risk Assessment to be submitted with any planning application for this site.

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 such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy LIT 1, and ensure a high standard of comprehensive planning.

Policy LIT 1: Housing/employment allocation, west of Woodfen Road

Approximately 17 hectares of land is allocated for housing and employment development for approximately 200-250 dwellings and a minimum of 7 hectares for B1/B2/B8 uses.

A Masterplan for the whole area 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 30%) as required under Policy HOU 3.
- Provide a minimum of 1.3 – 1.6 hectares of public open space on-site, including land for provision of a play area.
- Have particular regard to the layout and scale, height, design and massing of buildings, and landscaping, in order to minimise amenity impact on adjoining residential properties and

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screen the site from the A10 and the surrounding countryside.

- Demonstrate through a Transport Assessment that the site can be safely accessed by vehicles. This may involve provision of two separate access points with the housing part of the scheme only accessed via Woodfen Road, and the employment part accessed either via the A10, roundabout arm or directly off Wisbech Road (to be determined through the Transport Assessment and further feasibility work).
- Provide a pedestrian and cycle link across the site from a point close to the A10 roundabout, to Woodfen Road.
- Provide pedestrian and cycle access between the housing and employment parts of the site.
- Provide pedestrian/cycle access from Woodfen Road to the south of the proposed highway access for the housing development.
- Investigate potential for provision of pedestrian and cycle link between the site and the neighbouring Saxon Way Business Park.
- Provide necessary highway improvements and traffic calming measures on nearby roads, as demonstrated in a Transport Assessment to deal with additional traffic and to provide safe crossing places for pedestrians and cyclists.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Littleport.
- Demonstrate that flood risk on site can be adequately mitigated.
- Demonstrate that potential noise impacts from the A10 can be mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with other policies in the Local Plan.

Housing allocation – land west of Highfields

This site is located to the west of the town and is adjacent to the Highfields housing development (which is partially developed with the remainder of the site being under construction or undeveloped). The site is currently open farmland and is identified in the Littleport Masterplan as a potential area for housing development.

The site is bounded by an existing tree belt and grassland to the north, hedgerows to the south and a balancing pond (which is enclosed by a fence to prevent access) located close to Woodfen Road.

The site would be an extension of the existing Highfields housing estate, and would need to be accessed via the Highfields road network. Therefore its delivery will be dependant upon appropriate highway links and connections being made to the Highfields estate. It is estimated there is potential for approximately 260 - 300 dwellings on the site. However there is potential for further housing development to the south of this site as highlighted above. Therefore there will be a need to ensure that any development has regards to the design of the Highfields development and allows for future housing development south to Grange Lane.

A transport assessment will need to be carried out to demonstrate that the site can be safely accessed and that any impacts on nearby highways can be adequately mitigated e.g. through traffic calming and other highways improvements.

This site will also need to provide appropriate connections to the existing highway and pedestrian and cycling routes which form of the Highfields development to enable access to the town centre. There will also be a need to be provide additional pedestrian and cycle access across the site from the north-west corner to the north-east corner of the site to provide part of a

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key circular route for Littleport. There is also a need to formalise the existing informal footpath located on the northern boundary of the site, which is currently used by residents to gain access to Woodfen Road.

The site is located on the western edge of Littleport and is partially visible from Woodfen Road and Grange Lane. The site is also higher than the surrounding area to the west with the land sloping down towards Woodfen Road. Therefore it will be important for any development to be sensitively designed to provide a high quality scheme, which enhances the setting of Littleport.

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 such as access and movement, built form and phasing. It will demonstrate how the site will deliver the key aims of Policy LIT 2, and ensure a high standard of comprehensive planning.

Policy LIT 2: Housing allocation, land west of Highfields

13.25 hectares of land is allocated for residential development for approximately 260 – 300 dwellings

A Masterplan for the whole area 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 30%) as required under Policy HOU 3.
- Provide a minimum of 1.7 – 2 hectares of public open space on-site, including land for provision of a play area.
- Have particular regard to the layout and scale, height, design and massing of buildings, and landscaping, in order to minimise visual impact from Woodfen Road, Grange Lane and the surrounding countryside.
- Provide pedestrian and cycle links from the site to the town centre via the adjoining Highfields development (Tilling Way/Cornfield Lane) and Upton Place.
- Provide a pedestrian and cycle link across the site from Woodfen Road as part of circular walking route around Littleport.
- Contribute towards provision of pedestrian and cycle route on Grange Lane between A10 roundabout and Highfields mini roundabout.
- To relate well to the established design character of the Highfields development and allow for future housing development to the south of the site.
- Provide safe vehicular access from Highfields Road (vehicular route which currently has benefit of planning permission).
- Provide necessary highway improvements and traffic calming measures on nearby roads, as demonstrated in a Transport Assessment.
- Provide a mix of dwelling types and sizes to reflect current evidence of need within Littleport
- Demonstrate that potential noise impacts from the A10 can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network and that adequate surface water drainage and flood storage capacity is provided.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.

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- Comply with the other policies of the Local Plan.

Employment

Littleport has a range of employment opportunities, with a number of commercial and industrial firms mainly in industrial parks on the edge of the town on Wisbech Road and Saxon Way Business Park. Other key employers in the town include the primary schools, medical centre, and shops and businesses located in the town centre.

Littleport has been successful in attracting a significant number of jobs in comparison to other larger settlements within the district (East Cambridgeshire Jobs Growth Strategy). Littleport Parish has also performed well in terms of the amount of gross commercial floorspace (27,465 sqm), which has been built since 1999. However larger employment sites at Littleport have not attracted significant levels of interest from potential occupiers in recent years.

The District Council is keen to try and provide more jobs in Littleport, and increase the levels of self-containment (currently 25% - e.g. with 1500 jobs available for 5980 population¹⁰⁰). As part of this strategy, a number of new sites are proposed for employment development in Littleport to try and increase the stock of commercial premises. This includes new employment sites off Wisbech Road (see Policies LIT 3 and LIT 4 below). In addition, a new employment area is proposed off Woodfen Road as part of a housing/employment site – see Policy LIT 1 in the previous section. A summary of employment potential on these sites is set out in the table below. The table also includes an estimate for additional homeworking employment in Littleport over the plan period. Additional jobs from these sites/sources alone would help to increase the level of self-containment to an estimated 33% by 2031 (with 2374 jobs available from an estimated 7090 people of employment age)¹⁰¹.

Employment potential on new sites in Littleport

<i>Location</i>	<i>Hectares</i>	<i>Estimated jobs growth</i>	<i>Policy reference</i>
Land west of Woodfen Road	7 hectares	341	Policy LIT 1
Land west of 150 Wisbech Road	1.6 hectares	172	Policy LIT 3
Land north of Wisbech Road	4.77 hectares	218	Policy LIT 4
Home working		143	
TOTAL ADDITIONAL JOBS		874	

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 Littleport given this context. Proposals to re-use employment sites in Littleport for other purposes will therefore only be permitted in certain circumstances – as set out in Policy EMP 1 in the Employment Chapter.

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 Littleport. However, small-scale employment schemes that come forward on the edge of Littleport may be supported in principle – subject to Policies EMP 2, EMP 3 and EMP 4.

¹⁰⁰ The estimate is for the whole parish of Littleport, rather than the town. Source for number of jobs – ONS 2009. Population estimates as derived from Cambridgeshire County Council's Research Group mid-year estimates for 2010.

¹⁰¹ Future population estimates as provided by the County Council Research Group, based on housing trajectory

Part Two: Village/Town Visions

Employment allocation – land west of 150 Wisbech Road

The site is currently grassland (which was formerly in agricultural use) to the north of Littleport. It is adjacent to a petrol filling station and a number of residential properties to the east, and is bounded by the A10 to the west. The site is identified in the Littleport Masterplan as a potential area for employment development.

Given that this site is highly visible from the A10 any scheme will need to be carefully designed in terms of layout, scale, height and massing of buildings, in order to minimise the visual impact. Development will also need to maximise retention of existing hedgerows and planting along the northern and eastern boundaries, and incorporate landscaping and new planting where possible.

Vehicular access to the site will need to be provided from Wisbech Road by reconfiguring the existing junction, which provides access to the petrol filling station (which is in the same ownership as this site). To enable this the existing acoustic bund adjacent to the petrol station will also have to be repositioned as part of the development.

The development scheme will need to incorporate provision of an additional pedestrian link through the site from Black Bank Drove to Wisbech Road, as part of a key circular route for Littleport (see Section 6 on infrastructure).

Policy LIT 3: Employment allocation, land west of 150 Wisbech Road

Approximately 1.6 hectares of land is allocated for employment development for B1 and B2 uses on land north of Wisbech Road.

Development proposals will be expected to:

- Provide safe vehicular access from Wisbech Road.
- Provide adequate on-site car and cycle parking for employees and visitors.
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside and minimise amenity impact upon neighbouring residential properties.
- Maximise the retention of existing trees and hedgerows on site.
- Provide landscaping along the boundaries with the A10, Black Horse Drove and neighbouring residential properties.
- Demonstrate that noise from the A10 can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Provide a pedestrian link across the site between Black Bank Drove and Wisbech Road as part of circular walking route around Littleport.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- Comply with other policies of the Local Plan.

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Employment allocation – land north of Wisbech Road

The site is currently agricultural land on the western edge of Littleport adjacent to an existing agricultural machinery business (Thurlow Nunn Holdings) and north-east of the existing Faraday Business Park.

This site includes land previously identified in the District Council Local Plan (2000) as an area for employment. However part of the existing employment allocation remains undeveloped. Since then it has been identified as a potential future employment site in the Littleport Masterplan. It is also proposed that land to the north of the concrete products factory should also be allocated for employment to enable the expansion of the existing business.

Highway access to the site is provided from two separate points on Wisbech Road. The majority of the site will need to be accessed via the existing access point, which serves Thurlow Nunn Standen. The Highways Authority has advised that there will be a need for improvements to be made to the junction to enable further employment development on this part of the site. The remainder of the site in the ownership of Aggregate Industries will be accessed via the existing concrete factory, as an extension of their site.

This area is located in an area of high flood risk. Therefore a Flood Risk Assessment will be need to be submitted with any planning application(s) for this site.

Policy LIT 4: Employment allocation, land north of Wisbech Road

Approximately 4.77 hectares of land is allocated for employment development for B1/B2/B8 uses on land north of Wisbech Road.

Development proposals will be expected to:

- Provide safe vehicular access for the majority of the site from Wisbech Road via the existing junction, which serves Thurlow Nunn Standen. This will require improvements to the junction.
- Provide safe vehicular access to the land to the rear of the concrete products factory on Wisbech Road via the existing factory site.
- Provide adequate on-site car and cycle parking for employees and visitors.
- Have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside and minimise amenity impact upon nearby residential properties.
- Provide landscaping along the boundaries with nearby residential properties and adjoining agricultural land.
- Demonstrate that the flood risk on the site can be adequately mitigated.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewage network.
- Comply with other policies of the Local Plan.

Town Centre

Littleport has a historic town centre which provides a range of food and non-food shops, a public house and community facilities. The current key attractors are the Co-op store, Lloyds Pharmacy and Barclays Bank. There are also a number of important community facilities in or near to the town centre, including the library, village hall and community centre. The main

Part Two: Village/Town Visions

shopping area is focused on Main Street, with a number of retail units (the majority of which are service related) on Granby Street.

However the town centre is not performing as well as it could, given the population of the town and the surrounding area. Although there is a good range of community facilities, there is a fairly limited range of shops, restaurants and pubs, and a number of retail premises have been lost to other uses particularly housing. Footfall is low for a town of its size. Many people travel to Ely to access the wider range of shops and facilities available in the city.

The regeneration and improvement of the town centre is one of the key challenges for Littleport. The increasing population of the town should assist by bringing additional residents and increasing footfall. There are opportunities to provide new and expanded retail units on the High Street and on nearby Crown Street and Granby Street – although no sites which would be large enough to accommodate a supermarket or stores or similar size. Linked to this, it will be important to make improvements to the appearance, attractiveness and accessibility of the town centre, through street works, enhanced links/crossings for pedestrians and cyclists, and provision of more cycle parking. The Littleport Masterplan highlights the benefits that improvements on Crown Lane could bring in slowing down traffic, enhancing the public realm, and benefiting the vitality of the town centre.

The regeneration of the town centre will require action on a number of levels, and from a variety of sources. The recent establishment of a new 'Town Centre Forum' of local businesses should help to focus community efforts and make changes. The District Council will seek to work closely with the Parish Council and the Town Centre Forum to identify potential funding sources.

As part of the strategy it will be important to retain the existing retail units in the town centre and prevent their loss to other uses (in accordance with Policy COM 1). Policy LIT 5 below also identifies a number of specific attractions/facilities which are seen as critical to the long-term health and vitality of the town centre, and which are singled out for particular protection. This includes the Co-op supermarket on Main Street (which should be retained for food retail purposes), the community centre (former cinema) on Hempfield Road, and the public car parks at the community centre and off Main Street. The policy below also seeks to protect against the loss of private car parks/parking areas within and close to the town centre, recognising that these support the shops and businesses within Littleport Town Centre.

Policy LIT 5: Strategy for Littleport Town Centre

The strategy for the enhancement and development of Littleport Town Centre is as follows:

- The current Co-op site located on Main Street is identified as a key town centre facility and should be retained for its current food retailing use. Re-development schemes will only be appropriate where they involve the re-provision of at least equivalent food retailing floorspace on the ground floor. Other town centre uses may be appropriate on upper floors where proposed.
- Other existing retail units within Littleport Town Centre particularly those located on the Main Street and Granby Street 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 town centres uses in Main Street, Crown lane and Granby Street will be encouraged.
- Public realm improvements should be provided in Crown Lane to make it more attractive and

Part Two: Village/Town Visions

pedestrian/cyclist friendly.

- Enhanced pedestrian and cycle routes and cycle parking to be provided within the town centre.
- The current public car parking on Main Street should be retained for its current use.
- Privately owned car parks and car parking areas located in or close to the Littleport town centre should be retained – unless applicants can demonstrate that alternative provision of equivalent value can be made to off-set any loss.
- The current community centre site and adjacent public car parking on Hempfield Road should be retained for its current use. Redevelopment schemes will only be appropriate where they involve the re-provision of community uses and an equivalent amount of public car parking.

Infrastructure and community facilities

Littleport 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, wastewater 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 Littleport will be supported in principle, subject to Policies GROWTH 3 and COM 4.

The key future infrastructure and service requirements for Littleport 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 Littleport over the next 20 years. Further details relating to the school allocation on Camel Road are set out in Policy LIT 6 after this table.

<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
Upgrade to wastewater treatment facilities	Littleport Waste Water Treatment Works, Ten Mile Bank	Anglian Water	Summer 2013	Capacity in the STW is limited until the upgrades are completed. Development proposals in this period will need to be supported by Anglian Water.
Extension to Millfield Primary School	Grange Lane	Cambridgeshire County Council	Sept 2014	Included in the County Council's Capital Programme.
New primary school	Land west of Camel Road	Cambridgeshire County Council	2019/20	
New secondary school	Land west of Camel Road	Cambridgeshire County Council	2016	Included in the County Council's Capital Programme. 5 Forms of Entry school to be provided.
New Pre-school facilities	NK	Cambridgeshire County Council	TBC	
New Nursery(ies)	NK	Private provider(s)	NK	

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<i>Infrastructure / facility</i>	<i>Location</i>	<i>Provider</i>	<i>Delivery date (est.)</i>	<i>Details</i>
Expanded Littleport Healthcare Centre	Parsons Lane		TBC	
Expanded Dentist provision	NK	Private company	NK	
Improvements to Littleport Library	Victoria Street	Cambridgeshire County Council	TBC	
New open space and play areas	Various	Developer	Various	Facilitated as part of new housing development schemes.
Improvements to sports facilities	TBC	TBC	TBC	TBC
Cemetery	TBC	Littleport Parish Council	TBC	Options currently being explored by Littleport Parish Council
Allotments	TBC	Littleport Parish Council	TBC	
Additional car parking at Littleport Rail Station	Close to Littleport rail station	East Cambridgeshire District Council/TBC	TBC	The District Council is currently exploring potential options for parking to be provided near to the Littleport Rail Station.
<u>Streetscape</u> improvements in and around the town centre	Main Street, Granby Street, Hitches Street, Globe Lane and Crown Lane	Cambridgeshire Council/East Cambridgeshire District Council	TBC	
Improved cycle and pedestrian access including the creation of a new circular pedestrian route to the north, south and east of Littleport.	Routes identified in Littleport Masterplan.	TBC	TBC	
<u>Improved pedestrian/cycle access to the countryside. Little Downham and Ely.</u>	<u>Grange Lane (between A10 roundabout and Highfields mini roundabout) to Woodfen Road</u>	TBC	TBC	

Secondary and primary school allocation – land west of Camel Road

Cambridgeshire County Council has identified a need for a new secondary school in Littleport to provide additional secondary places within the Ely/Littleport area. The expectation is that the secondary school will be developed by 2016/17. The County Council has also identified a need for additional primary school in Littleport, which will be expected to be open by 2019/20. The

East Cambridgeshire District Council

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County Council proposes that the schools will be located on adjoining sites, on land off Camel Road to the north of the town.

The site is currently occupied by playing fields, forming part of the grounds and pitches of the Littleport Leisure Centre. Only part of the grounds will be required for the provision of the secondary and primary school – approximately 8.3 ha of land. However, the County Council will be expected to off-set the loss of any pitches, and demonstrate that alternative provision is made in accordance with Policy COM 3. For example, there may be an opportunity to provide additional pitches to the rear of the current Leisure Centre site, on adjoining farmland.

The exact location of the school within the Leisure Centre site will need to be the subject of further investigation work by the County Council. As part of this, the County Council will be expected to explore whether it would be practical to share the current Leisure Centre facilities for school purposes, as sharing facilities may assist their long-term financial viability and security for community use.

The land is an area of high flood risk. A Flood Risk Assessment of the site has been carried out demonstrating that this risk can potentially be mitigated. This will need to be reviewed, and careful regard had to the mitigation of flood risk in the detailed design and layout of a final scheme.

Vehicular access to the site will need to be provided off Camel Road, for cars and buses. The County Council will be expected to demonstrate, via a Transport Assessment, that the site can be safely accessed – either via the existing vehicular access to the Leisure Centre, or via an alternative point. Suitable access should also be provided for pedestrians and cyclists, to be demonstrated through a Transport Assessment. Car parking for staff and visitors will also be required.

Policy LIT 6: Primary and secondary school allocation, land west of Camel Road

Approximately 8.3 hectares of land to the west of Camel Road is allocated for a new primary and secondary school and associated playing fields, buildings and car parking.

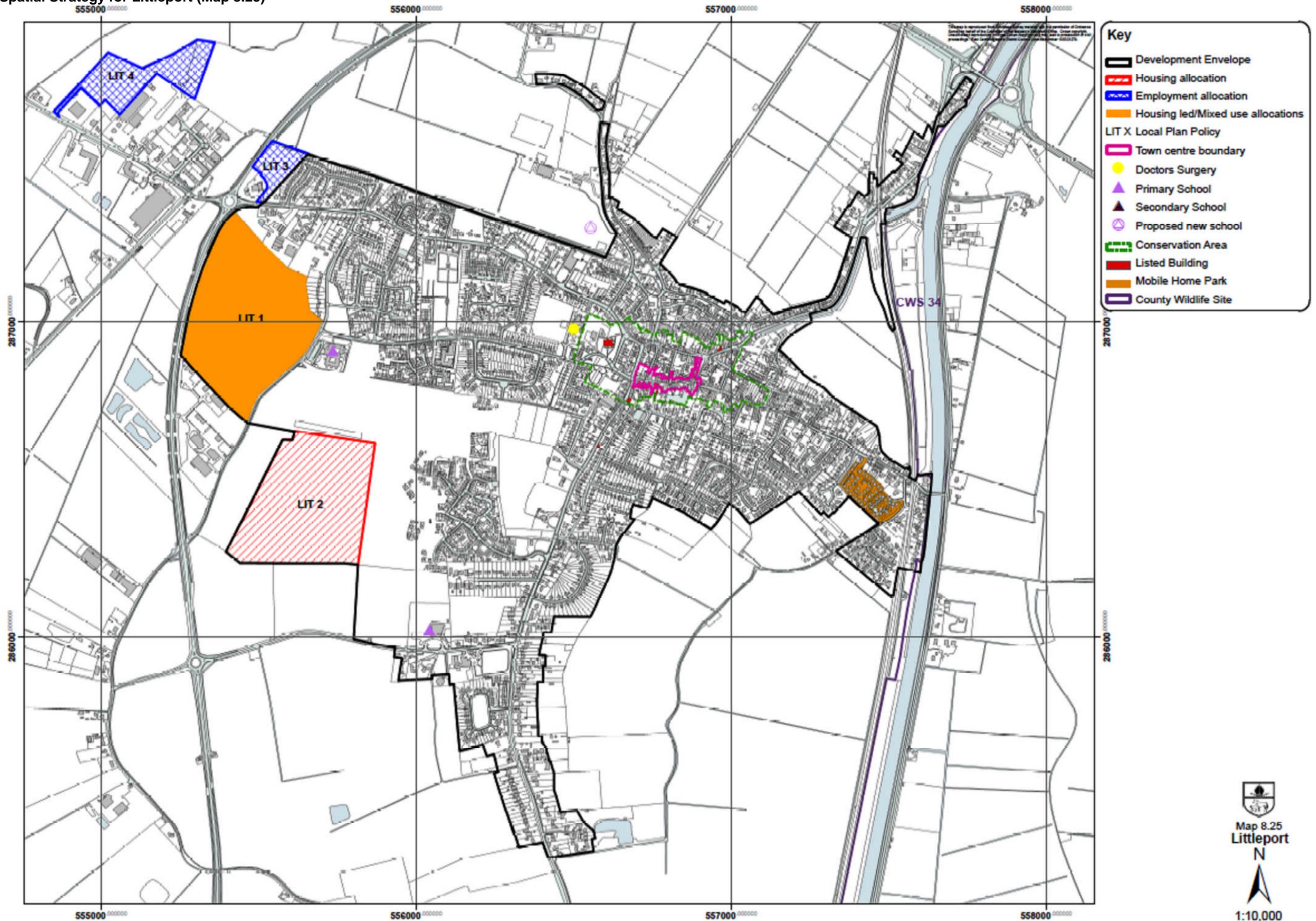
Development proposals will be expected to:

- Have particular regard to the scale, height, design and massing of buildings and landscaping in order to minimise visual impact on Camel Road and minimise amenity impact on neighbouring properties.
- Demonstrate through a Transport Assessment that safe vehicular, pedestrian and cycle access can be provided from and along Camel Road.
- Provide necessary highways improvements and traffic calming on nearby roads, as demonstrated through a Transport Assessment to promote access on foot and by bicycle
- Provide adequate car and cycle parking on site for employees and visitors
- Mitigate the loss of existing playing fields by making alternative provision in line with Policy x.
- Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application.
- 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

Spatial Strategy for Littleport (Map 8.25)



Part Two: Village/Town Visions

8.23 Lode and Long Meadow



Description of Lode and Long Meadow

Lode is a small village on the edge of the fen, approximately 7 miles northeast of Cambridge. The parish also includes the hamlet of **Longmeadow**.

Lode contains a number of attractive buildings, including a number of timber-framed thatched cottages. The most spectacular building in the parish is Anglesey Abbey (now owned by the National Trust) with its remarkable gardens. The house is listed Grade II and the gardens appear on the English Heritage list of Parks and Gardens of Historic Interest.

Lode has a good range of facilities including a Post Office and shop, a recreation ground (the Passage), a church, a chapel, a Social Club, a tennis court, allotments and a community orchard. Both Lode and Long Meadow have a regular daily bus service which runs to Newmarket and Cambridge. The main features of the settlements are shown on maps 8.26 and 8.27.

Key statistics

Lode and Longmeadow	
Population ¹⁰²	890
Dwellings ¹⁰²	390
New dwellings built 2001-2012(net)	13
Estimated new dwellings 2012-2031 ¹⁰³	12
Employment ¹⁰⁴	To be confirmed following publication of 2011 Census
Existing public transport services	Regular daily bus services to Newmarket, Burwell and Cambridge (Monday-Saturday) (as at Nov 2012)

¹⁰² Population and dwellings for Lode parish (mid-2010), Cambridgeshire County Council Research Group

¹⁰³ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

¹⁰⁴ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Housing

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

A 'development envelope' has been drawn around both Lode and Longmeadow to define the built-up part of the settlements 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 very 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 Lode or Longmeadow. 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

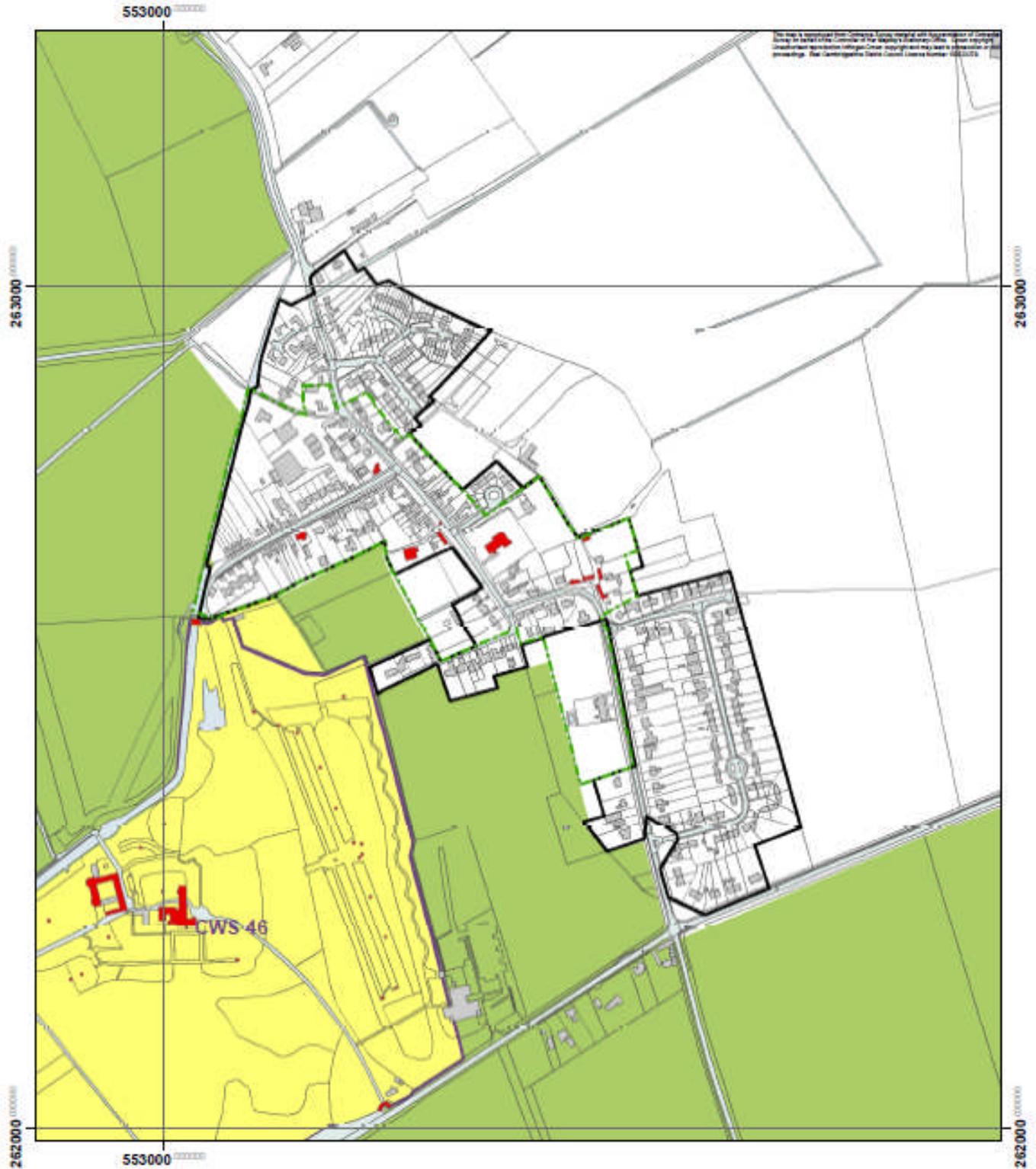
In 2008 the Parish Council set up a steering group to produce a Parish Plan which was to be used to take the development of the village forward. As many of the initiatives generated as the result of this original plan had been achieved it was agreed that the project should be re-visited. A questionnaire consisting of 30 items was distributed to the village and from the responses the following were prioritised.

	<i>Priority</i>	<i>Suggestions</i>
1	More Cycle Routes	From Lode to both Quy and Waterbeach.
2	Footpaths	To continue the development and maintenance of the network
3	Social Club	To continue informal liaison with the Club as part of the process of continuous improvement
4	Anglesey Abbey	To chair the Liaison Committee with the National Trust to foster better relations
5	Bus Service	To identify the need for an enhanced bus service
6	Web Site	Using the ECDC Shape Your Place publicise the village more widely.

The current community facilities in Lode and Longmeadow (including the shop, church, chapel, recreation ground, Fassage Hall (community room/changing rooms) and the tennis court) contribute to the quality of people's lives. 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 Lode (Map 8.26)



Key

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

Map 8.26
Lode
N
1:6,000

Part Two: Village/Town Visions

8.24 Mepal



Description of Mepal

Mepal is a small, rural village on the East Cambridgeshire/Fenland border, 6 miles west of Ely.

The village, situated off the A142, is less than ten metres above sea level. The Old Bedford River and the New Bedford River (also known as the Hundred Foot Drain) run very close on the north-west side of the village. Mepal has a number of Listed Buildings including the 13th century Church, notable as the only church in the Isle of Ely without either tower or spire. The main features of the village are shown on Map 8.28.

Facilities in the village include a shop and post office, church, public hall, public house and a sports field, Primary school, Mepal Community Pavilion and Mepal Outdoor centre on the edge of the village. The village has a regular bus service which runs to Ely and Cambridge.

Key statistics

Mepal	
Population ¹⁰⁵	900
Dwellings ¹⁰⁵	420
New dwellings built 2001-2012(net)	122
Estimated new dwellings 2012-2031 ¹⁰⁶	16
Employment ¹⁰⁷	To be confirmed following publication of 2011 Census data
Existing public transport services	Regular services to Ely and Cambridge (Monday-Saturday) (as at June 2012)

Housing

Mepal 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 Mepal.

¹⁰⁵ Population and dwellings for Mepal parish (mid-2010), Cambridgeshire County Council Research Group

¹⁰⁶ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

¹⁰⁷ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A 'development envelope' has been drawn around Mepal 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 few current businesses in the village, including Greens of Mepal, and Lillypot Dressmaking and Alterations, but little employment land or premises (e.g. office and industrial). The District Council is keen to retain any 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 Mepal. 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 Mepal have indicated a desire for the need for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below.

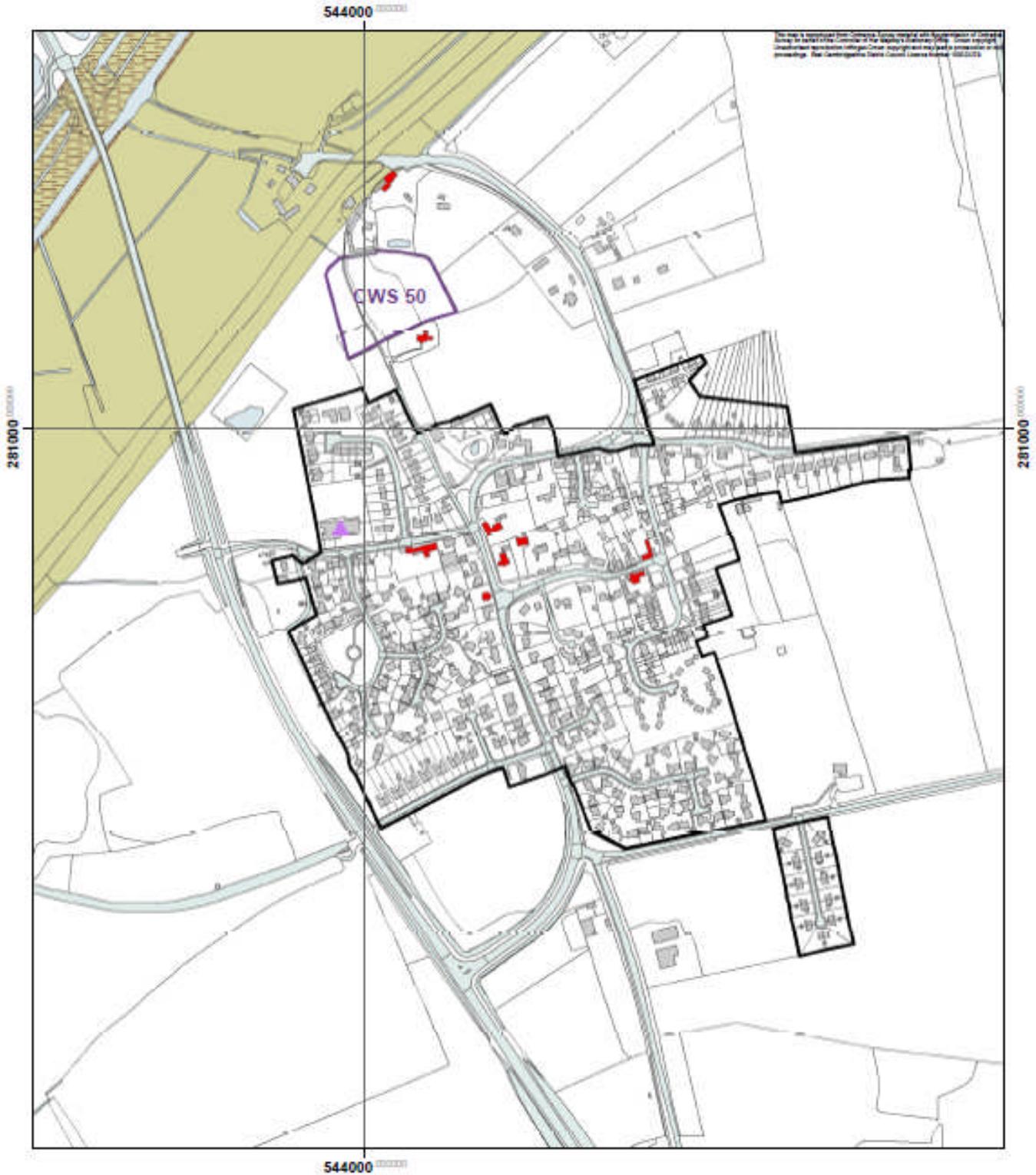
	Priority	Suggestions
=1	Improvements to the Village Hall	Extension of Village Hall. Improvements to Village Hall kitchen and floor. Improved signage. Provision of a new car park
=1	Traffic calming	Traffic calming on Sutton Road and School Lane. Extend 30mph speed limit to pub.
3	Improvements to pedestrian/cycle routes	More footpaths and cycle paths. Cycle path along the river. Pedestrian/cycle routes to link village with Sutton and Witchford/Ely. Provide cycle link to Mepal Outdoor Centre
4	Improvements to sports ground/open space	Creation of a cricket pitch.

One of the top priorities is improvements to Mepal Village Hall, in particular an extension and improvements to the kitchen and flooring in the hall and provision of a new car park. The other top and third priorities are both transport-related – a traffic calming scheme and improvements to pedestrian/cycle links. The District Council will work with the Parish Council and County Council to explore options and secure funding for improvements to community facilities and road and transport schemes in Mepal. 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 Mepal (including the shop and Post Office, pub, public hall, church and community pavilion) contribute to the quality of people's lives. 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 Mepal (Map 8.28)



Key

- Development Envelope
- Primary School
- Listed Building
- County Wildlife Site
- Special Area of Conservation
- SSSI; Area of International Importance for Wildlife; Ramsar site; Special Protection Area

Map 8.28
Mepal
N
1:6,000

Part Two: Village/Town Visions**8.25 Newmarket Fringe**

© Richard Humphrey

Description of Newmarket Fringe

Newmarket Fringe refers to the parts of Newmarket that lie within East Cambridgeshire. The area consists of the southern suburbs of the town, and includes Ditton Lodge First School and Newmarket Town Football Club. The main features of the suburb are shown on map 8.29. The rest of Newmarket lies within the local authority district of Forest Heath.

As a suburb of Newmarket, Newmarket Fringe looks to the services and facilities provided within the town. Newmarket is a large market town, with a wide range of shops, employment opportunities, community facilities – and good public transport links including a railway station (to Cambridge and Ipswich).

Given the geography of the town, it is important to coordinate and plan for the suburb in close partnership with Forest Heath District Council. Although the Local Plan timetables of the two authorities are not in unison, close liaison has taken place between the authorities, particularly on the identification of potential development sites, and the provision of infrastructure and facilities. Further expansion of the suburb area is not proposed, as there are very limited opportunities for growth due to the presence of stud farms on the edge of the suburb and lack of available land. However, a greenfield urban expansion including housing and employment is being considered for Newmarket, within the district of Forest Heath, in their Core Strategy Single Issue Review (July 2012). For further details, see Forest Heath's website at www.forest-heath.gov.uk.

The production of this Vision has also involved working with the three Parish Councils who cover Newmarket. The Newmarket Fringe suburb lies partly within Woodditton Parish, and partly within Cheveley Parish. The rest of Newmarket town (within Forest Heath) is covered by Newmarket Town Council.

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

Newmarket Fringe	
<i>Population</i> ¹⁰⁸	1940 (population of Newmarket 18,039)
<i>Dwellings</i> ¹⁰⁸	448
<i>New dwellings built 2001-2012(net)</i>	95
<i>Estimated new dwellings 2012-2031</i> ¹⁰⁹	43
<i>Employment</i> ¹¹⁰	To be completed following publication of 2011 Census
<i>Existing public transport services</i>	Regular services to Newmarket (Monday-Saturday) (as at June 2012)

Housing

The Newmarket Fringe area is likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the area. No new housing allocation sites are on the proposed Newmarket Fringe.

A 'development envelope' has been drawn around the Newmarket Fringe to define the built-up part of the settlements 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 Newmarket Fringe, but there are many stud farms and horse breeding establishments located in the countryside surrounding Newmarket. The District Council will continue to support and encourage the horse racing industry under Policy xx. 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 the Newmarket Fringe. However, suitable new employment proposals within or on the edge of the suburb will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

Newmarket is a large market town, with a wide range of shops and community facilities which are used by residents of Newmarket Fringe suburb. The two local authorities (and County Council's) regularly work in close partnership to facilitate and fund facilities which are used by residents in both local authority areas, and this work will continue in the future.

¹⁰⁸ Population and dwellings for Cheveley parish and Woodditton parish (mid-2010), Cambridgeshire County Council Research Group

¹⁰⁹ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

¹¹⁰ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Residents of Newmarket Fringe have suggested a number of improvements to infrastructure and facilities within the suburb area. A list of priorities for the suburb is set out in the table below.

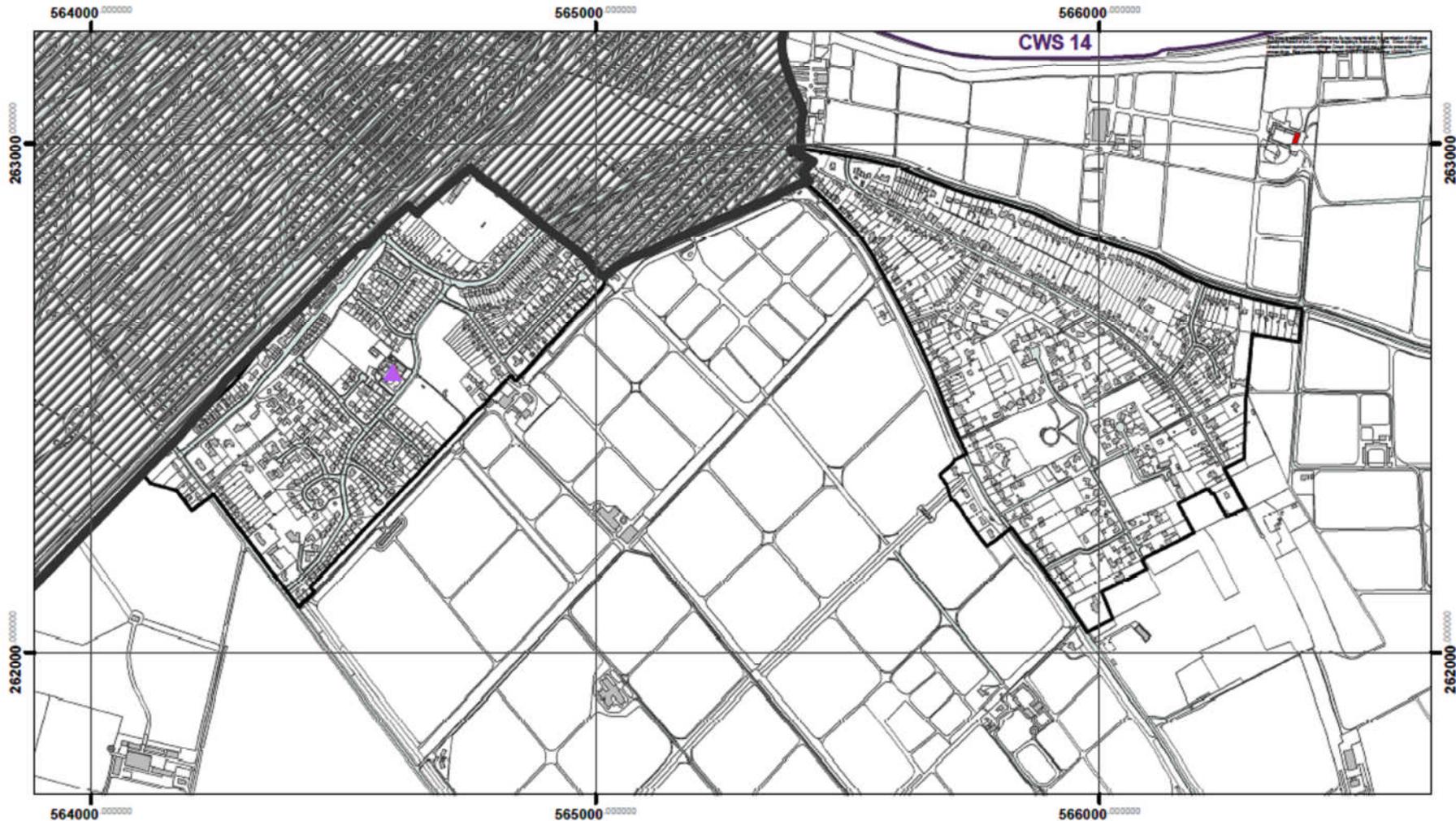
	<i>Priority</i>	<i>Suggestions</i>
1	Traffic calming/highway improvements	Speed reduction measures along Ashley Road and Duchess Drive More speed checks on main routes Advance warning lights for high vehicles about the low rail bridge on New Ashley Road Better footway provision on the narrow road bridge on Woodditton Road
2	More school places	Liaise with County Council Education Department

The top priority is for traffic calming/highway improvements particularly speed reduction measures and improved footpaths. The other priority is more school places at Ditton Lodge First School. The District Council will work with the Cheveley and Woodditton Parish Councils and County Council to explore options and secure funding for the above improvements and will also liaise with the County Council to explore issue of extra school places.

The current community facilities in Newmarket Fringe (including the First School and football club) 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 suburb will be supported in principle, subject to Policy COM 4.

Part Two: Village/Town Visions

Spatial strategy for Newmarket Fringe (Map 8.29)



Key

- Development Envelope
- Listed Building
- Primary School
- County Wildlife Site
- Outside district

Map 8.29
Newmarket Fringe
N
1:10,000

Part Two: Village/Town Visions

8.26 Prickwillow



© Pat and Edward Rice

Description of Prickwillow

Prickwillow lies in the south of the Fens, 4 miles east of Ely. Prominent features in the village include the River Lark and the Drainage Museum.

Facilities include a village hall with play area, church and the Hiams Sports and Social Club. Residents travel to nearby Ely for their goods and services. The main features of the village are shown on Map 8.30.

Key statistics

Prickwillow	
<i>Population</i> ¹¹¹	480
<i>Dwellings</i> ¹¹¹	192
<i>New dwellings built 2001-2012(net)</i>	20
<i>Estimated new dwellings 2012-2031</i> ¹¹²	33
<i>Employment</i> ¹¹³	To be confirmed following publication of 2011 Census
<i>Existing public transport services</i>	1 weekly service to Ely

Housing

Prickwillow is likely to continue to grow at a slow rate, with new housing being built on suitable 'infill' sites within the village. Additionally, a new housing allocation site is proposed on land adjacent to Putney Hill Road.

A development envelope has been drawn around Prickwillow to define the built-up part of the village where development (infill and the allocation site) may be permitted. The purpose is to

¹¹¹ Population and dwellings for Prickwillow village, Cambridgeshire County Council Research Group (mid-2010)

¹¹² East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

¹¹³ To be updated with forthcoming Census results

Part Two: Village/Town Visions

prevent sprawl into the open countryside. Development on infill sites will need to be in line with Policy GROWTH 2. Development on the allocation site will need to be in line with Policy PRI 1.

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 PRK 1: Housing allocation, land adjacent to Putney Hill Road

Approximately 0.5 hectares of land is allocated for residential development for up to 10 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 a mix of dwelling types and sizes to reflect current evidence of need within Prickwillow.
- Demonstrate that the flood risk on the site can be adequately mitigated.
- Comply with the other policies of the Local Plan.

Employment

There are a small number of 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 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 Prickwillow. 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 Prickwillow have identified a number of infrastructure and community improvements. A list of priorities is set out in the table below:

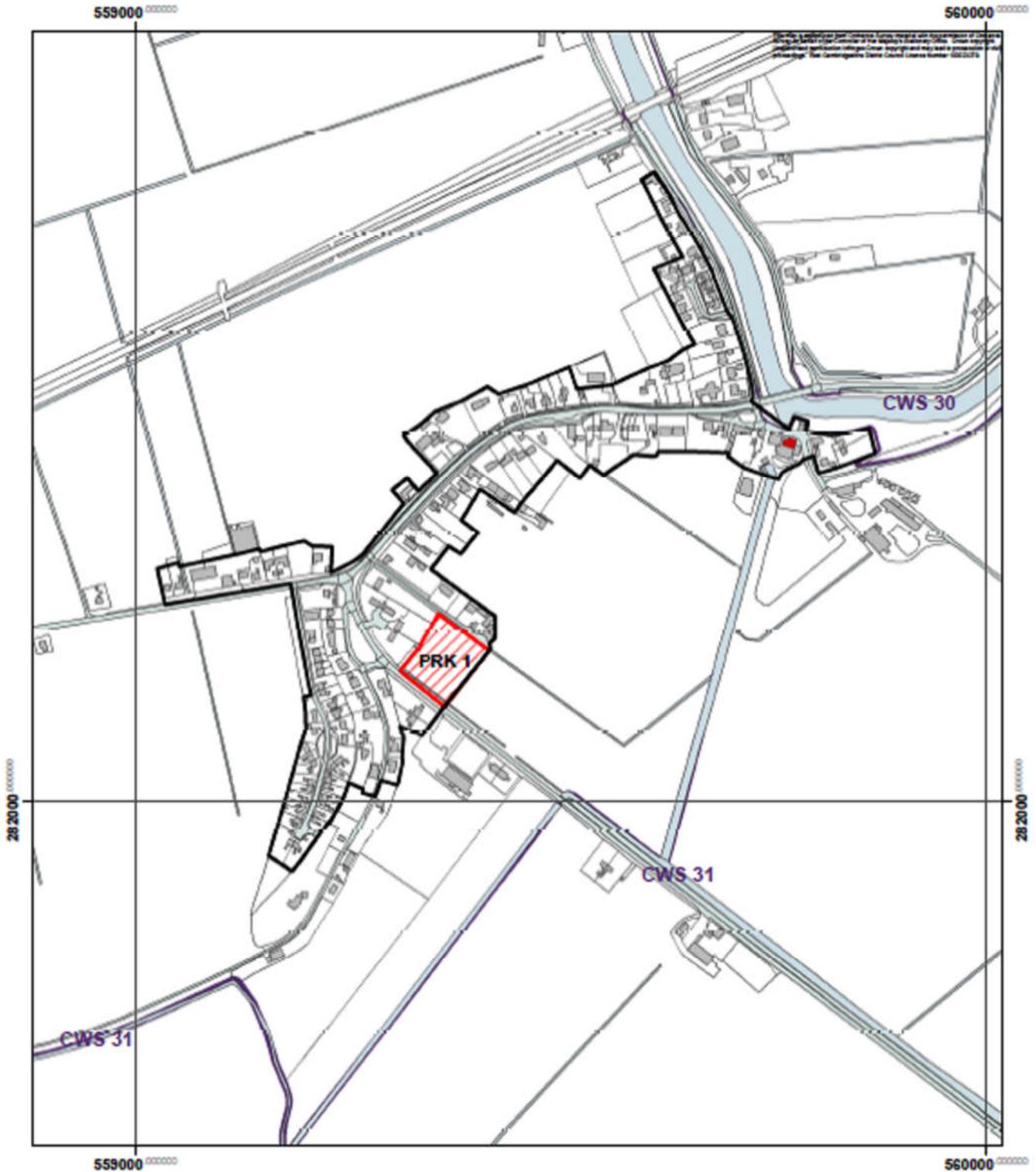
	Priority	Suggestions
1	Improvements to the broadband service	Options for the provision of access to either superfast or basic broadband in areas such as Prickwillow will be considered by the Connecting Cambridgeshire project http://www.connectingcambridgeshire.co.uk/
2	Improvements to pedestrian/cycle routes	Work with partners to explore the provision of an off road cycle route into Ely.
3	New sports ground/open space	Development of playing pitches, possibly as an extension to Hiams sports and social club to be considered for future funding sources.
4	Improvements to play areas	Identify specific improvements to be considered for future funding sources e.g. new play area equipment.

Part Two: Village/Town Visions

The current community facilities in Prickwillow (including the village hall and sports / social club) 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 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 Prickwillow (Map 8.30)



Key

- Development Envelope
- Housing allocation
- PRK X Local Plan Policy
- Listed Building
- County Wildlife Site

Map 8.30
Prickwillow

N

1:6,000

Part Two: Village/Town Visions

8.27 Pymoor



Description of Pymoor

Pymoor is a small linear village within the parish of Little Downham, approximately 5 miles north-west of Ely.

The village comprises housing located on both sides of Main Street and Straight Furlong (which forms part of the B1411). Together with a number of residential properties located to the west and east on School Lane and Pymoor Lane.

Pymoor has a limited range of facilities – there is a Village Hall, Chapel, a Sport and Social Club, recreation playing field and a play area. The village also has a number of public rights of way and byways, which provide good links to the surrounding countryside and nearby Ouse Washes (which is a SSSI and European RAMSAR wetlands site). The main features of the village are shown on Map 8.31.

Key Statistics

Pymoor	
Population ¹¹⁴	390
Dwellings ¹¹⁴	169
New dwellings built 2001-2012(net)	7
Estimated new dwellings 2012-2031 ¹¹⁵	17
Employment ¹¹⁶	To be confirmed following publication of 2011 Census
Existing public transport services	Limited bus service to Ely Monday to Friday only (as at September 2012)

¹¹⁴ Population and dwellings for village of Pymoor, Cambridgeshire County Council Research Group (mid-2010)

¹¹⁵ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential

¹¹⁶ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Housing

Pymoor is likely to continue to grow, with new housing being built on suitable 'infill' sites within the village. Additionally, a new housing allocation site is proposed north-west of Straight Furlong (see PYMO1 below).

A 'development envelope' has been drawn around Pymoor 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 site will need to be in line with Policies PYMO 1.

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.

The site is located between 9 Straight Furlong and an Anglian Water pumping station and is currently in a mix of agricultural and residential use.

The southern part of site includes an existing bungalow (11 Straight Furlong) in extensive grounds and a number of farm storage buildings. The owner of the storage buildings has stated that these could be removed to enable the development of this site. The northern part of the site is an agricultural field.

The site is well screened from Straight Furlong by existing hedging and trees along the boundary of the site and on the vergeside. There are also a number of substantial trees within the site and on the boundaries with the open countryside. There will be a need to retain as much of the original hedgeline and planting as possible in any redevelopment scheme, and provide additional planting on the boundaries with the countryside as part of the development of this site (including new trees to off-set any loss on the site).

There is an existing vehicular access to the site from Straight Furlong, which currently serves the farm buildings and the residential properties at 9 and 11 Straight Furlong. However a new vehicular access should be provided from Straight Furlong as part of this development. The location of which will be determined as part of the planning application process. In addition the existing footway should also be extended to enable pedestrian access to the site.

This site is identified as an area of high flood risk. A Flood Risk Assessment of the site has been carried out demonstrating that this risk can potentially be mitigated partly by raising floor levels.

Policy PYM 1: Housing allocation, land north east of 9 Straight Furlong

0.8 hectares of land is allocated for residential development of approximately 10 dwellings. Development proposals will be expected to:

- Have particular regard to layout and the scale, height, design and massing of buildings, and landscaping to minimise the visual impact of development from Straight Furlong and the surrounding countryside and to minimise amenity impact on the nearby residential properties.
- Maximise the retention of existing planting and trees on the site, and provide additional landscaping on the boundaries with the open countryside.
- Demonstrate that the flood risk on the site can be adequately mitigated.

Part Two: Village/Town Visions

- Provide safe vehicular access from one point off Straight Furlong and extend the existing footway.
- 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 a mix of dwelling types and sizes to reflect current evidence of need within Pymoor.
- Comply with the other policies of the Local Plan.

Employment

There are a number of small businesses within the village, including an independent seed supplier and a wooden door manufacturer. 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 Pymoor. 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 Pymoor have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below.

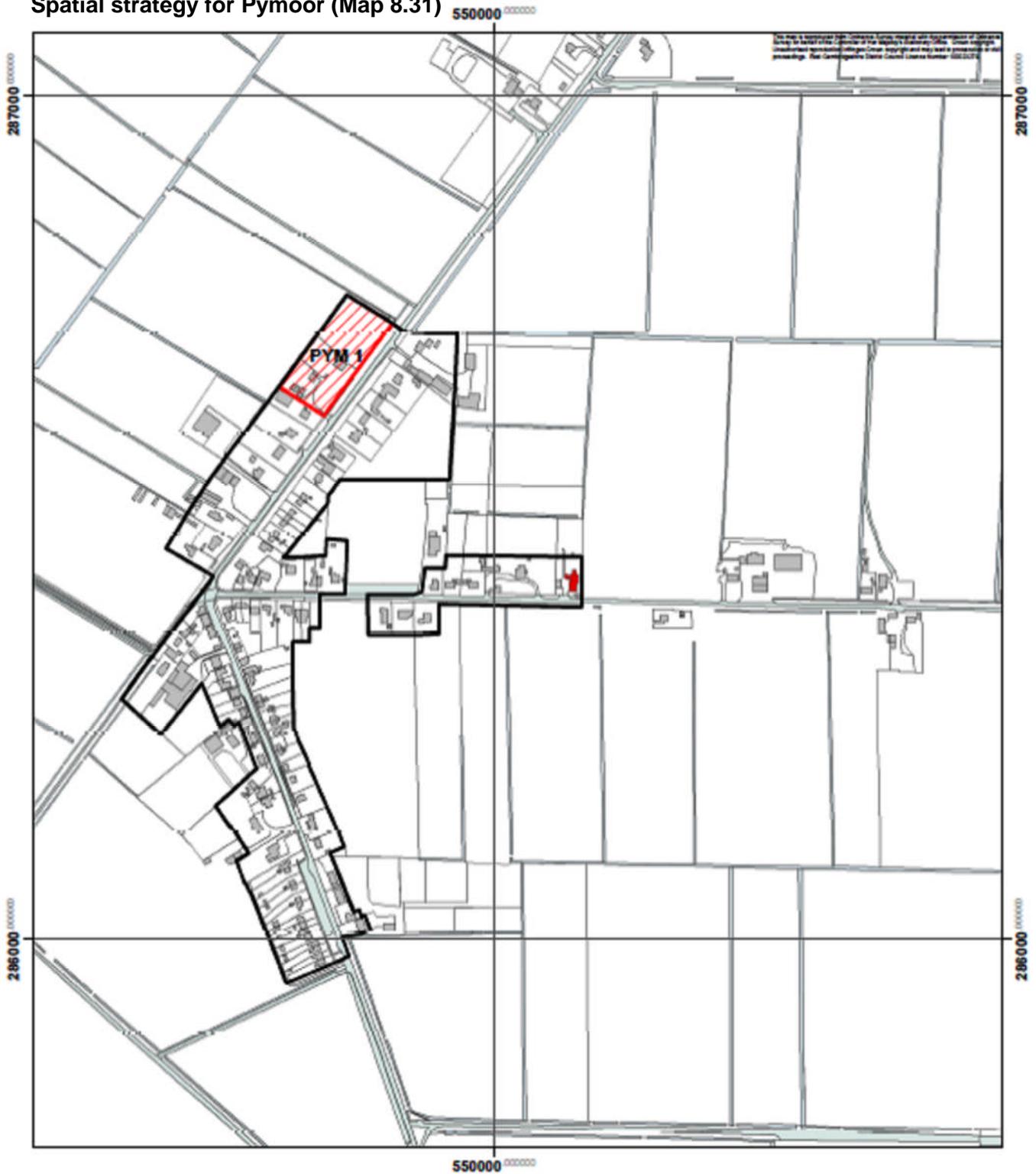
	Priority	Suggestions
1	Improvements to pedestrian/cycle routes	
2	Improvements to sports ground/open space	
3	Improvements to play area	Parish Council is to replace existing play area fence.
4	Improvement to roads in and around the village/maintenance of roadside verges	.

The top priority is the provision of improvements to pedestrian and cycle routes. The second priority is improvements to sports ground/open space; with the third being improvements to the existing play area. The District Council will work with the Parish Council and County Council to explore options and secure funding for such schemes.

The current community facilities in Pymoor (including the Village Hall, Social and Sports Club, playing field and chapel) 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 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 Pymoor (Map 8.31)



Key

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

Map 8.31
Pymoor

N

1:6,000

Part Two: Village/Town Visions

8.28 Queen Adelaide



© City of Ely Council

Description of Queen Adelaide

Queen Adelaide is a hamlet located just over 1 mile northeast of Ely. Development lies on both sides of the B1382 and is intersected by 2 railway lines. There is a third railway line on the eastern edge of the village – but no railway station.

The hamlet is small and is included in the Parish of Ely. It is surrounded by open countryside and has had minimal growth in the past decade. Services within the village are very limited with a car sales garage, a village hall, a public telephone and a bus service only one day a week. The main features of the village are shown on Map 8.32.

Key statistics

Queen Adelaide	
Population ¹¹⁷	230
Dwellings ¹¹⁷	104
New dwellings built 2001-2012(net)	2
Estimated new dwellings 2012-2031 ¹¹⁸	4
Employment	To be confirmed following publication of 2011 Census data
Existing public transport services	One bus service to Ely every Thursday morning, operated by Ely Dial-a Ride

Housing

Queen Adelaide 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 the village. A 'development envelope' has been drawn around Queen Adelaide 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.

¹¹⁷ Population and dwellings for Queen Adelaide (mid-2010), Cambridgeshire County Council Research Group

¹¹⁸ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall site.

Part Two: Village/Town Visions

Housing schemes outside the development envelope will be assessed against Policy GROWTH 2 and other Local Plan policies as appropriate.

Employment

There are a limited number of current businesses within the village, but there are two large employment sites close by, The Potter Group, and DS Smith. 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 Queen Adelaide. 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 Queen Adelaide have indicated a desire for improvements to infrastructure and community facilities in the village. A list of priorities is set out in the table below.

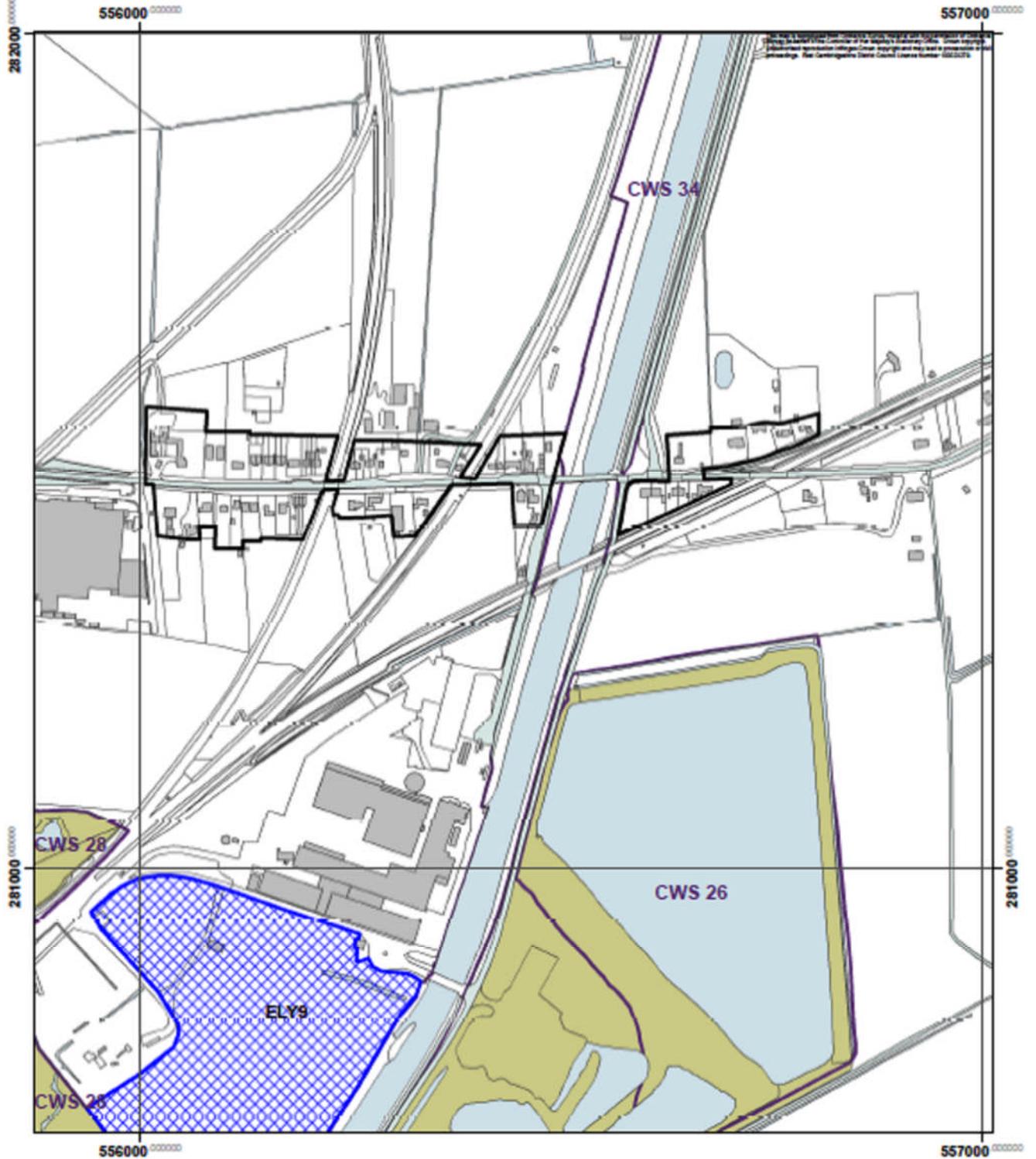
	Priority	Suggestions
1	Improvements to existing/new village hall	
2	Improvements to pedestrian/cycle routes	Improved footpaths and cycle routes required, especially to river area and along Ely Road (safety concerns)
3	Provision of a new children's play area	
4	Open space improvements	
5	Improvements to road/transport infrastructure	Improvements to open space to include the river area. Reduce speed of traffic along B1382 and an improved junction at river bridge.

The top priority expressed by residents is for a new or improved village hall. Other improvements to community facilities include a new children's play area. The second priority is for improved pedestrian and cycle routes in the village, especially making cycling along Ely Road safer. Residents have also expressed new links to the river area as an important improvement, as well as improvements to the road/transport infrastructure along the B1382, including, reducing the speed of traffic that uses the road, as well as an improved junction at the river bridge. The District Council will work with the Parish Council and County Council to explore options and secure funding for community facilities and transport infrastructure schemes within Queen Adelaide.

The community facilities in Queen Adelaide 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 Queen Adelaide (Map 8.32)



Key

- Development Envelope
- Ely employment allocation (see Ely vision - Policy ELY9)
- County Wildlife Site
- Site of Special Scientific Interest

Map 8.32
Queen Adelaide

1:6,000

Part Two: Village/Town Visions

8.29 Reach



Description of Reach

Reach is a small hamlet in a pleasant setting about 6 miles north-west of Newmarket. It has a clearly defined centre around Fair Green and the majority of the village is covered by a Conservation Area. Reach Lode is to the north of the hamlet and to the south is Devils Dyke an Anglo-Saxon earthwork which is classified as a Scheduled Ancient Monument, and as a Site of Special Scientific Interest. The main features of the village are shown on Map 8.33.

Facilities in Reach include a church, village centre/hall, and a public house. The village has a regular bus service which runs to Newmarket and Cambridge.

Key statistics

Reach	
Population ¹¹⁹	360
Dwellings ¹¹⁹	140
New dwellings built 2001-2012(net)	8
Estimated new dwellings 2012-2031 ¹²⁰	8
Employment ¹²¹	To be confirmed following publication of 2011 Census data
Existing public transport services	Regular services to Newmarket and Cambridge (Monday-Saturday) (as at June 2012)

¹¹⁹ Population and dwellings for Reach parish (mid-2010), Cambridgeshire County Council Research Group

¹²⁰ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it excludes potential supply from rural exception windfall sites.

¹²¹ To be updated with forthcoming Census results

Part Two: Village/Town Visions

Housing

Reach 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 Reach.

A 'development envelope' has been drawn around Reach 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 current 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 Reach. However, a new employment allocation is proposed on Reach Road in Burwell, only a mile or so from the village. Suitable new employment proposals within or on the edge of Reach will be supported in principle, subject to Policies EMP 2, EMP 3 and EMP 4.

Infrastructure and community facilities

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

	<i>Priority</i>	<i>Suggestions</i>
1	Improvements to pedestrian/cycle routes	Access to bridge between Reach and Swaffham Prior Pavement improvements between Reach – Burwell - Swaffham Prior Footpath clearance along the Lode, the Hythe end of the village Cycle route between Quy and Lode for commuters to Cambridge
2	More school places	Liaison with County Council
3	Improvements to sports grounds/open space	Play area to be refurbished
4	Improvements to the community/village hall	To be confirmed
5	Traffic calming/problems with roadside parking	Traffic calming needed on main road into and out of village

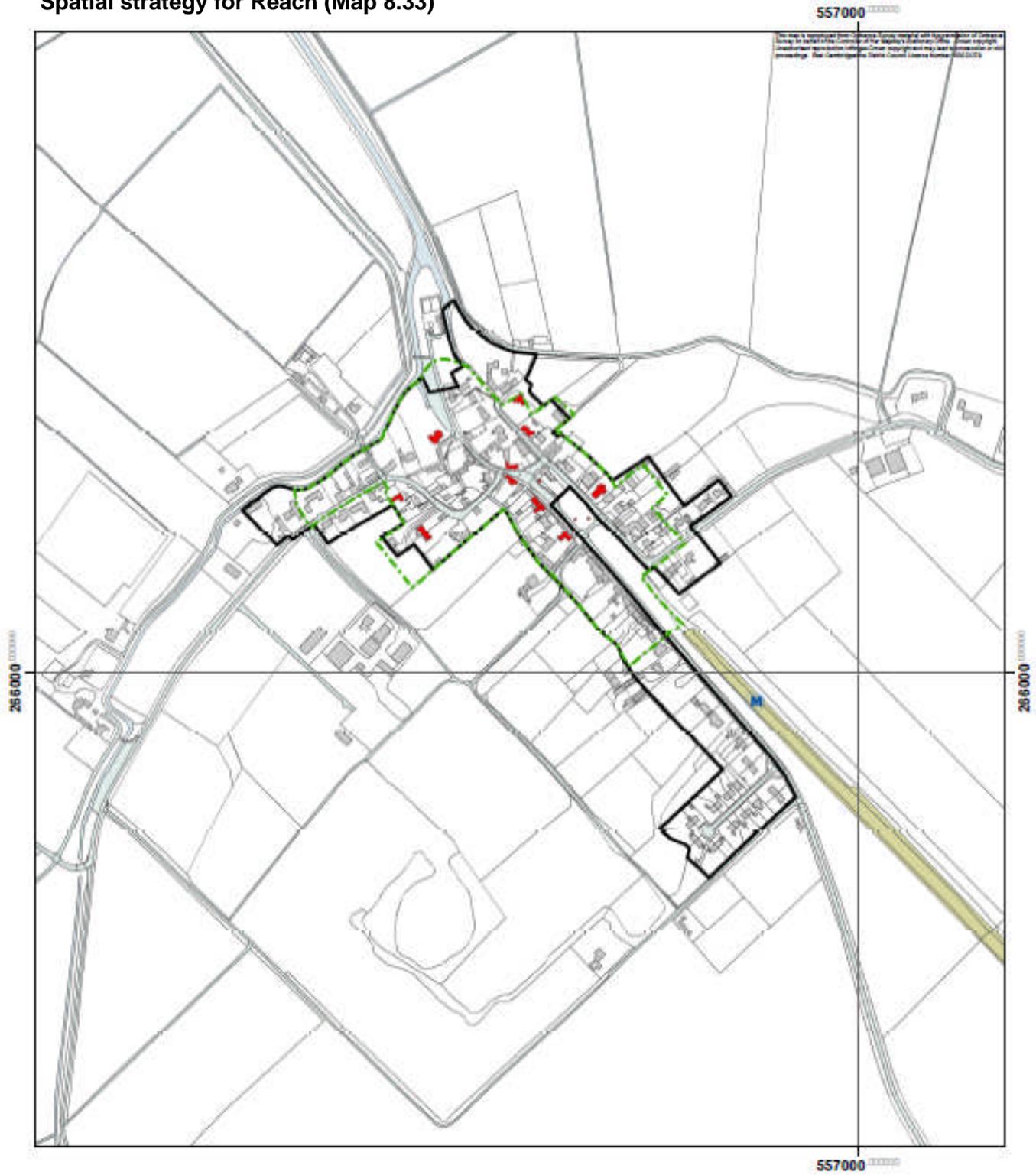
The top priority is for improvements to pedestrian/cycle links in and around Reach. Other priorities include more school places, improvements to the sports ground/open space, the village hall and traffic calming. The District Council will work with the Parish Council and County Council to explore options and secure funding for improvements to community facilities and transport infrastructure within Reach.

Part Two: Village/Town Visions

The current community facilities in Reach (including the, pub, and church) 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 Reach (Map 8.33)



Key

- Development Envelope
- Conservation Area
- Listed Building
- Scheduled Ancient Monument
- Site of Special Scientific Interest



Map 8.33
Reach

N



1:6,000

Part Two: Village/Town Visions

8.30 Snailwell



Description of Snailwell

Snailwell is situated about 2 miles north of Newmarket at the northern edge of the racecourse industry area surrounding the town. The village is small and attractive with its Norman round towered church and several older buildings, including the Old Rectory and Church Farm. The main features of the village are shown on Map 8.34.

The few facilities in the village include the church and the public house. The village has a daily bus service which runs to Newmarket.

Key statistics

<i>Snailwell</i>	
Population ¹²²	230
Dwellings ¹²²	90
New dwellings built 2001-2012 (net)	9
Estimated new dwellings 2012-2031 ¹²³	9
Employment ¹²⁴	To be confirmed following publication of 2011 Census data
Existing public transport services	1 bus service a day to Newmarket (Monday-Saturday) (as at June 2012)

Housing

Snailwell 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 Snailwell.

¹²² Population for Snailwell parish (mid-2010), Cambridgeshire County Council Research Group

¹²³ East Cambridgeshire Housing Trajectory 2012. Note, this is likely to be an underestimate as it exclude potential supply from rural exception windfall sites.

¹²⁴ To be updated with forthcoming Census results

Part Two: Village/Town Visions

A ‘development envelope’ has been drawn around Snailwell 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 Snailwell. 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 Snailwell have indicated a desire for improvements to infrastructure and facilities in the village. A list of priorities is set out in the table below.

	<i>Priority</i>	<i>Suggestions</i>
1	A community/village hall	Provision of village hall Convert part of church into a space for village activities
=2	Improvements to pedestrian/cycle routes	More footpaths and cycle routes Improved signing and waypoints for existing routes
=2	New play areas	Provision of play area on the green
4	More school places at Fordham Primary School	Liaison with County Council

The top priority is for a village hall in Snailwell, which would provide a space for community activities in the village. Other priorities include improvements to pedestrian/cycle links and new play areas. The District Council will work with the Parish Council and County Council to explore options and secure funding for community facilities and pedestrian/cycling infrastructure in Snailwell. 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 Snailwell (including the church and public house) 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 Snailwell (Map 8.34)

